



## Planning and Transportation Committee

**Date:** TUESDAY, 26 JULY 2016  
**Time:** 11.00 am  
**Venue:** LIVERY HALL - GUILDHALL

**Members:**

Christopher Hayward (Chairman)	Deputy Henry Jones
Deputy Alastair Moss (Deputy Chairman)	Gregory Jones QC
Randall Anderson	Alderman Vincent Keaveny
Alex Bain-Stewart	Oliver Lodge
David Bradshaw	Paul Martinelli
Henry Colthurst	Brian Mooney
Revd Dr Martin Dudley	Sylvia Moys
Peter Dunphy	Graham Packham
Emma Edhem	Judith Pleasance
Sophie Anne Fernandes	Deputy Henry Pollard
Deputy Bill Fraser	James de Sausmarez
Marianne Fredericks	Tom Sleigh
George Gillon	Graeme Smith
Alderman David Graves	Angela Starling
Deputy Brian Harris	Patrick Streeter
Graeme Harrower	Deputy James Thomson
Alderman Peter Hewitt	Michael Welbank (Chief Commoner)
Alderman Robert Howard	

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

John Barradell  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
To agree the public minutes and summary of the meeting held on 5 July 2016.  

**For Decision**  
(Pages 1 - 10)
4. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR.**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 11 - 20)
5. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 21 - 24)
6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**
  - a) Lloyds Chambers 1 Portsoken Street London E1 8BT (Pages 25 - 104)  

**For Decision**
  - b) Dewhurst House 24-30 West Smithfield London EC1 (Pages 105 - 158)  

**For Decision**
  - c) 191 Fleet Street London EC4A 2NJ - Retention of shopfront. (Pages 159 - 170)  

**For Decision**
7. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**
  - a) Consultation on Enforcement Plan Draft Supplementary Planning Document (Pages 171 - 212)  

**For Decision**
  - b) Adoption of the City Public Realm Supplementary Planning Document (Pages 213 - 226)  

**For Decision**
  - c) City of London Local Plan Review - Public Consultation on Issues and Options (Pages 227 - 296)  

**For Decision**

**For Decision**

- d) ESRI(UK) Contract Waiver (Pages 297 - 300)

**For Decision**

- e) Development of a Churchyards Enhancement Programme (Pages 301 - 308)  
Joint Report of the Director of Open Spaces and the Director of the Built Environment.

**For Decision**

- f) Department of the Built Environment Business Plan 2015/16: End of Year Update and Financial Outturn Report (Pages 309 - 318)

**For Information**

8. **REPORT TO AUDIT AND RISK MANAGEMENT COMMITTEE ON AIR QUALITY**  
Report of the Director of Markets and Consumer Protection.

**For Information**  
(Pages 319 - 322)

9. **DRAFT CITY OF LONDON NOISE STRATEGY 2016 - 2026**  
Report of the Director of Markets and Consumer Protection.

**For Information**  
(Pages 323 - 406)

10. **RESPONSIBLE PROCUREMENT STRATEGY 2016-2019**  
Report of the Chamberlain.

**For Information**  
(Pages 407 - 438)

11. **PUBLIC LIFT UPDATE**  
Report of the City Surveyor.

**For Information**  
(Pages 439 - 440)

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

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

14. **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**

15. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 5 July 2016.

**For Decision**  
(Pages 441 - 442)

16. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
17. **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, 5 July 2016

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

### Present

#### Members:

Christopher Hayward (Chairman)	Marianne Fredericks
Deputy Alastair Moss (Deputy Chairman)	Alderman David Graves
Randall Anderson	Deputy Brian Harris
Alex Bain-Stewart	Gregory Jones QC
David Bradshaw	Oliver Lodge
Henry Colthurst	Paul Martinelli
Revd Dr Martin Dudley	Graham Packham
Peter Dunphy	Judith Pleasance
Emma Edhem	James de Sausmarez
Sophie Anne Fernandes	Patrick Streeter
Deputy Bill Fraser	Michael Welbank (Chief Commoner)

#### Officers:

Simon Owen	- Department of the Built Environment
Deborah Cluett	- Comptroller and City Solicitor's Department
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Jon Awosoga	- City of London Police
Sam Cook	- Remembrancer's Department
Ted Rayment	- Department of the Built Environment

#### 1. **APOLOGIES**

Apologies for absence were received from George Gillon, Alderman Peter Hewitt, Alderman Robert Howard, Deputy Henry Jones, Alderman Vincent Keaveny, Sylvia Moys, Deputy Henry Pollard, Graeme Smith, Angela Starling and Deputy James Thomson.

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

There were no declarations of interest.

3. **MINUTES**

RESOLVED – That the minutes of the meeting held on 24 May 2016 be agreed as a correct record.

4. **RESOLUTIONS FROM THE GRAND COURT OF WARDMOTE**

The Committee noted the resolutions as follows –

**Ward of Candlewick** *[Planning & Transportation Committee]*

“That the Planning and Transportation Committee be asked to improve the arrangements for access to St Swithin’s Lane such that the bollards controlled by N M Rothschild on behalf of the City of London Corporation are raised only in times of high alert and that when they are raised they are physically manned so that access is clearly available to those visiting other businesses in St Swithin’s Lane.”

**Ward of Farringdon Within** *[Planning and Transportation Committee]*

“This Wardmote deplores the City Corporation’s lack of progress in addressing the problem of night-time noise and disturbance to residents of Cloth Fair, which was the subject of a resolution passed at our Ward Mote 12 months ago. In particular, we are concerned that, following consultation with residents and other local stakeholders, a paper to the Streets and Walkways Sub-committee setting out a proposed solution was withdrawn, without discussion, following a representation from Smithfield Market. We recognise that the interests of residents and businesses can at times be difficult to balance, but consider that on this occasion longstanding residential concerns are being ignored. We therefore urge the Planning and Transportation Committee to undertake, as a matter of urgency, to find a solution whereby neither taxis nor market vehicles need to access a narrow residential street in the middle of the night and can use instead more suitable space available in West Smithfield and around the Market itself.”

**Ward of Portsoken**

**Resolution (1)** *[Planning & Transportation Committee]*

“That this Wardmote requests that the City of London enquire as to why the drafting of the planning consent in respect of double glazing works at Mansell Street Estate was not robust enough to enable the City to use legal means to protect the residents from noise and dust impact during structural demolition and construction.

This Wardmote further requests that the City of London provides recommendations to ensure that, in future, the wording of planning documents is robust enough to enable, when necessary, the City to use all appropriate legal means to protect residents from unnecessary nuisance caused by demolition and construction.”

**Resolution (2)** [Planning and Transportation Committee/ Streets & Walkways Sub-Committee]

“That, as road closures in the Ward of Portsoken have become intolerable with all traffic adversely affected, especially the buses on which residents and workers in the Ward rely, can the City confirm it is engaging world class traffic management consultants to keep traffic moving in this world class city.”

Members expressed concern that the problem of night time noise in Cloth Fair had still not been addressed and asked that this be dealt with as a matter of urgency.

The Chairman asked officers to provide updates on all the issues at the next meeting.

**5. 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 advertisement applications dealt with under delegated authority.

The Committee confirmed that it did wish to continue receiving these reports which were very helpful, but asked if the pie charts could be made more defined in future.

**RESOLVED** – That the report be noted.

**6. VALID APPLICATIONS LIST FOR COMMITTEE**

The Committee received a report of the Chief Planning Officer and Development Director which provided details of valid planning applications received by the department since the last meeting.

**RESOLVED** – That the report be noted

**7. SUICIDE PREVENTION: BRIDGE SIGNS**

The Committee received a report of the Director of Community and Children’s Services informing of the need for Samaritan and Royal National Lifeboat Institution signage to be placed on City of London bridges in order to reduce suicide attempts from the bridges.

The Committee noted that it was considering the report in its capacity as trustee of Bridge House Estates. The need for both sets of signs on the bridges was also noted. The Samaritans’ signs were aimed at offering a person who might be looking to commit suicide from a bridge within the City of London someone to speak to. In contrast the RNLi signs gave witnesses instructions of what to do should they see a person jump into the River Thames so that the Coastguard was able to rescue them as quickly as possible.

In response to a question asking if a direct number was available to call, the Committee was advised that callers would be instructed to call 999 and ask for the coastguard.

RESOLVED - to:

- 1) Agree the principle of the proposal and the making of applications for planning permission, advertisement consent and listed building consent as necessary; and
- 2) Subject to any necessary consents being obtained, authorise the Comptroller and City Solicitor to prepare and complete any necessary licences permitting the placing of the signs on the Bridges.

## **8. REPORTS RELATIVE TO PLANNING APPLICATIONS**

### **8.1 Historic Telephone Kiosks**

The Committee received a report of the Chief Planning Officer updating on the position on the City's historic K2 and K6 telephone kiosks following the previous decision that they should in principle be retained in red livery and adapted for public benefit such as WiFi capacity where feasible.

The Committee was advised that 20 of the kiosks were listed at grade II, while 22 of them were unlisted. The condition, location and townscape value of each kiosk had been assessed in detail, with a particular focus on the 22 unlisted K6 kiosks. The majority of these unlisted kiosks made an important, distinctive contribution to the City's townscape and it was proposed that these should be retained with repair and maintenance work where required. Only three were in locations that could support an alternative public use. Officers had engaged with the three main owner groups, all of whom were willing in principle to install WiFi in their kiosks.

The Committee was further advised that each kiosk's townscape value was graded 'neutral', 'medium' or 'high', and while 14 of the unlisted kiosks fell into the 'high' and 'medium' categories, 5 fell into 'neutral'.

The Committee raised a number of questions in relation to the grading of the kiosks, whether any of those listed could be unlisted, possible alternative uses and whether some could be located instead of removed. With regard to the five kiosks listed as 'neutral' Members felt that these should be considered on a case by case basis and a balanced view taken in relation to their relocation or removal.

RESOLVED - That

- 1) The City continues to work proactively with kiosk owners to develop WiFi capability or other public benefit in kiosks and to improve their condition;



- 2) The City seeks opportunities through dialogue with the owners or the planning system to secure repair, maintenance or sympathetic new uses for individual kiosks in line with the recommendations contained in Appendix 3 of the report; and
- 3) A further report on progress be brought back to the Committee.

## **8.2 Planning Appeal Decisions**

The Committee received a report of the Chief Planning Officer advising of the decisions made by the Planning Inspectorate on appeals made against the decisions of the City Corporation since the last report in September 2015.

The Committee sought clarification on the one appeal against non-determination which had been allowed and noted that the matter had been deferred by the Committee to enable further negotiation with the applicant. Instead of entering into negotiation the applicant had decided to appeal against non-determination to the Planning Inspectorate.

A Member expressed concern in case the applicant had gained approval by default but was advised that this was not the case as the City Corporation as Local Planning Authority had resisted the appeal on the grounds of concern to the Committee. It was noted that no costs had been awarded against the City Corporation.

RESOLVED – That the report be noted.

## **9. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**

### **9.1 Kiosk Outside 8 Ludgate Circus**

The Committee received a report of the Chief Planning Officer in relation to an unlisted red K6 telephone box located on the south west side of Ludgate Circus within the Fleet Street Conservation Area.

The Committee was advised that planning permission was sought to convert the telephone kiosk into a retail unit (Class A1) to sell pre-packed hot drinks and ice cream or cold beverages. However the proposed use, its associated paraphernalia and the extent to which it would spill onto the highway would detract from the significance of the telephone box as a non-designated heritage asset and would result in some less than substantial harm to this part of the Fleet Street Conservation Area. The City's streets had high levels of footfall which was anticipated to increase further over the next ten years and the proposed use would obstruct the highway to an unacceptable degree.

RESOLVED – That the application be refused.

### **9.2 Flat 6 Amen Lodge Warwick Lane London**

The Committee received a report of the Chief Planning Officer seeking approval for planning permission for the installation of one air conditioning unit on the sixth floor flat roof associated with a flat at second floor level. The proposed unit would be located behind an existing brick upstand and would not be visible from street level.

The Committee was advised that acoustic information had been submitted to demonstrate that the proposal would not cause noise and disturbance and the visual impact would not significantly detract from the appearance of the building or from the character and appearance of the St Paul's Cathedral Conservation Area. However the proposal had attracted 5 objections from residents in nearby properties relating to increased noise and disturbance and to clutter on the roof.

The Committee raised a number of questions in relation to the clutter on the roof, acceptable noise levels, incremental increase in background noise levels resulting from air conditioning units and possible loss of amenity. The committee was advised that the existing air conditioning unit was not operational but had been in place for over four years. Members also sought assurance that nearby residents would be advised of the planning conditions and provided with a City Corporation contact in the event of noise problems from the proposed unit. The Chief Planning Officer confirmed this would be done. .

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

### 9.3 **Adoption of Statement of Community Involvement**

The Committee received the Statement of Community Involvement (SCI) for the City Corporation setting out how it intended to consult the public when preparing planning policies and deciding planning applications. The draft SCI, updating the previous version from 2012, was approved for public consultation by the Committee at its meeting on 10 March 2016.

**RESOLVED** – That the revised Statement of Community Involvement be adopted.

### 10. **REVENUE OUTTURN 2015/16**

The Committee received a joint report of the Chamberlain, Director of the Built Environment, Director of Culture, Heritage and Libraries and the City Surveyor comparing the revenue outturn for the services overseen by the Committee in 2015/16 with the final budget for the year.

The Committee noted that Chief Officers had submitted requests to carry forward local risk underspending and these requests would be considered by the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee.

**RESOLVED** – That the revenue outturn report for 2015/16 and the proposed carry forward of local risk underspendings to 2016/17 be noted.

### 11. **HOUSING AND PLANNING ACT**

The Committee received a report of the Remembrancer advising of the enactment of the Housing and Planning Act, the Bill for which was reported to the Committee at its meetings on 15 December 2015 and 2 February 2016.

The Committee was advised that the proposals described in those reports had now all passed into law, although various modifications were made, and policy clarifications offered, during the parliamentary proceedings.

The Committee noted the inclusion of measures to enable a pilot scheme for competitive provision of planning processing services, introduce an independent adjudication scheme for 'section 106' disputes, promote the supply of 'starter homes' for first-time buyers, enable 'planning permission in principle' to be granted for land identified as suitable for housing, and replace powers to override easements such as rights to light.

RESOLVED – That the report be received and the actions referred to in paragraphs 3, 10 and 12 in support of the City Corporation's interests be noted.

**12. PUBLIC LIFT UPDATE**

The Committee received a report of the City Surveyor in relation to the public lifts service.

The Committee sought responses to the following:

The requirement for a 'specialist' technician is often the reason given for a lift remaining out of service. What is the Service Level Agreement and why can't a specialist attend?

Speed House – 'Unable to clear the fault as it required a technical support code' – why can't the engineer come prepared?

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

Daytime Population

A member expressed concern at the level at which the daytime population was increasing and the transport network was at saturation point. The Policy and Performance Director advised that the Local Plan included projections for the working population to increase and the scale of growth being experienced recently was consistent with future plans and was supported by appropriate existing or planned infrastructure. The current review of this Local Plan would also provide an opportunity to review these issues to ensure that growth in the City was sustainable and was complemented by appropriate infrastructure and change at street level.

### Audit of Public Realm

A Member expressed concern regarding the state of the undercroft at 122 Leadenhall St (the Cheesegrater) and asked what measures were taken after the granting of planning permission to monitor sites and ensure the relevant conditions were met.

The Chief Planning officer advised that sites were monitored after approval and undertook to investigate the issue and report back to the Member.

### Removal and Relocation of Bus-Stops

A member raised the issue of the impact of development work on bus-stops which were often just removed all relocated and asked if TfL could be asked to provide clear signage regarding temporary arrangements.

Officers undertook to contact TfL about the issue.

14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
There were no items of urgent business.
15. **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.
16. **NON-PUBLIC MINUTES**  
**RESOLVED** – That the non-public minutes of the meeting held on 24 May 2016 be agreed as a correct record.
17. **DEBT ARREARS - BUILT ENVIRONMENT**  
The Committee received a report of the Director of the Built Environment informing of areas of debt arrears.
18. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**  
**RESOLVED** – That the non-public questions be noted.
19. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

### **RIVER CAMERAS PROJECT**

The Committee received a joint report of the Comptroller and City Solicitor and Commissioner of Police in relation to the River Cameras Project.

**The meeting closed at 12.30 pm**

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Chairman

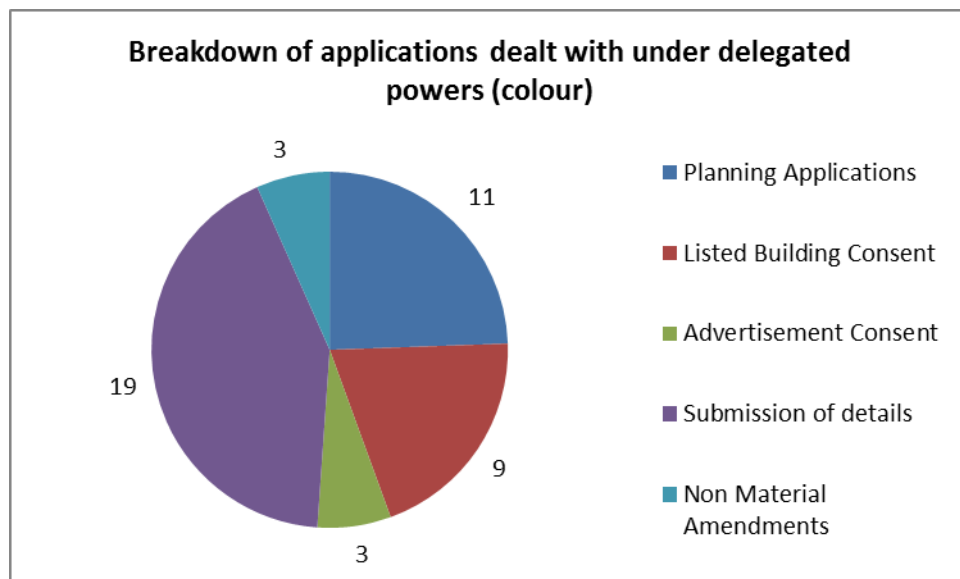
**Contact Officer: Amanda Thompson  
tel. no.: 020 7332 3414  
amanda.thompson@cityoflondon.gov.uk**

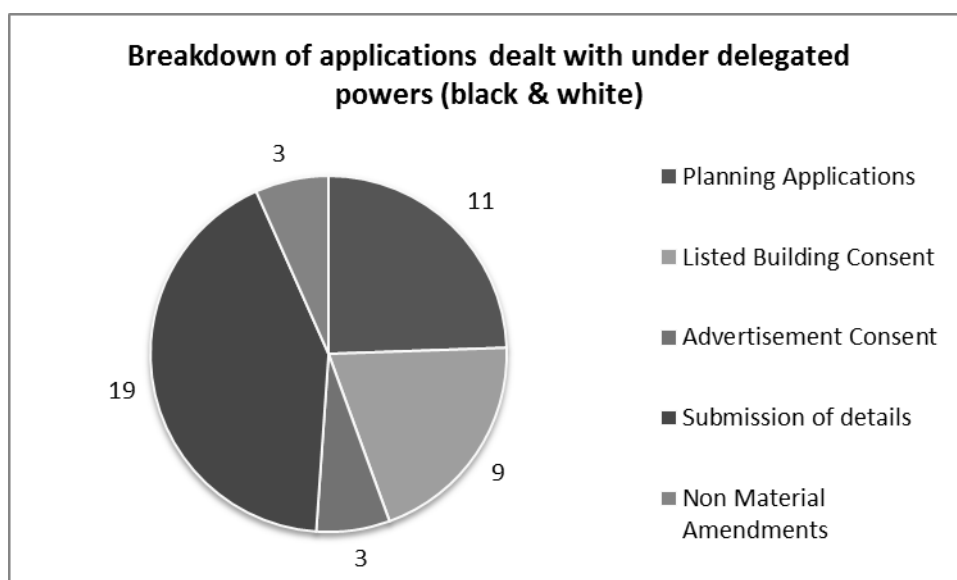
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# Agenda Item 4

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	26 July 2016	
<b>Subject:</b>		
Delegated decisions of the Chief Planning Officer and Development Director		
<b>Public</b>		

1. 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.
2. In the time since the last report to Planning & Transportation Committee 45 matters have been dealt with under delegated powers. Many relate to conditions of previously approved schemes, and a number relate to works to listed buildings. Eleven applications for development have been approved including 25sq.m of additional office floorspace and 2 applications for change of use. There are no identified patterns in this period's delegated decisions.





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

### DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
16/00494/LBC Aldersgate	321 Lauderdale Tower Barbican London EC2Y 8NA	Repositioning of the master bedroom door.	Approved 08.07.2016
16/00513/LBC Aldersgate	111 Shakespeare Tower Barbican London EC2Y 8DR	Removal of door and wall between kitchen and utility room.	Approved 08.07.2016
16/00289/ADVT Aldgate	100 Fenchurch Street London EC3M 5JD	Installation and display of: (i) one fascia advertisement with internally illuminated individual lettering and logo measuring 3.2m wide by 0.5m high displayed at a height of 3.2m above ground floor level (ii) one internally illuminated projecting sign measuring 0.8m wide by 0.7m high displayed at a height of 3.6m above ground floor level (iii) one internally illuminated ATM surround measuring 1.2m high by 0.68m wide displayed at a height of 0.7m above ground level.	Approved 30.06.2016



16/00478/FULL Aldgate	The St.Botolph Building 141 Houndsditch London EC3A 7DH	Replacement of existing steel framed, glass swing door with automatic bi-folding glazed entrance doors.	Approved 30.06.2016
16/00473/ADVT Bishopsgate	61 St Mary Axe, 100 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place & 33-35 St Mary Axe (North Elevation Only) London	Installation and display of a ground floor shroud/hoarding displayed at heights of between 1m and 5.4m around the perimeter of the development site, facing Bishopsgate, Camomile Street and St Mary Axe, displayed at ground floor level, measuring up to 3.9m from ground level, incorporating 44 non-illuminated adverts.	Approved 05.07.2016
16/00528/MDC Bread Street	2 - 6 Cannon Street London EC4M 6YH	Details of a programme of archaeological work and foundation design pursuant to conditions 7 and 8 of planning permission dated 30 July 2015 (application number 14/00780/FULMAJ)	Approved 30.06.2016
16/00429/MDC Bridge And Bridge Without	37 - 39 Eastcheap London EC3M 1DT	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition pursuant to condition 3 of planning permission 15/01149/FULL dated 17th December 2015.	Approved 23.06.2016
16/00544/NMA Bridge And Bridge Without	20 Fenchurch Street London EC3M 3BY	Non material amendment under section 96A of the Town and Country Planning Act 1990 to planning permission 11/00234/FULL dated 1st July 2011 for the use of part of the ground floor for either office B1/shop A1 use.	Approved 28.06.2016
16/00410/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Submission of particulars and sample of Moleanos Creme Limestone pursuant condition 9 (a) (in part) of planning permission dated 21.07.2015 (App No 14/01103/FULL).	Approved 08.07.2016

16/00506/MDC Candlewick	24 King William Street London EC4R 9AJ	Submission of details ground floor entrance, shopfronts and the loading bay door pursuant to conditions 6 (d) (in part) and 6 (e) (in part) of planning permission dated 11th May 2015 (14/01096/FULMAJ).	Approved 08.07.2016
16/00373/ADVT Castle Baynard	12 - 14 New Fetter Lane London	Installation and display of : (i) A fascia sign with two halo illuminated adverts each measuring 2.05m (w) by 0.4m (h), displayed at a height of 5.2m above ground floor level; (ii) vinyl film with advertisements measuring 0.2m (w) by 0.2m (h), displayed at a height of 4.95m above ground floor level.	Approved 28.06.2016
16/00388/MDC Castle Baynard	1 Puddle Dock London EC4V 3DS	Health & Safety Plan pursuant to conditions 3 and 4 (deconstruction and construction logistics plans) pursuant of planning permission dated 24 July 2015 (ref: 15/00536/FULL).	Approved 05.07.2016
16/00446/LBC Castle Baynard	60 Victoria Embankment London EC4Y 0JP	Repair of three cupolas and two chimneys of Great Hall.	Approved 28.06.2016
16/00448/MDC Castle Baynard	75 Shoe Lane & The International Press Centre 76 Shoe Lane & Merchant Centre 1 New Street Square London EC4	Details of level of noise emitted from mechanical plant pursuant to condition 27 of planning permission dated 13th May 2016 (15/01071/FULL).	Approved 08.07.2016
16/00487/MDC Castle Baynard	1 Puddle Dock London EC4V 3DS	Scheme of protective works pursuant to condition 2 of planning permission dated 25 July 2015 (ref: 15/00536/FULL).	Approved 23.06.2016
16/00430/FULL Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	External alterations to the front entrance lobby.	Approved 21.06.2016
16/00443/LBC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	External alterations to the front entrance lobby.	Approved 21.06.2016

16/00456/FULL Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	Change of use from Offices (Class B1) to flexible Offices /Health Clinic (Classes B1/D1) (Total floorspace 99sq.m GIA).	Approved 30.06.2016
16/00476/LBC Coleman Street	Basildon House 7 - 11 Moorgate London EC2R 6AF	i) Removal of non-original partitions and installation of demountable partitioning to create five smaller rooms; ii) installation of a breakfast bar; iii) installation of sinks in the staff room and treatment rooms; and iv) removal of existing suspended ceiling and installation of suspended ceiling throughout.	Approved 30.06.2016
16/00477/FULL Coleman Street	48 London Wall London EC2M 5TE	Replacement of existing double entrance doors with automated bi-folding doors.	Approved 05.07.2016
16/00450/FULL Cordwainer	1 Poultry London EC2R 8EJ	Application under section 73 of the Town and Country Planning Act 1990 to vary conditions 11 and 12 of planning permission dated 20/09/1996 (96-4616AG) for the reconfiguration of the existing parking layout to incorporate new cycle parking and changing facilities.	Approved 08.07.2016
16/00485/MDC Cordwainer	1 Poultry London EC2R 8EJ	Details of a Construction Logistics Plan pursuant to condition 3 of planning permission dated 10 March 2016 (15/00496/FULL).	Approved 08.07.2016
16/00486/MDC Cordwainer	1 Poultry London EC2R 8EJ	Details of a Deconstruction Logistics Plan pursuant to condition 2 of planning permission dated 10 March 2016 (15/00496/FULL).	Approved 08.07.2016
16/00419/LBC Cornhill	Shops At 2-3, 14- 15, 27 & 29A Royal Exchange Threadneedle Street London EC3V 3DG	Installation of waterproof membrane to the basement vaults of shops 2-3, 14-15, 25, 27 & 29a Royal Exchange.	Approved 21.06.2016
16/00483/LBC Cripplegate	Cripplegate House 1 Golden Lane London EC1Y 0RR	Internal alterations and refurbishment to main entrance foyer, staircase and adjoining spaces.	Approved 28.06.2016

16/00614/LDC Cripplegate	City of London School For Girls St Giles' Terrace Barbican London EC2Y 8BB	Details of materials pursuant to Condition 2a (materials) of planning permission 16/00225/LBC.	Approved 05.07.2016
16/00527/NMA Dowgate	Cannon Bridge House 1 Cousin Lane London EC4R 3XX	Non material amendment under section 96A of the Town and Country Planning Act 1990 to planning permission 15/00821/FULL dated 24th September 2015 for alterations to the entrance design on Cousin Lane and the specification of the metal screening.	Approved 28.06.2016
15/01274/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	Noise Dust and Vibration Management Plan and Construction Methodology for Phase 2 (Office B) pursuant to conditions 14 (in part) (scheme of protective works) and 27 (in part) (construction methodology) of planning permission dated 24 July 2015 (ref: 15/00417/FULMAJ).	Approved 05.07.2016
16/00331/FULL Farringdon Within	69 Carter Lane London EC4V 5EQ	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 5 of planning permission dated 25 June 2015 (ref: 15/00448/FULL) to amend the approved drawings to enable the insertion of a new entrance to the corner of Friar Street and Carter Lane at ground floor level.	Approved 30.06.2016
16/00338/FULL Farringdon Within	Basement 131 Aldersgate Street London EC1A 4JQ	Replacement of timber entrance doors and timber fanlight with fully glazed door and glazed fanlight.	Approved 01.07.2016
16/00354/POD C Farringdon Within	20 Farringdon Street London EC4A 4AB	Submission of the utility connection requirements pursuant to schedule 3 paragraph 12.1 of Section 106 agreement dated 22 December 2016 planning application reference 15/00509/FULMAJ.	Approved 05.07.2016

16/00417/FULL Farringdon Within	20 Old Bailey London EC4M 7AN	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 22 of planning permission dated 18th May 2015 (App No 14/01138/FULL ) to incorporate minor material amendments to revise the design of the central bay on the west elevation to include removal of existing pediment feature, new glazing and alterations to the entrance details at ground, first and second floors; alterations to the built form at 7th floor level creating 25sq.m additional floor space; and removal and replacement of stonework at the north, west and south façades.(Total floorspace 35,304sq.m)	Approved 30.06.2016
16/00423/MDC Farringdon Within	6 - 7 Ludgate Square London EC4M 7AS	Window details pursuant to Condition 2(b) of planning permission dated 21 December 2012 (ref: 12/00955/FULL).	Approved 28.06.2016
16/00426/MDC Farringdon Without	St Bartholomew's Hospital West Smithfield London EC1A 7BE	Details of a programme of archaeological work, foundations and piling configuration pursuant to conditions 6 and 7 of planning permission dated 24 February 2015 (application number 14/01283/FULL).	Approved 30.06.2016
16/00445/FULL Farringdon Without	10 Snow Hill London EC1A 2AL	Installation of two condenser units in an internal courtyard.	Approved 21.06.2016
16/00474/MDC Farringdon Without	25 - 26 Furnival Street London EC4A 1JT	Detail of a scheme for protecting nearby residents and commercial occupiers from noise and dust and other environmental effects pursuant to condition 3 of planning permission 14/00866/FULL dated 27.04.15	Approved 05.07.2016

16/00598/NMA Farringdon Without	St Bartholomew's Hospital West Smithfield, London EC1A 7BE	Application under Section 96a of the Town and Country Planning Act 1990 for a non-material amendment to planning permission dated 30 March 2005 (ref: 04/00344/FULEIA) to enable the installation of a gas enclosure room and oil fill point to serve St Bartholomew's Hospital.	Approved 30.06.2016
16/00428/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Details of the type or class of each retail unit pursuant to condition 28 (in part) of planning permission 14/00237/FULMAJ dated 8th February 2016.	Approved 23.06.2016
16/00073/FULL Portsoken	Aldgate House 33 Aldgate High Street London EC3N 1AH	Change of use of part of ground floor from office (Class B1) to retail (Class A1) [165sq.m GIA]; associated external alterations to create an entrance portal to the proposed retail unit and other associated works incidental to the proposals.	Approved 05.07.2016
15/00682/MDC Tower	15 - 16 Minories & 62 Aldgate High Street London EC3N 1AX	Details of piling method statement to prevent damage to subsurface water infrastructure pursuant to Condition 16 of planning permission 13/01055/FULMAJ dated 30th June 2014.	Approved 30.06.2016
16/00172/MDC Tower	15 - 16 Minories & 62 Aldgate High Street London EC3N 1AL	Details of Construction Management Plan and Construction Logistics Plan including a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects and details of the management of freight vehicle movements during construction pursuant to conditions 5 (in part) and 6 (in part) of planning permission 13/01055/FULMAJ dated 30.06.2014.	Approved 28.06.2016

16/00322/LBC Tower	2 Seething Lane London EC3N 4AT	Demolition of existing fifth, sixth and plant levels; construction of additional storeys between fifth and eighth floor levels with associated plant at eighth floor and formation of terraces at seventh and eighth floors and installation of photovoltaic panels on the roof; alterations at basement level, including the installation of bike storage and showers, infilling of the lightwell to the rear at basement level; extensions to the rear between ground and eighth floor levels, with associated internal and external alterations.	Approved 08.07.2016
16/00356/FULL Tower	7 Pepys Street London EC3N 4AF	Installation of a covered structure and associated art work to the existing northern terrace at roof level for a temporary period from 01.05.2016 to 07.10.2016.	Approved 08.07.2016
16/00481/LBC Tower	70 Mark Lane London EC3R 7NQ	Installation and display of one internally illuminated projecting sign measuring 0.68m high x 0.68m wide situated at a height above ground level of 4.04m.	Approved 30.06.2016
16/00329/LDC Walbrook	27 - 32 Poultry London EC2R 8AJ	Details of the lighting scheme for internal public spaces pursuant to condition 3(g) of listed building consent 13/01037/LBC dated 03.06.2014.	Approved 05.07.2016

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# Agenda Item 5

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	26 <sup>th</sup> July 2016	
<b>Subject:</b> Valid planning applications received by Department of the Built Environment		
<b>Public</b>		

1. 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.
2. Any questions of detail arising from these reports can be sent to [plans@cityoflondon.gov.uk](mailto:plans@cityoflondon.gov.uk).

## DETAILS OF VALID APPLICATIONS

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>
16/00549/FULL Aldgate	Irongate House, 22 - 30 Dukes Place, London	(i) Installation of a new glazed screen at ground floor level to extend and enhance the existing reception to create 133 Sq.m of new office (Class B1) floorspace. (ii); installation of new louvres within existing plant room wall. (iii) removal of 8th floor plant and plant enclosure. (iv) installation of six louvred condenser units at 7th floor level.	13/06/2016
16/00664/FULL Bassishaw	65 Gresham Street, London, EC2V 7NQ	Change of use of part of the lower ground floor level from ancillary office accommodation (Use Class B1) to cycle and changing room facilities (Use Class Sui Generis).	23/06/2016
16/00578/FULL Bishopsgate	The Kings Arms Public House , 27 Wormwood Street, London, EC2M 1RP	Erection of external pergola system to external terrace area on the Bishopsgate Churchyard elevation.	10/06/2016
16/00540/FULL Bishopsgate	Paxton House, 26 - 30 Artillery Lane, London, E1 7LS	Installation of a new entrance door and creation of a new window opening on the Artillery Lane elevation, replacement of existing door on the Sandy Row elevation, installation of external lighting at first floor level on the Artillery Lane elevation, installation of aluminium grilles	17/06/2016

		to the rear lightwell elevation and installation of 15 condenser units with new louvred acoustic screening.	
16/00686/FULL Bishopsgate	Devonshire Square, London, EC2M 4YD	Installation of a cycle shelter on the Harrow Place frontage of the Devonshire Square Estate to provide 20 cycle parking spaces.	29/06/2016
16/00684/FULL Bishopsgate	Devonshire Square, London, EC2M 4PL	Public realm improvements to the Devonshire Square Estate, comprising new signage, lighting and associated works.	30/06/2016
16/00579/FULL Bread Street	25 Cannon Street, London, EC4M 5TA	Replacement of 3 No. doors with windows on the Watling Street elevation.	09/06/2016
16/00514/FULL Bridge And Bridge Without	7 - 8 Philpot Lane, London, EC3M 8AA	Refurbishment of existing buildings to include the replacement of an existing shopfront at number 8 with new masonry elevation, replacement of all windows and doors, and removal of roof plant and installation of new.	22/06/2016
16/00592/FULL Bridge And Bridge Without	23 - 29 Eastcheap, London, EC3M 1DE	Removal of the existing roof extensions and additions and their replacement with a mansard roof extension (resubmission of 15/00924/FULL and 15/00925/LBC).	22/06/2016
16/00516/FULL Castle Baynard	1 Puddle Dock, London, EC4V 3DS	Creation of a roof terrace at sixth floor level including the erection of a glass balustrade.	21/06/2016
16/00662/FULL Castle Baynard	St Paul's Cathedral, St Paul's Churchyard, London, EC4M 8AD	Provision of a metal modular temporary access ramp to the East side of the North Transept entrance of St Paul's Cathedral, replacing the current temporary timber ramp structure.	22/06/2016
16/00562/FULL Castle Baynard	56 - 57 Fleet Street London EC4Y 1JU	Alterations to existing entrance at ground floor level; formation of an additional storey at roof level; formation of a roof terrace; erection of a plant store at roof level.	27/06/2016
16/00623/FULL Cheap	Becket House, 36-37 Old Jewry, London, EC2 8EY	Alteration of windows at 4th floor level to provide access to the existing flat roof terrace area on the Ironmonger Lane elevation. Installation of a glazed balustrade.	17/06/2016
16/00560/FULL Coleman Street	30 - 34 Moorgate, London, EC2R 6PL	Planning permission is sought for the refurbishment, part re-cladding and extension of the existing building for continued office (B1) use (244sq.m), along with the a change of use from ancillary office (Class B1) and financial and professional services (Class A2) at part-ground and part-basement levels to	15/06/2016

		a flexible Class A1/A2/A3 (36sq.m) use and associated works including roof top plant.	
16/00638/FULL Cordwainer	29 Watling Street, London, EC4M 9BR	Replace existing cowl lights with trough lights; Installation of two external heaters; Installation of brass covers to existing ground floor window cills.	20/06/2016
16/00644/FULL Cordwainer	40 Bow Lane, London, EC4M 9DT	Alterations to shopfront to incorporate sash window to right hand bay.	21/06/2016
16/00650/FULL Langbourn	60 Lombard Street, London, EC3V 9EA	Refurbishment of existing B1(a) office building including removal of existing rooftop lift/stair enclosure, plant and railings; construction of rooftop lift/stair enclosure and works facilitating the formation of a roof terrace; installation of replacement windows and doors; and all associated external/internal alterations including cycle storage/shower facilities.	22/06/2016
16/00484/FULL Tower	51 - 54 Fenchurch Street, London, EC3M 3LA	Change of use of part ground and lower ground floor from Class B1 to flexible B1/A1 use with associated external elevation changes, including the installation of a shop front at ground floor level.	17/06/2016
15/01306/FULL Tower	3 America Square, London, EC3N 2LR	Application under Section 73(a) of the Town and Country Planning Act 1990 to retain works as carried out without complying with conditions 2(a), (b) and (c) of planning permission (application no. 10/00417/FULL) dated 16th September 2010 which required details of a new garden, roof terrace including handrails, balustrades, surface treatments and landscaping; details of new entrance door and new windows.	24/06/2016
16/00570/FULL Tower	1 Aldgate, London, EC3N 1RE	Installation of two new entrances and replacement of glazing on the Aldgate elevation.	28/06/2016
16/00367/FULL Vintry	50 Cannon Street, London, EC4N 6JJ	The installation of 1 No. air conditioning condenser at roof level.	17/06/2016
16/00501/FULL Walbrook	107 Cannon Street, London, EC4N 5AF	Alterations and refurbishment of the front entrance including re-cladding.	09/06/2016

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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	26 July 2016
<b>Subject:</b> Lloyds Chambers 1 Portsoken Street London E1 8BT Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including Class B1a office use, flexible Class A1/A2 use at the ground floor, and flexible Class A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development (47,262sq.m GIA).	<b>Public</b>
<b>Ward:</b> Tower	<b>For Decision</b>
<b>Registered No:</b> 16/00209/FULMAJ	<b>Registered on:</b> 2 March 2016
<b>Conservation Area:</b> No	<b>Listed Building:</b> No

## Summary

The site is located on the south side of Portsoken Street and is bounded by Mansell Street to the east, Goodman's Yard to the south and Portsoken Street Garden (King George's Field) to the west. It is on the boundary with the London Borough of Tower Hamlets. The site is located within the wider setting consultation area for the Tower of London and within the protected silhouette view of the Tower of London World Heritage Site, as defined by the London View Management Framework (LVMF).

The proposed building would be ground plus twelve storeys, with three storeys below ground. It would reach a maximum height of 61.38m (AOD top of the roof) and 62.88m (AOD top of the lift overrun). The proposals comprise a broadly rectangular building with curved facades and articulated projections, stepping back from the northern elevation at the upper levels. At level 12, the building massing is set back from the southern and eastern elevations of the building.

The proposed floorspace of the building would be 47,262sq.m of which 39,338sq.m (GIA) would be offices (Class B1). Flexible shop/financial and professional services/restaurant and cafes/and leisure (Class A1/A2/A3/D2) uses would total 5,208sq.m (GIA) with no more than 2,450sq.m (GIA) in shop/financial and professional services/restaurant and cafes (A1/A2/A3) use. A total of 2,716sq.m would be ancillary servicing, plant and cycle parking.

A total of 378 consultation letters were sent to residents in the area. Nine objections have been received. The objections relate to non-compliance with Tower of London policies; noise during construction; the proposal for three

basement levels and the excavation required causing cracks and faults in surrounding buildings; blocking of TV reception and loss of mobile phone and wifi signals; future problems with a possible solar panel proposal for the roof of Marlyn Lodge; daylight/sunlight; construction traffic; size and design of the proposed building; increase in traffic on Portsoken Street, increasing pollution; increase in servicing deliveries, retail/office/leisure uses causing increased disturbance to residents i.e.. fumes and odour from restaurants, smoking, air pollution anti-social behaviour, increased traffic; the area has enough retail uses; and that the building should remain in office use.

The proposal is lower in height than the existing building and complies with the London View Management Framework and Tower of London World Heritage Site Management Plan and Local Setting Study which protects the Tower of London World Heritage site. Historic Royal Palaces, Historic England and the Mayor of London have no objection to the proposal.

The proposals are considered not to have a detrimental impact on the setting of the listed building at Ibex House to the north of the site.

As the building is lower than the existing any future problems with a possible solar panel proposal for the roof of Marlyn Lodge would not arise.

Construction impacts would be covered by condition.

The loss of mobile phone and television signal are predicated on the introduction of a taller building at the site which is not the case.

Conditions are attached to the schedule to deal with issues of fumes and odour from restaurants, air quality and retail.

The introduction of retail and leisure uses is consistent with policies in the City of London Local Plan and London Plan.

The servicing would be relocated from Portsoken Street, away from the residents at Marlyn Lodge, to Goodman's Yard reducing traffic on Portsoken Street. A Deliveries and Servicing Plan would be required by S106 agreement. Transport for London (TfL) does not support this proposal until such time that the location of the service yard agreed. The City is proceeding with the development being serviced from Goodman's Yard for the reasons set out in paragraphs 67-70.

The impact on daylight and sunlight to surrounding residential properties is considered acceptable and in accordance with Local Plan policy.

The scheme would provide an employment led mixed use development which would support the economic policies of the London Plan, and Local Plan.

The proposed building would have a strong sense of architectural integrity compared to the existing fragmented facades.

It is concluded that the proposal overall is to be welcomed subject to conditions and to a Section 106 and CIL agreement being entered into to cover the matters set out in the report any necessary agreements under Section 278 of the Highway Act 1980.

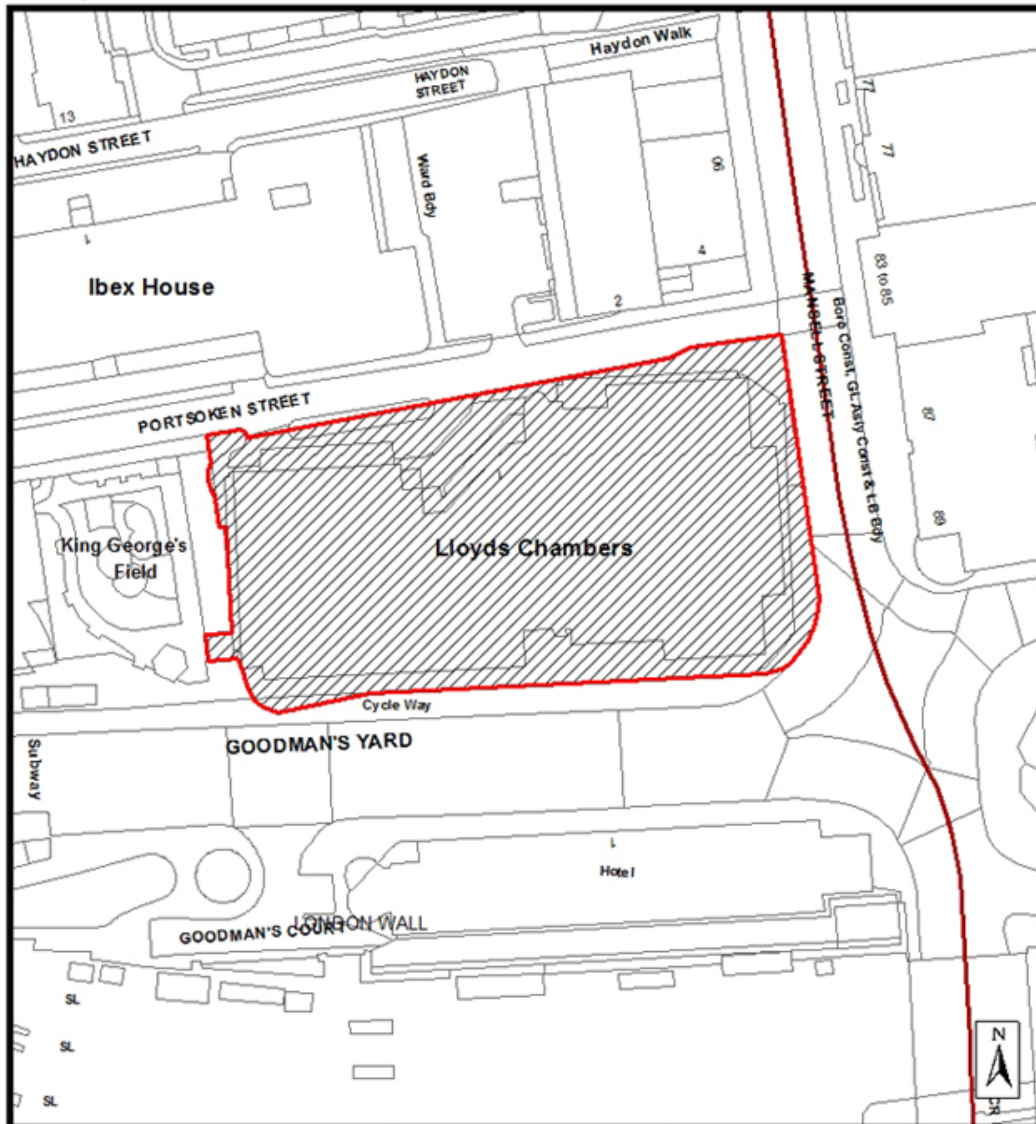
## **Recommendation**

(1) That you authorise the Chief Planning Officer to determine the above application for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 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;

(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.





# City of London Site Location Plan



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ADDRESS:  
Lloyds Chambers, 1 Portsoken Street

CASE No.  
16/00209/FULMAJ

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



**CITY OF LONDON**

DEPARTMENT OF THE BUILT ENVIRONMENT





CASE No. 16/00209/FULMAJ  
Looking northeast from Goodman's Yard



CASE No. 16/00209/FULMAJ  
Looking northwest from Goodman's Yard



CASE No. 16/00209/FULMAJ  
Looking southeast from Portsoken Street



CASE No. 16/00209/FULMAJ  
Looking southwest from Mansell Street

## **Main Report**

### **Site**

1. The 0.4 hectare site is located on the south side of Portsoken Street and is bounded by Mansell Street to the east, Goodman's Yard to the south and Portsoken Street Garden (King George's Field) to the west. It is on the boundary with the London Borough of Tower Hamlets.
2. The existing 1980's known as Lloyds Chambers building features a large atrium and has a basement, ground, mezzanine plus eight upper storeys. The height is 59.9m (AOD top of the roof) and 64.4m (AOD top of the lift overrun).
3. The existing building provides 23,713sq.m (GIA) of office (Class B1) floorspace and is serviced from Portsoken Street.
4. The site is not within a conservation area. There is a listed building, Ibox House (Grade II) to the north of the site.
5. The site is located within the wider setting consultation area for the Tower of London and within the protected silhouette view of the Tower of London World Heritage Site, as defined by the London View Management Framework (LVMF).

### **Proposal**

6. The proposed building would be ground plus twelve storeys, with three storeys below ground. It would reach a maximum height of 61.38m (AOD top of the roof) and 62.88m (AOD top of the lift overrun). The proposals comprise a broadly rectangular building with curved facades and articulated projections, stepping back on the northern elevation at the upper levels. At level 12 the building is pulled away from the southern and eastern elevations of the building.
7. The proposed building would provide 47,262sq.m of which 39,338sq.m (GIA) would be offices (Class B1). Flexible shop/financial and professional services/restaurant and cafes/and leisure (Class A1/A2/A3/D2) uses would total 5,208sq.m (GIA) with a no more than 2,450sq.m (GIA) in shop/financial and professional services/restaurant and cafes (A1/A2/A3) use. A total of 2,716sq.m would be ancillary servicing, plant and cycle parking.
8. The flexible shop/financial and professional services/restaurant and cafes/and leisure (Class A1/A2/A3/D2) uses would be located at ground and basement levels. These uses would be positioned at three of the four corners of the building. The proposed unit at the north-eastern corner, fronting Portsoken Street and Mansell Street, would be used as shop/financial and professional services (Class A1/A2) only, to safeguard residential amenity.

### **Consultations**

9. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some matters remain to be dealt with under conditions.

10. Natural England and the Environment Agency have no comments to make on the application.
11. The London Borough of Tower Hamlets does not object to the proposal.
12. Historic England does not wish to comment in detail. They offer the following general observations. *'Historic England was involved in discussions regarding these proposals at pre-application stage. I attach our most recent pre-application response for your information. As you will note, we welcomed the redistribution of mass of the proposed building which reduced the visual impact on important views of the Tower of London World Heritage Site. We also noted that the submitted visual assessment for LVMF View 25A.3 appeared to demonstrate that the proposed replacement building would be less visible than the existing in this key view of the Tower of London. We therefore recognised that the development presented an opportunity to "enhance or better reveal" the significance of the Tower of London which would support the proposals in accordance with Paragraph 137 of the National Planning Policy Framework (NPPF, March 2012). However, we stressed that we would await further information at application stage before providing a formal and fully-informed view. The submitted visual assessment for LVMF View 25A.3 does not appear to appear to demonstrate any such 'enhancement' to the setting of the Tower of London, and the assessment provided by Richard Coleman City Designer concludes the impact to be neutral rather than beneficial. We would therefore concur with this assessment that the impact of the development in this important view of the Tower of London is neutral and does not appear to enhance the significance of this World Heritage Site. We also note that some of the assessed views, such as "LVMF View 25A.2 from City Hall" demonstrate that the development would appear larger than the existing in views of the Tower of London and add to the accumulation of large modern building in its immediate setting. Whilst this does not warrant significant concerns from Historic England, we recognise that these views are kinetic and therefore there is the potential for a small degree of harm to be caused to the significance of the Tower of London. Your Authority must therefore be satisfied that any harm is outweighed by public benefits as set out in Paragraph 134 of the National Planning Policy Framework.*

*We would also recommend that conditions are imposed regarding the external cladding of the replacement building, should you be minded to approve the scheme, to ensure that its overall appearance is sensitive to the Tower of London and its setting. A condition has been added to the schedule to require details of the external cladding.*

13. Historic Royal Palaces state, *'Whilst Historic Royal Palaces would have wished to see the overall height reduced from the existing, in order to enhance the visual dominance of the White Tower and therefore the Outstanding Universal Value of the WHS, we accept that building up to the existing height does no further visual harm to the setting of the WHS. We therefore raise no objections to the amended proposals.'*

14. The Mayor of London confirms that the development does not raise any new strategic planning issues. He states, *'While the development would be in backdrop of the Tower of London and would sit above the Wider Setting Consultation Area of the Protected Vista when viewed from Assessment Points 25A.1 - 25.3, the proposed development would preserve the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value in line with the Mayor's London View Management Framework and Townscape view: The Queen's Walk to Tower of London. The proposed development is therefore accepted, subject to a condition being imposed by the Council to secure external cladding for the replacement building that is suitable in terms of appearance and materials and preserves or enhances the views of the World Heritage Site and its setting.*

*With regard to transport, Transport for London (TfL) notes that off street servicing is proposed from Goodman's Yard. As TfL has indicated previously to the developer, TfL does not support any vehicular access onto the TLRN for traffic and safety reasons. Furthermore, service vehicles would need to track over the two way cycle way which would compromise cyclist safety. The development should be redesigned to incorporate a service yard from Portsoken Street and set sufficiently back from the TLRN. TfL understands that the Council may have reservations with access from Portsoken Street; however, in TfL's view this is the most viable option. TfL would welcome further discussions in this regard. TfL does not support this proposal until such time that the location of the service yard is agreed. A condition has been added to the schedule to require details of the external cladding. The developer wishes to pursue servicing from Goodman's Yard.*

15. A total of 378 consultation letters were sent to the residents in the area. Nine objections have been received. The objections relate to non-compliance with Tower of London policies; noise during construction; the proposal for three basement levels and the excavation required causing cracks and faults in surrounding buildings; blocking of TV reception and loss of mobile phone and wifi signals; future problems with a possible solar panel proposal for the roof of Marlyn Lodge; daylight/sunlight; construction traffic; size and design of the proposed building; increase in traffic on Portsoken Street, increasing pollution; increase in servicing deliveries, retail/office/leisure uses causing increased disturbance to residents ie. fumes and odour from restaurants, smoking, air pollution anti-social behaviour, increased traffic; the area has enough retail uses; and that the building should remain in office use.
16. The proposal is lower in height than the existing building and complies with the London View Management Framework and Tower of London World Heritage Site Management Plan and Local Setting Study which protects the Tower of London World Heritage site.
17. The building is lower than the existing and any future problems with a possible solar panel proposal for the roof of Marlyn Lodge would not arise.

18. The issues relating to the construction impacts associated with the development would be covered by condition.
19. The loss of mobile phone and television signal are predicated on the introduction of a taller building at the site which is not the case.
20. Conditions are attached to the schedule to deal with issues of fumes and odour from restaurants and air quality.
21. The introduction of retail and leisure uses in a mixed use development is consistent with policies in the City of London Local Plan and London Plan.
22. The servicing would be relocated from Portsoken Street, away from the residents at Marlyn Lodge, to Goodman's Yard. Traffic on Portsoken Street would therefore be reduced. A Deliveries and Servicing Plan would be required by the S106 agreement.
23. The Daylight/Sunlight and retail issues contained in the letters of objection are addressed in the considerations section of this report.
24. The letters of objection are attached to this report.

### **Policy Context**

25. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
26. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework.
27. Government Guidance is contained in the National Planning Policy Framework (NPPF). Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets. Other relevant guidance is provided by Historic England including the documents Conservation Principles, and The Setting of Heritage assets, Building in Context (EH/CABE), the Historic Environment Good Practice Advice Note 3 in respect of the setting of heritage assets and the Tower of London World Heritage Site Management Plan.

### **Considerations**

28. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).

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 the duty is to the desirability of preserving the setting of listed buildings and;

to have regard to the purpose of conserving biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006;

The principal issues in considering this application are:

The extent to which the proposals comply with Government policy advice (NPPF);

The extent to which the proposals comply with the relevant policies of the Development Plan;

The impact of the proposal on heritage assets, and in particular the Tower of London World Heritage Site;

The impact on the nearby buildings and spaces, including daylight/sunlight and amenity;

The servicing arrangements for the development.

Economic Development Issues

29. 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.
30. 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.
31. The building would provide high quality office accommodation to meet the demands of the City. The proposed building would provide a 65% increase in office space over that which currently exists on the site.
32. Increasing the office, retail and leisure floorspace would complement the core business function of the City.

Statement of Community Involvement

33. Local stakeholders were actively engaged, through a series of specific meetings and through a public consultation event, which was held near the Site on two separate days in June 2015. Letters were sent to local residents, community organisations, and ward councillors, detailing the proposals. 500 leaflets were distributed to local residents to advertise the public exhibition.
34. Feedback received from those who attended the exhibition was predominantly positive. The design of the proposed building was very well received and the relocation of the delivery and servicing area from Portsoken Street to Goodman's Yard was viewed as an improvement.

The main queries arising were centred on construction timing and management.

### Offices

35. The proposed development adds 15,625sq.m (GIA) to the City's office stock, and improves the quality of the existing accommodation. This is in accordance with Local Plan Policy CS1.

### Retail and other uses

36. The application proposes a total of 4,859sq.m (GIA) of flexible retail and leisure uses (A1/A2/A3/D2). The total area of retail space would be limited to 2,450sq.m (GIA).
37. The site is located outside of the City of London's Principal Shopping Centres (PSCs) and Retail Links as defined in Policy CS20, which are the areas where new retail development is expected to be focused. The scheme would provide 2,450sq.m of retail space. Whilst this does not trigger the 2,500sq.m threshold as set in the National Planning Policy Framework it is above the locally set threshold of 1,000sq.m in Local Plan Policy DM20.4. The policy requires retail units over this level to provide a sequential test stating why it cannot be located within a PSC or, where appropriate, a Retail Link.
38. The retail provision contained in the development is aimed mainly at the workers who would occupy the building; it is unlikely that the proposed retail units would be combined to make larger scale units. The impact is not considered to be detrimental to the health of nearby PSC's, the closest being at Leadenhall Market and Liverpool Street.
39. The proposed unit located on the north east corner of the building, opposite Marlyn Lodge would be for use as shop (A1) or financial & professional services (A2) in response to comments received from local residents at the public exhibition to minimise potential impact.
40. Due to the proximity to residential premises, any proposed restaurant (A3) units would need to ensure they have no negative impact from smells, noise or other disturbances. Conditions are attached to the schedule to deal with these issues.

### Protected Views

#### Setting of the Tower of London World Heritage Site and London Views Management Framework (LVMF)

41. The Tower of London is a Scheduled Monument and Grade I listed building to the south of the application site. It is of outstanding architectural and historic interest and is of international importance. This is reflected in its status as a World Heritage Site, making it of global Outstanding Universal Value.
42. The whole site lies within London View Management Framework Townscape View 25A: Queen's Walk to Tower of London (wider setting consultation area – background) and is within the Protected Vista of the Tower of London World Heritage Site relating to view 25A.1 and within the Protected Silhouette applied to the White Tower between views



25A.2 and 25A.3. The consultation threshold plane rises from 47.762m AOD to 51.641m AOD Newlyn as it crosses the site from south to north. Development above this plane has been the subject of consultation with the Mayor and other consultees as set out in the Secretary of State's Directions. Development above this plane would normally be refused if it failed to preserve or enhance the ability to recognise and appreciate the Tower of London World Heritage Site in accordance policies 7.11 and 7.12 (as published July 2011).

43. The maximum height of the proposed development is 62.88m AOD (top of lift overrun). This exceeds the consultation threshold plane for the Queen's Walk view by up to 15.12 metres.
44. The Tower of London Management Plan aims to create a character and quality that enhances appreciation of the Tower and provides a coherent setting relevant to the World Heritage Site.
45. The Tower of London World Heritage Site Management Plan (2007) and the Local Setting Study and Guidelines for its Management (2010) have been taken into consideration. The views from within the Tower of London and from the approach to the main entrance looking north east have been tested. The appearance and scale of the building would not detract from the setting. The impact of the proposed development on these views is considered to be insignificant and not harmful.
46. LVMF view 25A.1-3. In this kinetic view from City Hall to the Tower of London the proposed building would either be fully or partially hidden behind the White Tower or blend into the mass of background buildings behind the trees. The proposed development would preserve the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value.
47. The proposed building would be lower than the existing whilst slightly bulkier at upper levels in terms of depth on the west side. The external cladding materials would be reserved by condition to ensure a suitable backdrop to the Tower of London.
48. The impact on the wider background setting of the World Heritage Site and protected silhouette of the White Tower would be neutral overall. The significance and outstanding universal value of the World Heritage Site and the ability to recognise and appreciate it would be preserved and not harmed by the proposal.
49. The proposal, both in terms of its local and wider impact, would not conflict with the guidelines set out in the Tower of London World Heritage Site Management Plan and Local Setting Study.
50. Historic Royal Palaces, Historic England and the Mayor of London have no objection to the proposal.

#### Bulk, Massing and Design

51. The setting is characterised by medium to large scale buildings with a mixture of architectural styles and materials. The height and scale of the proposed building is comparable to the existing, being slightly lower overall in height, but larger in plan at upper levels.

52. The proposed building would feature gently curved, protruding horizontal floor plates at 1st to 10th floors, giving an interesting geometric form, reminiscent of a butterfly in plan. These would be formed in textured enamel panels. The two uppermost floors would be set back and clad in glass to give a light weight and neutral appearance. The new facades would be largely glazed at ground level, providing active frontages instead of the existing dead frontages. The design of the building would positively enhance the character and appearance of the townscape and streetscape surrounding the site.
53. The proposed building would repair the broken street frontage of the existing building along Portsoken Street. The facades would be aligned with the pavement, enhancing and reinforcing the definition of the street. The form, materials and design of the proposed 'Butterfly' building would enhance the appearance of this part of the City.
54. The building is designed to respond to the Tower of London background in a respectful and modest manner forming a neutral background with a simple, organic form.
55. The design, bulk and massing of the new building is considered to enhance the appearance of this part of the City and to provide an appropriate wider setting for the World Heritage Site of the Tower of London.

#### Setting of a Listed Building

56. The site falls within the setting of Grade II listed Ibex House, on the north side of Portsoken Street. The new building at ground plus 12 storeys would not over dominate the setting of the 11 storey Ibex House. The proposed design of the building, with feature horizontal banding would relate to the architectural character of the listed building and enhance its setting.

#### Public Realm

57. The proposal would provide the replacement and upgrading of the existing pavement surfaces on Portsoken Street, Mansell Street and Goodman's Yard.
58. The passageway located at the western boundary of the site, between the existing building and King George's Field would be widened and repaved.
59. The applicant is in discussion with the City of London Open Spaces Department to replace the existing brick wall between the site and King George's Field. This does not form part of the current application.

#### Sustainability & Energy

60. Evidence has been presented in the BREEAM pre assessment report prepared to demonstrate that this development is capable of achieving a BREEAM "Excellent" rating. The report includes a summary of the actions required at detailed design stage to achieve this rating. Of particular note is the requirement to achieve 5 mandatory credits in the energy section (Ene01) and the City's priority to achieve maximum

credits for the Water section. The post construction BREEAM report should verify that these credits have been achieved.

61. The Energy Statement prepared by Arup demonstrates that this development should achieve a 24.7% improvement over a 2013 Building Regulations compliant building, through energy efficiency measures and the installation of photovoltaic panels. This falls short of the London Plan Policy 5.2 target of achieving a 35% improvement over the 2013 Building Regulations. The energy statement states that there may be potential for improvements to this during the detailed design stage. A condition has been included on the schedule to cover this issue.
62. Sustainable urban drainage systems are to be incorporated into the proposed development. The accompanying Sustainable Drainage Report assesses the potential measure for the prevention of surface water runoff, runoff rate and volume reduction, and treatment of runoff as a part of the proposed development. It concludes that to provide sufficient attenuation volume, storage in the form of tanks at basement level would be incorporated, which provides the opportunity to reuse the water stored in the attenuation tanks for toilet flushing and irrigation. The strategy would be combined with a green/brown roof, to provide further storage volume on site.
63. A carbon offsetting agreement would be required to account for the shortfall. This agreement would enable the developer to demonstrate any further improvement in carbon emission reduction prior to final calculation of a carbon offsetting contribution. This would be included in the S106 agreement.

#### Air Quality

64. Local Plan Policy DM15.6 requires developers to consider the impact of their proposal on air quality. It has been assessed through the air quality neutral assessment. Air quality neutral is defined in the GLA's Supplementary Planning Guidance for Sustainable Design and Construction which requires major developments to meet benchmarks for emissions from the building and from transport.
65. The proposed development meets both the building and transport benchmarks for nitrogen oxides (NOx) and particulate matter (PM10).
66. Conditions are attached to the schedule in relation to Air Quality.

#### Servicing & Parking

67. Access to the servicing bay is proposed to be taken from Goodman's Yard, to the south of the site. Goodman's Yard is a strategic road and part of the Greater London Authority road network (usually referred to as the Transport for London road network). It is subject to "at all times" red route controls, which prohibit stopping by any vehicle except the emergency services and taxis. Strategic roads within Central London are intended for longer-distance movements (in the order of 10 km) and on them the relevant street's movement function is intended to predominate over the street's place function and the needs of frontage properties. Goodman's Yard comprises four eastbound traffic lanes and

a bidirectional cycle track on its northern side (between the northern footway and the carriageway). Transport for London, the local highway authority and local traffic authority for this street, in accordance with this policy and in recognition of these highway facilities and traffic management arrangements, is opposed to accessing the servicing bay from Goodman's Yard, and would prefer the access to be taken from Portsoken Street (on the northern side of the site). Officers have carefully considered the proposed access and Transport for London's objections to it, and the reasons for both the location of the proposed access and the objections to it, and consider that the proposed access from Goodman's Yard is satisfactory. This is for two reasons:

68. Firstly, because there do not appear to be any significant road dangers presented by nor any significant road safety implications arising from the access being taken from Goodman's Yard, provided that the vehicle crossing over the cycle track and the northern footway is appropriately designed and constructed. Due to its length and straight alignment, Goodman's Yard offers excellent sight lines and visibility to delivery vehicle drivers, to cyclists on both the carriageway and the cycle track and to pedestrians on the northern footway. Any road dangers associated with the proposed access seem comparable in nature and severity to those that would arise with an access on Portsoken Street.
69. Secondly, a servicing access from Portsoken Street would have a negative impact on that street, resulting in the presence of more heavy goods vehicles on a relatively quiet, relatively narrow street. A servicing access from Goodman's Yard would have a minor positive impact on that street. This is because the frontage activity would serve to introduce a degree of interrelationship between the building and the street in a way that is currently lacking on Goodman's Yard. It's very long, uninterrupted frontage with very little interaction between the buildings and the street serves to create a hostile and uninviting environment for vulnerable road users, particularly pedestrians, and this together with its long straight alignment encourages drivers to drive at (or above) the street's 30 mph speed limit, which in turn contributes to its hostile nature for pedestrians and cyclists. Goods vehicles slowing to a very low speed, or a complete stop, in order to make the left turn into the servicing bay from the nearside traffic lane would serve to beneficially slowdown traffic on Goodman's Yard, which is likely to decrease the incidence and severity of collisions and therefore casualties on this street. Increased numbers of shunt collisions are always a risk with slowing and stopping vehicles but given the excellent sight lines that the street affords, such collisions are unlikely to occur except with cases of very major driver inattention and (in this location) this increased collision risk is likely to be outweighed by the reduced collision risk resulting from the lower average speeds arising from the presence of turning vehicles.
70. The City may grant planning permission for the proposed arrangement with the servicing access being taken from Goodman's Yard despite Transport for London's consistent objections to it where it is satisfied that the arrangement is satisfactory. It should be noted, however, that as Transport for London are the local highway authority and the local traffic

authority for Goodman's Yard, the development is not capable of being built or operated with the servicing access being taken from Goodman's Yard unless Transport for London is willing to undertake the works needed to form a vehicle crossing over the cycle track and the northern footway. The applicant is aware of this.

71. The existing building has 16 car parking spaces. The proposed development would have no car parking spaces. Cycle parking for 572 spaces would be provided in the basement level 2 accessed from Goodman's Yard. This is in excess of the Local Plan policy.

#### Daylight, Sunlight and Overshadowing

72. Local Plan Policy DM10.7 'Daylight and Sunlight' states that the City will "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" (BRE). Guidance on the BRE's methodology is contained in Appendix B.
73. Local Plan Policy DM21.3 'Residential Environment' states that "All development proposals should be designed to....protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation" within the City of London's identified residential areas.
74. An assessment of the proposed development's effect on daylight and sunlight to surrounding properties has been submitted. The following neighbouring residential properties haven been assessed: Iveagh Court, Haydon Street; Guinness Court, Haydon Street; Londinium Tower, 87 Mansell Street; and Marlyn Lodge, 2 Portsoken Street.
75. In respect of Iveagh Court, the assessment demonstrates that all of the 27 windows to habitable rooms facing the site are compliant with BRE requirements for daylight and sunlight.
76. The assessment of the 18 habitable room windows at Guinness Court on Haydon Street, demonstrate full compliance with BRE guidance in respect of both daylight and sunlight as well as improvements to the daylight received by around half of the windows.
77. Londinium Tower is a mixed use building, with a public house on the ground floor and residential accommodation above, located adjacent to the east of the proposal. There are 113 site facing windows serving 71 habitable rooms contained in this property. The effect upon 95% of these windows / rooms is fully BRE compliant (i.e. the reductions in daylight are less than 20% their former value and deemed 'unnoticeable' in accordance with BRE guidance). The remaining 5% of windows are set-back within recessed balconies and therefore subject to lower existing daylight values due to immediate obstructions to the east, west and above. The total reductions to these windows is small (typically 1-2%, expressed in the assessment as VSC, Vertical Sky Component) and commensurate to the other 95%. These small reductions from the existing low levels of light mean that the reductions appear disproportionately greater as a percentage.

78. In respect of the 5% of windows that are set-back, if the calculation point (which is taken from the centre of the outside of a window) was moved to the outside of the balcony and in-line with the elevation, where the other 95% of the windows are positioned, the results demonstrate that all reductions would be less than 20%. Therefore, the greater percentage reduction is due to the recessed nature of the windows, and not the massing of the proposed scheme. The sunlight assessment indicates that all 71 windows are fully compliant with the BRE guidelines.
79. Marlyn Lodge is located adjacent to the north of the site. There are 111 site facing windows serving 53 habitable rooms contained in this property. Two objections were received from residents in respect of loss of the daylight and sunlight to flats 106, 603 and 604 Marlyn Lodge.
80. The daylight analysis shows that there are four windows out of the 111 in Marlyn Lodge which would experience minor reductions in daylight. Two windows serve a bedroom and a living room to a first floor apartment (Flat 106, window refs: W17/101 and W19/101). The reductions in daylight to these windows would be 21% and 24% (VSC) respectively, which is 1% and 4% above the 'unnoticeable' 20% reduction guidance level established by the BRE. The living room (room ref: R10/101) to the same apartment would experience a BRE compliant 3% change in daylight distribution (expressed as NSL, No Sky Line). The bedroom (R9/101) would experience a 31.5% change in daylight distribution (NSL). The BRE guidance states "bedrooms should also be analysed [for daylight distribution] although they are less important" (BRE para 2.2.8).
81. The living room windows in the second and third floor flats 206 and 306 (window refs: W19/102 and W19/103) would experience minor 21% and 22% reductions in daylight but this is offset by both the rooms they serve (room refs: R10/102 and R10/103) being fully BRE compliant in terms of daylight distribution (NSL), with reductions of only 3%.
82. The loss of daylight to flats 603 and 604 would be considered unnoticeable and in compliance with the BRE guidance.
83. The sunlight analysis demonstrates that 46 of the 53 main windows/rooms assessed in Marlyn Lodge would see a reduction in sunlight. In 17 of these rooms the reduction in sunlight would be proportionally greater than 20% of the existing level of sunlight received and the actual reduction in sunlight would be greater than 4% (These are the circumstances in which the BRE Guidance explains that sunlight availability may be adversely affected).
84. The living room and one of two bedrooms to flat 603 would experience minor 21% and 29.6% reductions in sunlight respectively (expressed as a percentage of annual probable sunlight hours, APSH), which are considered to be minor. The living room (R7/106) would retain relatively good levels of sunlight for a city centre location (26% APSH). With regards to sunlight to existing buildings, the BRE guidance states that "...bedrooms are less important, although care should be taken not to block too much sun" (BRE para 3.2.3). The loss of sunlight to flat 604

would be considered to be unnoticeable and in compliance with BRE Guidance.

85. The living room and bedroom to Flat 106 would experience 60% and 76.9% reductions in sunlight (APSH) as a result of the proposed development. The level of sunlight available to the living room (R10/101) would be reduced from 15% APSH to 6% APSH, which is an actual reduction of 9% APSH. The actual level of sunlight to the bedroom (R9/101) would be reduced by 7% (from 10% to 3%).
86. The main windows in Marlyn Lodge are orientated eight degrees south of due west and therefore only just fall into the BRE testing parameters for sunlight assessment (it is suggested that habitable rooms should be tested if they have a main window facing within 90 degrees of due south, BRE para 3.2.3). The rooms that these windows serve only receive sunshine in the latter part of the day. The reductions in sunlight are only to late-afternoon sunshine and because the existing sunlight levels are consequently low, the reductions in sunlight present themselves disproportionately high in percentage terms and therefore technically in excess of the BRE guidance levels set out above.
87. Due to the high rise nature of the surrounding area, including the existing building at 1 Portsoken Street and IbeX House, the main windows and rooms to the southern end and within the lower floors of Marlyn Lodge generally experience the greatest constraints in terms of sunlight. The most constrained rooms, such as the living room and bedroom in Flat 106, do not currently receive any sunlight in the morning (before 12 noon) and during the mid-late afternoon (3pm onwards) in the existing situation.
88. Further analysis has been undertaken by tracking the sun-path to gain an understanding of the actual change in sunlight, as opposed to the 'probable' sunlight hours test set out in the BRE guidance. This has demonstrated that the development would result in a one and a half to two hour reduction in early afternoon sunlight (between 12 noon and 3pm) a day between March and April and August and September. Sunlight during the rest of the year would not be affected as the sun-path would be at a low trajectory, in winter, or a taller trajectory that would arc over the proposed development in the summer.
89. The daylight analysis results demonstrate that the impacts of the proposed building on the majority of surrounding residential buildings would be negligible to the point that most occupants would be unlikely to notice any difference to the levels of daylight received. Given the urban context of the site, it is expected that there would be some alterations to daylight amenity levels, however the level of incursions is considered to be acceptable in this instance, and in accordance with City of London Policies DM10.7 and DM 21.3.
90. The sunlight analysis results demonstrate that the impacts of the proposed building on Iveagh Court, Guinness Court and Londinium Tower would be negligible and in compliance with BRE Guidelines. A third of the rooms in Marlyn Lodge would experience a reduction in

sunlight that is above the level set out in the BRE guidelines. However, the changes in sunlight to Marlyn Lodge demonstrated by the further analysis are considered to be relatively low in actual sunlight terms and the retained values would be commensurate with other residential accommodation within the City of London. The existing sunlight conditions in over half the rooms within Londinium Tower are below the levels that would be retained within Marlyn Lodge. Taking this into consideration the changes in sunlight as result of the proposed development are considered to be acceptable and therefore in accordance with Local Plan Policy.

91. The overshadowing analysis for Portsoken Street Gardens demonstrates that over 91% of the total area of this amenity space would benefit from at least 2 hours of sunlight on 21st March, an amount well in excess of the 50% BRE guidance requirement. It should be noted that the overshadowing impacts to the gardens are primarily as a result of the existing 52-56 Minories building and existing gardener's building to the south of the garden, and the proposed building at 1 Portsoken Street would not adversely affect the existing extent of overshadowing.

#### Access

92. The development would achieve step free access to all parts of the building. The doors to the building would be inclusive and power assisted which would provide access for all.

#### Archaeology

93. The site is in an area where there is potential for important Roman, medieval and post-medieval remains to survive. It is outside the Roman and medieval London Wall within the Eastern Roman cemetery, and to the south of the medieval precinct of the Holy Trinity of the Minoreesses.
94. There is potential for archaeology to survive below the existing single basement and there is high potential for Roman survival, including remains of a Roman road, burials and funerary monuments. On the remainder of the site an existing double basement would have removed all archaeological remains.
95. A Historic Environment Assessment has been submitted with the application. The proposed scheme would have new basements over three levels which would remove all archaeological remains. This would affect potential surviving remains in the areas of the existing single basement.
96. Archaeological evaluation is required to provide additional archaeological information about the nature, character and date of survival and to design an appropriate mitigation strategy. A Written Scheme of Investigation for archaeological evaluation has been submitted as part of the planning application, which would be carried out when access is possible. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.



### **Planning Obligations and Community Infrastructure Levy**

97. 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 and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
98. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
99. The planning obligations and CIL contributions are set out below.

#### **Mayoral CIL and planning obligations**

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
Mayoral Community Infrastructure Levy payable	J1,177,450	J1,130,352	J47,098.00
Mayoral planning obligation net liability*	J5,163,930	J5,163,930	J3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>J6,341,380</b>	<b>J6,294,282</b>	<b>J50,598</b>

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

#### **City CIL and S106 Planning Obligations**

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
City CIL	J1,766,175	J1,677,866	J88,309
City Planning Obligation Affordable Housing	J470,980	J466,270	J4,710
City Planning Obligation Local, Training, Skills and Job Brokerage	J70,647	J69,941	J706

City Planning Obligation Monitoring Charge	J1,750		J1,750
<b>Total liability in accordance with the City of London's policies</b>	<b>J2,309,552</b>	<b>J2,214,077</b>	<b>J95,475</b>

#### City's Planning Obligations

100. 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

101. 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

102. 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.

103. 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.

#### Conclusion

104. The proposal supports the strategic objective of the Corporation to promote the City as the leading international financial and business centre. It would provide an employment led mixed use development which supports the economic policies of the London Plan and Local Plan and would provide an increase in high quality floor space.

105. The proposal is in substantial compliance with the development plan policies that relate to it and in particular it supports the objective of promoting the City as the leading international financial and business centre.

106. The proposed building is considered to make a more positive contribution to the street scene than the existing building. It would result in a building with a strong sense of architectural integrity compared to the existing fragmented facades.
107. The proposals do not have a detrimental impact on the setting of listed buildings, setting of the Tower of London World Heritage Site and London Views Management Framework (LVMF) views.
108. The servicing would be relocated from Portsoken Street, away from the residents at Marlyn Lodge, to Goodman's Yard. Transport for London (TfL) does not support this proposal until such time that the location of the service yard is agreed. The City is proceeding with the development being serviced from Goodman's Yard for the reasons set out in paragraphs 67-70.
109. The impact on daylight and sunlight to surrounding residential properties is considered acceptable and in accordance with Local Plan policy.
110. It is concluded that the proposal overall is to be welcomed subject to conditions and to a Section 106 and CIL agreement being entered into to cover the matters set out in the report any necessary agreements under Section 278 of the Highway Act 1980.

## **Background Papers**

### Internal

Department of Markets and Consumer Protection 31/2/2016

### External

Planning Statement - DP9 February 2016

Daylight & Sunlight Report - Point 2 Surveyors February 2016

Site Noise Survey & Planning Noise Limits – ARUP February 2016

Historic Environment Assessment – Museum of London Archaeology  
February 2016

Sustainability Statement – ARUP February 2016

Sustainable Drainage Report – ARUP February 2016

Energy Statement – ARUP February 2016

Statement of Community Involvement - Field Consulting February 2016

Transport Assessment – TTP Consulting Ltd February 2016

Townscape, Heritage & Visual Assessment – Richard Coleman City Designer  
February 2016

Design & Access Statement – SPPARC Architecture PS-P-00-MF-01-01 P1

Air Quality Neutral – ARUP 243711/AQN/F 3 May 2016

Letter – GLA 8/4/2016 & 4/5/2016

Letter x2 – Historic England 26/2/2016 & 11/4/2016

Email - Historic England 11/5/2016

Letter - Richard Coleman 4/5/2016

Email – Thames Water 12/4/2016

Email – Natural England 24/3/2016

Email – Environment Agency 29/3/2016

Email – Mr Mikael Boman 10/4/2016

Email – Mrs Panagiota Markaki 10/4/2016

Email – Mr Bernard Harris 10/4/2016

Email – Mr Alan Gibbs 10/4/2016

Email – Mr Marcos Duroe 5/4/2016

Email – Mr Mital Patel 1/4/2016

Email – Cheryl Bloom 28/3/2016

Email – Dr Larisa Tishchenko 25/3/2016

Email – Mt Giacinto Renta 30/3/2016

Email – Thames Water 21/3/2016

Email – Transport for London 21/3/2016  
Letter – London Borough of Tower Hamlets 14/4/2016  
Email – Anna McPherson on behalf of Historic Royal Palaces 4/5/2016  
Letter – DP9 9/6/2016  
Email – DP9 28/6/2016  
Appendix A – Addendum Retail Report  
Appendix B – Addendum Daylight and Sunlight Report  
Appendix C – Transport Summary Response  
Memo – Department of Markets and Consumer Protection  
Written Scheme of Investigation for an Archaeological Evaluation dated 11/11/2015  
Radiance Analysis- P423/DF/01, P423/DF/02, P423/DF/03, P423/DF/04, P423/DF/05, P423/DF/06.  
Letter – Point Surveyors June 2016  
Daylight & Sunlight Report - Point 2 Surveyors June 2016  
Email & Drawing P423/62 - Point 2 Surveyors 5 July 2016  
Email & Drawing P423/63, P423/64, P423/65 - Point 2 Surveyors 6 July 2016  
Email – Department of Markets and Consumer Protection 13/7/2016  
Existing Plans - 1415- LC-E-00-OS-01-01 Rev P1, 1415-LC-E-20-B1-01-01-P1, 1415-LC-E-20-0G-01-01-P1, 1415-LC-E-20-0GM-01-01-P1, 1415-LC-E-20-01-01-01-P1, 1415-LC-E-20-02-01-01-P1, 1415-LC-E-20-03-01-01-P1, 1415-LC-E-20-04-01-01-P1, 1415-LC-E-20-05-01-01-P1, 1415-LC-E-20-06-01-01-P1, 1415-LC-E-20-07-01-01-P1, 1415-LC-E-20-08-01-01-P1, 1415-LC-E-25-MF-01-01-P1, 1415-LC-E-25-MF-01-02-P2, 1415-LC-E-25-MF-01-03-P2, 1415-LC-E-25-MF-01-04-P2, 1415-LC-E-26-MF-01-01-P2, 1415-LC-E-26-MF-01-02-P2, 1415-LC-E-26-MF-01-03-P2, 1415-LC-E-26-MF-01-05-P2.

## **Appendix A**

### **London Plan Policies**

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 2.18 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 3.19 Support development proposals that increase or enhance the provision of sports and recreation facilities.

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

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 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

Policy 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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 7.6 Buildings and structures should:

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

Policy 7.7 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 will meet the criteria set out in this policy.

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

### Relevant Local Plan Policies

#### ***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.

#### ***CS22 Maximise community facilities***

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

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

To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth

and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre.

***DM1.5 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.

***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.

***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.

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

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

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

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.

- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

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

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

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

### ***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.

### ***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.

### ***DM15.1 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 CO<sub>2</sub> 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.

#### ***DM15.4 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.

#### ***DM15.6 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 PM<sub>10</sub> 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 (NO<sub>x</sub>).
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.

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

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

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

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

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

### ***DM16.5 Parking and servicing standards***

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

### ***CS17 Minimising and managing waste***

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

***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.

***DM20.3 Retail uses elsewhere***

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

***CS21 Protect and provide housing***

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



## **Appendix B Daylight, Sunlight and Overshadowing**

### **Daylight**

Local Plan Policy 10.7 is “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. The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.”

The Building Research Establishment (BRE) guidelines, Site Layout Planning for Daylight and Sunlight, provide the criteria and methodology for calculation in connection with daylight and sunlight. The guidelines are advisory rather than mandatory and need to be interpreted flexibly, taking into account other physical factors which might also affect the site.

The BRE Guidelines provide two approaches to the calculation of the impact on daylight to neighbouring properties: (1) Vertical Sky Component (VSC) and (2) No Sky Line (NSL). A third measure is sometimes used, Average Daylight Factor (ADF), but is intended for use when designing the layout of residential units.

*BRE Guidance states that the “daylighting of the existing building may be adversely affected if either the VSC measured at the centre of an existing main window is less than 27% and less than 0.8 times (20% of) its former value or the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.”*

*The guidelines are “...purely advisory and the numerical target values within it may be varied to meet the needs of the development and its location... Though it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design. In special circumstances, the developer or the planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.”*

The BRE states that existing windows with balconies above them typically receive less daylight and sunlight because the balcony reduces visibility of the top part of the sky. As such, even a modest obstruction opposite these windows may result in a large relative impact upon on the VSC, APSH and NSL. The BRE suggests that, in order to demonstrate that it is the presence of the balcony rather than the size of the new obstruction that is the main factor in the relative loss of daylight and/or sunlight, additional daylight and sunlight calculations should be carried out for both the existing and proposed situations without the balconies in place.

### **Sunlight**

The BRE guidance states that sunlight may be adversely affected where:

- a. a window in a neighbouring property lies within 90 degrees of due south and

- b. the centre of the window receives less than 25% of annual probable sunlight hours, including less than 5% of annual probable sunlight hours in the winter months between 21 September and 21 March and
- c. the window receives less than 0.8 times its former sunlight hours during either period and
- d. has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

#### Overshadowing

The BRE guidance on sunlight to a garden or amenity area suggests for it to be adequately sunlit throughout the year no more than two-fifths, and preferably no more than one quarter, should be prevented from receiving any sun at all on 21st March.

## SCHEDULE

APPLICATION: 16/00209/FULMAJ

**Lloyds Chambers 1 Portsoken Street London**

**Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including Class B1a office use, flexible Class A1/A2 use at the ground floor, and flexible Class A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development (47,262sq.m GIA).**

## CONDITIONS

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

- 4 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.

- 5 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

construction in order that the impact on amenities is minimised from the time that the construction starts.

- 6 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
- (c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.  
REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 7 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.  
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.  
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 8 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.  
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 9 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.  
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or

environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 10 Before any works thereby affected are begun, 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. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the 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.
- 11 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.  
REASON: To minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 12 The (A3) (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.
- 13 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.

- 14 No live or recorded music shall be played that it can be heard outside the premises or within other premises in the building.  
REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 15 A further set of doors must be fitted between Class A1/A3 and the street and this extra set of doors shall be retained for the life of the premises. These 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.
- 16 Boilers shall have a dry NO<sub>x</sub> emission level not exceeding 40 mg/kWh (measured at 0% excess O<sub>2</sub>).  
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 17 No CHP plant in the thermal input range 50kWth to 20MWth with NO<sub>x</sub> emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building. The following details must be submitted to and approved in writing by the Local Planning Authority prior to any CHP plant coming into operation:
1. The results of an emissions test demonstrating compliance with the emission standard and stack discharge velocity carried out by an accredited laboratory/competent person; and
  2. An equipment maintenance schedule demonstrating that the emission standard would always be met.
- The CHP plant shall at all times be maintained in accordance with the approved schedule.  
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 18 Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants.  
REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and in accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM<sub>10</sub>, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.
- 19 A: 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'. The risk assessment must be submitted to and approved in writing by the Local Planning Authority.

B: 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.

C: 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.

- 20 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 hereby permitted are begun.  
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. These details are required prior to 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.
- 21 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 sewerage 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.  
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure.



- 22 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.
- 23 The retail unit hereby permitted at the corner of Portsoken Street and Mansell Street shall only be used as a shop (A1) or financial and professional services (A2).  
REASON: At the request of the applicant and in order to provide retail provision for nearby residential areas in accordance with the following policy of the Local Plan: DM20.3.
- 24 The total amount of shop (A1)/ financial and professional/services (A2)/ restaurant & cafes use hereby approved shall not exceed 2,450sq.m  
REASON: At the request of the applicant to provide a sustainable mixed-use building in accordance with the following policy of the Local Plan:DM1.5.
- 25 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.  
REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.
- 26 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 hereby permitted are begun.  
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. These details are required prior to 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.
- 27 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.

- 28 The roof terraces on levels 3 to 12 hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 29 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) details of ground floor elevations;
  - (e) details of the ground floor office entrance(s);
  - (f) details of windows and external joinery;
  - (g) details of soffits, hand rails and balustrades;
  - (h) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
  - (i) details of plant and ductwork to serve the [A1] [A3] use(s);
  - (j) details of ventilation and air-conditioning for the [A1] [A3] use(s);
  - (k) details of external surfaces within the site boundary including hard and soft landscaping;
  - (l) details of the roof terraces.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM12.2.
- 30 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.

- 31 Unless otherwise agreed in writing with the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Written Scheme of Investigation for an Archaeological Evaluation dated 11/11/2015 in order to compile archaeological records.

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.

- 32 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.

- 33 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.

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

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

- 35 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.  
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 36 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.  
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.
- 37 No doors or gates shall open over the public highway.  
REASON: In the interests of public safety
- 38 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.
- 39 Before any works including demolition are begun a survey of the highways and other land at the perimeter of the site shall be carried out and submitted to the Local Planning Authority showing the existing Ordnance Datum levels of the adjoining streets and open spaces.  
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 to create a record of the conditions prior to changes caused by the development.
- 40 Before any construction work hereby approved is commenced, plans showing traffic circulation within the curtilage of the site and details and positioning of internal traffic signs relating to such vehicular movement, shall be submitted to and approved in writing by the Local Planning

Authority. The development shall only be implemented and used in accordance with the approved signage and vehicle circulation arrangements.

REASON: So that the Local Planning Authority may be satisfied that adequate arrangements have been made for the accommodation of vehicles in accordance with the following policy of the Local Plan: DM16.5. These details are required prior to 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.

- 41 Facilities (other than by street level turntable) must be provided and maintained for the life of the development so that vehicles may enter and leave the building by driving in a forward direction.  
REASON: To ensure satisfactory servicing facilities and in the interests of public safety in accordance with the following policy of the Local Plan: DM16.5.
- 42 Except as may be approved in writing by the Local Planning Authority 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.
- 43 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.
- 44 The building shall not be occupied until a means of vehicular access has been constructed in accordance with the approved plans.  
REASON: In the interest of public safety in accordance with the following policy of the Local Plan: DM16.5.
- 45 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 572 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.

- 46 Changing, ablution and storage facilities including 58 showers and 572 lockers, appropriately proportioned for both sexes, shall be provided and maintained throughout the life of the building for the use of the occupiers of the building and their visitors, guests and contractors without charge to the individual users.  
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.
- 47 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:1415- LC-P-00-OS-01-01 Rev P1, 1415-SP-LC-P-20-B3-01-01-P\_2, 1415-SP-LC-P-20-B2-01-01-P\_4, 1415-SP-LC-P-20-B1-01-01-P\_3, 1415-SP-LC-P-20-0G-01-01-P\_5, 1415-SP-LC-P-20-01-01-01-P\_2, 1415-SP-LC-P-20-02-01-01-P\_2, 1415-SP-LC-P-20-03-01-01-P\_2, 1415-SP-LC-P-20-04-01-01-P\_2, 1415-SP-LC-P-20-05-01-01-P\_2, 1415-SP-LC-P-20-06-01-01-P\_2, 1415-SP-LC-P-20-07-01-01-P\_2, 1415-SP-LC-P-20-08-01-01-P\_2, 1415-SP-LC-P-20-09-01-01-P\_2, 1415-SP-LC-P-20-10-01-01-P\_2, 1415-SP-LC-P-20-11-01-01-P\_2, 1415-SP-LC-P-20-12-01-01-P\_3, 1415-SP-LC-P-20-0R-01-01-P\_2, 1415-SP-LC-P-25-MF-01-01-P\_2, 1415-SP-LC-P-25-MF-01-02-P\_2, 1415-SP-LC-P-25-MF-01-03-P\_2, 1415-SP-LC-P-25-MF-01-04-P\_2, 1415-SP-LC-P-26-MF-01-01-P\_1, 1415-SP-LC-P-26-MF-01-03-P\_1, 1415-SP-LC-P-26-MF-01-05-P\_1, 1415-SP-LC-P-26-MF-01-06-P\_1, 1415-SP-LC-P-26-MF-01-08-P\_1.  
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 Director of Markets and Consumer Protection (Environmental Health Team) advises that:

### Air Quality

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

### Contaminated Land.

The investigation and risk assessment referred to in condition Contaminated Land must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, open spaces, service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,
  - ecological systems,
  - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

### Food Odour and smell Nuisance:

If cooking is to be permitted within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

- Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance.
- The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that duct work will be permitted on the exterior of the building.

- Additional methods of odour control may also be required. These must be submitted to this Department for comment prior to installation.
- Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.
- The internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

Clean Air Act 1993:

#### Best Practical Means for The Control of Pollution from Standby Generators

1. Part III of the Environmental Act 1995 resulted in The City of London being declared on 26 January 2001 an Air Quality Management Area for Nitrogen Dioxide (NO<sub>2</sub>) and Fine Particles (PM<sub>10</sub>).
2. Chimney Height Approvals under Section 14 and 15 of The Clean Air Act 1993 enable various conditions to be attached to the approvals. Frequently the calculated Chimney Height above roof level conflicts with requirements of planning control and further or different mitigation measures need to be taken to allow installation of the plant dependent on the individual circumstances of each case/location

To achieve the best environmental option some or all of the following measures need to be implemented.

1. The exhaust should discharge at a minimum height of 3 metres above the main roof level. (NB the normal situation for the termination points of flues is 1 M above the main roof, provided there are no higher buildings in a close/near proximity).
2. The lowest sulphur content fuel available should be used (ULSD). Currently 50 ppm typical sulphur content is available.
3. The exhaust from the generator should be passed through a suitable diesel particulate trap (filter), suitable for the generator/fuel concerned. Expert advice may need to be sought on the type and regeneration technique.
4. The exhaust from the generator should be passed through a suitable oxidation catalyst treatment to reduce Hydrocarbons(HC), and Carbon Monoxide(CO) into less harmful water and Carbon Dioxide. There may be some reduction in Particulate Matter. Expert advice is required as to what methods are suitable for the generator and the way it is operated and the best environmental option chosen.
5. The exhaust from the generator should be passed through a selective catalytic reduction treatment this uses a reductant (e.g.



ammonia) injected into the exhaust gas which reduces oxides of Nitrogen (NOX). Expert advice is required to determine for the type of use proposed what is the best environmental option.

6. The exhaust should discharge vertically into an open area away from fresh air intakes, and open windows. It should have a fast efflux velocity of at least 6 metres/second to assist dispersion and not be subject to any inline obstructions (e.g. 'Chinese Hats')

7. In certain circumstances with local problems fan dilution may need to be considered.

#### Noise and Smoke Nuisance

There is a potential for generators to give out dark smoke on start-up and to cause noise nuisance. The following guidance is given:

1. Routine testing should normally be carried out at a time when minimum inconvenience is caused to others. Generally this would be between 09.00-14.00 hours on a Saturday Morning.

2. Adequate silencing of the exhaust and sound proofing of the plant should be carried out to insure that the noise from it when measured at 1 metre external to the nearest noise sensitive window is designed to be a minimum of 10 decibels below the background sound level LA90 that would exist if the generator was not operating.

3. The generator should be located on suitable anti-vibration mountings to prevent the transmission of noise or vibration through the structure to other parts of the building.

3 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.

4 Thames Water advise that:

#### Waste Comments

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can

gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit [thameswater.co.uk/buildover](http://thameswater.co.uk/buildover)

Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

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 sewerage 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. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality)."

### Water Comments

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: 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.

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. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water recommend the following informative be attached to any planning permission: 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.

Thames Water recommend the following informative be attached to any planning permission: 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.

- 5 The provisions of Part 3, Class V, of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 2015 will permit changes of use between shop (Class A1), financial and professional services (Class A2), restaurant & cafe (Class A3) and assembly & leisure use (Class D2) for a period of ten years from the date of this permission.

- 6 The Mayoral Community Infrastructure Levy is set at a rate of J50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

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

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

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

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

- 7 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.
- 8 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 9 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.

- 10 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(a) Fire precautions and certification:  
London Fire Brigade, Fire Prevention Branch  
5-6 City Forum  
City Road  
London EC1N 2NY

(b) Betting offices and gaming licences:

Clerk to the Betting and Gaming Licensing Committee  
The Justice Rooms  
1 Queen Victoria Street  
London EC4N 4XY

(c) Employment agencies:

Employment Agencies Licensing Office  
Department of Employment  
Exchange House  
60 Exchange Road  
Watford, Herts WD1 7HH

(d) Works affecting water supplies, land drainage and flood defences:

Environment Agency,  
North London Planning Liaison Team  
9th floor, Eastbury House  
30-34 Albert Embankment  
London, SE1 7TL

- 11 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 work must not be commenced until the consent of the Highway Authority has been obtained.

- 12 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) Bridges over highways

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

(f) Declaration, alteration and discontinuance of City and Riverside Walkways.

(g) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

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

(i) Carriageway crossovers.

(j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

- 13 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.

14 The investigation and risk assessment referred to in condition \*\*\*\* must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, open spaces, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

GREATER LONDON AUTHORITY  
Development, Enterprise and Environment

**Michael Blamires**

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London  
EC2P 2EL

**Our ref:** D&P/3958/HS01  
**Your ref:** 16/00209/FULMAJ  
**Date:** 4 May 2016

Dear Mr Blamires

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008**  
**Lloyds Chambers, 1 Portsoken Street, London, E1 8BT**  
**Local planning authority reference: 16/00209/FULMAJ**

I refer to your letter received on 2 March 2016 consulting the Mayor of London on the above planning application, which is referable under Category 4 (within viewing corridor) of the Schedule to the Order 2008. I have assessed the details of the application and have concluded that the proposal for *the demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development* does not raise any new strategic planning issues.

While the development would be in the backdrop of the Tower of London and would sit above the Wider Setting Consultation Area of the Protected Vista when viewed from Assessment Points 25A.1 - 25A.3, the proposed development would preserve the viewer's ability to recognise the landmark and appreciate its Outstanding Universal Value in line with the Mayor's London View Management Framework and Townscape view: The Queen's Walk to Tower of London. The proposed development is therefore accepted, subject to a condition being imposed by the Council to secure external cladding for the replacement building that is suitable in terms of appearance and materials and preserves or enhances the views of the World Heritage Site and its setting.

With regard to transport, Transport for London (TfL) notes that off street servicing is proposed from Goodman's Yard. As TfL has indicated previously to the developer, TfL does not support any vehicular access onto the TLRN for traffic and safety reasons. Furthermore, service vehicles would need to track over a two way cycle way which would compromise cyclist safety. The development should be redesigned to incorporate a service yard from Portsoken Street and set sufficiently back from the TLRN. TfL understands that the Council may have reservations with access from Portsoken Street, however, in TfL's view this is the most viable option. TfL would welcome further discussions in this regard. In summary, TfL does not support this proposal until such a time that the location of the service yard is agreed.



Therefore, under article 5(2) of the above Order, the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA. However, further discussions with TfL should be had to resolve the servicing issue. I will be grateful, however, if you would send me a copy of any decision notice and section 106 agreement.

Yours sincerely



**Stewart Murray**  
Assistant Director - Planning

cc John Biggs, London Assembly Constituency Member  
Nicky Gavron, Chair of London Assembly Planning Committee  
National Planning Casework Unit, DCLG  
Alex Williams, TfL  
Chris Gascoigne, Dp9, 100 Pall Mall, London, SW1Y 5NQ

## Sehmi, Amrith

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**From:** Blamires, Michael  
**Sent:** 04 May 2016 12:26  
**To:** DBE - PLN Support  
**Subject:** FW: 16/00209/FULMAJ - Lloyds Chambers, One Portsoken Street

**Importance:** High

**From:** Anna McPherson [<mailto:amcpherson@dmpartnership.com>]  
**Sent:** 04 May 2016 11:51  
**To:** Blamires, Michael  
**Cc:** 'Natasha Taylor'  
**Subject:** 16/00209/FULMAJ - Lloyds Chambers, One Portsoken Street  
**Importance:** High

Dear Mr Blamires

### **16/00209/FULMAJ - Lloyds Chambers, One Portsoken Street, London E1**

Thank you for notifying Historic Royal Palaces of the planning application relating to the demolition and redevelopment of Lloyds Chambers, 1 Portsoken Street, planning reference as above. We apologise for our delay in responding: unfortunately, the City's formal notification letter of 21 March 2016 appears to have gone astray.

Historic Royal Palaces had several pre-application meetings and exchanges with the applicant's professional advisers and we saw two amended schemes after the original proposal for the site, which was considered too high in relation to the immediate backdrop of the Tower of London World Heritage Site (WHS). We are pleased to see that the application scheme remains as the final version we saw and therefore our pre-application comments to the applicant stand, as summarised below:

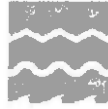
'We are pleased to note that the overall height of the proposed replacement building has been reduced almost to the height of the existing building. We note that the proposed building now extends at full height farther to the west, making it potentially more dominant in the local view north-east from the main entrance to the Tower (view 5 in the *Tower of London Local Setting Study 2010*, which has not been illustrated), but we accept that this does not affect the open sky-space in the protected LVMF view 25A.1-3 from the Queen's Walk.

Whilst Historic Royal Palaces would have wished to see the overall height reduced from the existing, in order to enhance the visual dominance of the White Tower and therefore the Outstanding Universal Value of the WHS, we accept that building up to the existing height does no further visual harm to the setting of the WHS. We therefore raise no objections to the amended proposals.'

Kind regards

Anna McPherson  
*On behalf of Historic Royal Palaces*

Anna McPherson DiplArch RIBA IHBC FRSA  
*Partner*  
Drury McPherson Partnership  
23 Spencer Road  
Twickenham  
TW2 5TZ



Historic England

LONDON OFFICE

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

Direct Dial: 020 7973 3763

Our ref: P00505570

11 April 2016

Dear Mr Blamires

**Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015 LLOYDS CHAMBERS , 1 PORTSOKEEN STREET , LONDON , E1 8BT Application No 16/00209/FULMAJ**

Thank you for your letter of 21 March 2016 notifying us of the application for planning permission relating to the above site. We do not wish to comment in detail, but offer the following general observations.

#### **Historic England Advice**

Historic England was involved in discussions regarding these proposals at pre-application stage. I attach our most recent pre-application response for your information.

As you will note, we welcomed the redistribution of mass of the proposed building which reduced the visual impact on important views of the Tower of London World Heritage Site. We also noted that the submitted visual assessment for LVMF View 25A.3 appeared to demonstrate that the proposed replacement building would be less visible than the existing in this key view of the Tower of London. We therefore recognised that the development presented an opportunity to "enhance or better reveal" the significance of the Tower of London which would support the proposals in accordance with Paragraph 137 of the National Planning Policy Framework (NPPF, March 2012). However, we stressed that we would await further information at application stage before providing a formal and fully-informed view.

The submitted visual assessment for LVMF View 25A.3 does not appear to appear to demonstrate any such 'enhancement' to the setting of the Tower of London, and the assessment provided by Richard Coleman City Designer concludes the impact to be neutral rather than beneficial. We would therefore concur with this assessment that the impact of the development in this important view of the Tower of London is neutral and does not appear to enhance the significance of this World Heritage Site.



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700  
HistoricEngland.org.uk



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



Historic England

LONDON OFFICE

We also note that some of the assessed views, such as "LVMF View 25A.2 from City Hall" demonstrates that the development would appear larger than the existing in views of the Tower of London and add to the accumulation of large modern building in its immediate setting. Whilst this does not warrant significant concerns from Historic England, we recognise that these views are kinetic and therefore there is the potential for a small degree of harm to be caused to the significance of the Tower of London. Your Authority must therefore be satisfied that any harm is outweighed by public benefits as set out in Paragraph 134 of the National Planning Policy Framework.

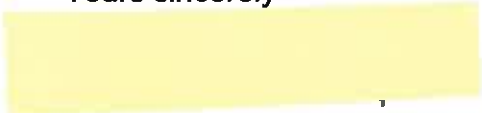
We would also recommend that conditions are imposed regarding the external cladding of the replacement building, should you be minded to approve the scheme, to ensure that its overall appearance is sensitive to the Tower of London and its setting.

**Recommendation**

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice. It is not necessary for us to be consulted again. However, if you would like further advice, please contact us to explain your request.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals you should seek comments from your Authority's own archaeologist.

Yours sincerely



**Alasdair Young**  
Assistant Inspector of Historic Buildings and Areas  
E-mail: [alasdair.young@HistoricEngland.org.uk](mailto:alasdair.young@HistoricEngland.org.uk)



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## Blamires, Michael

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**From:** PLN - Comments  
**Sent:** 05 April 2016 10:35  
**To:** Blamires, Michael  
**Subject:** Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 10:35 AM on 05 Apr 2016 from Mr Marcos Duroe.

### Application Summary

**Address:** Lloyds Chambers 1 Portsoken Street  
London E1 8BT

**Proposal:** Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

**Case Officer:** Michael Blamires

[Click for further information](#)

### Customer Details

**Name:** Mr Marcos Duroe  
**Email:** [REDACTED]  
**Address:** Apt 15 Prospero House 6 Portsoken Street  
London

### Comments Details

**Commenter Type:** Neighbour

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

**Reasons for comment:**

**Comments:** Hello, I would like to object on the grounds of the existing height and the proposed 3 level basement. We are the next residential building along Portsoken street from this, and the recent excavation of the 52 minorities site created cracks and permanent faults in our building that were never resolved, despite the promise of a party wall agreement. We would be very worried that a 3 level escalation will have much more detrimental effects to the 14 dwellings in our block. These buildings are both sited on rock which resonates with piling and deep drilling, causing visible swaying from excavations last time,

damage to the facade and windows. We would be very unhappy with this building excavating down further than one level. We have no objection in principle if the height of the building doesn't exceed the existing. we have light coming from that aspect into an internal light well and any increase in height will impact what little light flows into this space. Many thanks.

## Blamires, Michael

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**From:** PLN - Comments  
**Sent:** 01 April 2016 16:10  
**To:** Blamires, Michael  
**Subject:** Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 4:10 PM on 01 Apr 2016 from **Mr Mital Patel**.

### Application Summary

**Address:** Lloyds Chambers 1 Portsoken Street  
London E1 8BT

**Proposal:** Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

**Case Officer:** Michael Blamires

[Click for further information](#)

### Customer Details

**Name:** Mr Mital Patel  
**Email:** [REDACTED]  
**Address:** Flat 12 Prospero House 6 Portsoken Street  
London

### Comments Details

**Commenter Type:** Neighbour

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

**Reasons for comment:**

- Noise
- Residential Amenity
- Traffic or Highways

**Comments:** I have a number of concerns about the proposal. While I appreciate that a new office building will probably enhance the area in the long term, the disruption is of concern. 1. We are already surrounded by construction work and roadworks. I appreciate this is a busy area but when will it stop? We have had literally years of various roadworks and construction in the immediate area. The resulting traffic and noise pollution makes it quite miserable living in the area. 2. Despite the plans making it look like lorries will enter and exit the site on Goodmans Yard, I expect a

dramatic increase in the number of lorries driving through Portsoken Street during the day. This will increase both diesel particulate pollution from lorries standing at the traffic light, and generate additional traffic as they block the junction of Portsoken Street and Minories, which is already unnecessarily busy due to the ridiculously poor phasing of the traffic lights nearby and the lack of a box junction. 3. I have concerns that a 3-storey deep excavation (plus additional piling required for foundations) will cause damage to the nearby buildings. 4. The associated dust generated by demolition and construction will result in costly cleaning bills for our apartment, not only for the façade of the building but the windows, particularly to the rear of the building where a reduced amount of rainfall landing on the windows now leaves them very dirty since the construction of the student apartments at 52 Minories. 5. Concerns about blockage to the TV signal by a 12-storey building, when our building is only 6 storeys and our satellite antenna and TV aerial sit on the roof. 6. Concerns about loss of mobile phone and wifi signals in the area, again due to the addition of a taller building. 7. Concerns over the increase in delivery traffic once the building has been constructed, both from the offices that result and the A1/A2 units that are intended for the ground floor.



## Blamires, Michael

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**From:** PLN - Comments  
**Sent:** 25 March 2016 18:20  
**To:** Blamires, Michael  
**Subject:** Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 6:20 PM on 25 Mar 2016 from Dr Larisa Tishchenko.

### Application Summary

**Address:** Lloyds Chambers 1 Portsoken Street  
London E1 8BT

**Proposal:** Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

**Case Officer:** Michael Blamires

[Click for further information](#)

### Customer Details

**Name:** Dr Larisa Tishchenko  
**Email:** [REDACTED]  
**Address:** Flat 53 87 Mansell Street London

### Comments Details

**Commenter Type:** Neighbour

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

**Reasons for comment:** - Residential Amenity

**Comments:** My husband and myself believe that the proposed development is a direct contravention of Tower of London policies. It does not respect local context and street pattern and, in particular, the scale and proportions of surrounding buildings, and would be entirely out of the character of the area, to the detriment of the local environment. Moreover, the proposed development would significantly alter the fabric of the area and amount to serious 'cramming' in what is already a high density area. Coupled with the neighbouring large-scale residential development of the Mansell Street it will have a tremendous impact on the

environment and life of local residents.

## Blamires, Michael

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**From:** PLN - Comments  
**Sent:** 30 March 2016 22:28  
**To:** Blamires, Michael  
**Subject:** Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 10:28 PM on 30 Mar 2016 from Mr Giacinto Renta.

### Application Summary

**Address:** Lloyds Chambers 1 Portsoken Street  
London E1 8BT

**Proposal:** Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

**Case Officer:** Michael Blamires

[Click for further information](#)

### Customer Details

**Name:** Mr Giacinto Renta  
**Email:** [REDACTED]  
**Address:** Flat 83, 87 Mansell Street London

### Comments Details

**Committer Type:** Neighbour

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

**Reasons for comment:** - Residential Amenity

**Comments:** Dear Sirs, Re: Lloyds Chambers 1 Portsoken Street London E1 8BT On 29th June 2015 I attended a presentation by the developer of the above property to outline the proposed development, according to the plans presented the building was to be the same height as the current one but the submitted planning application is for 12 storeys, not 8 as at present. At the presentation no mention was made of 3 basement levels either. I would like to register an objection to the development on grounds of size, a building much larger than the present one would impact too much on the neighbourhood and the quality of local residents' lives. Yours

faithfully, Giacinto Renta Flat 83 Londinium  
Tower 87 Mansell Street London E1 8AP



## Blamires, Michael

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**From:** Wells, Janet (Built Environment)  
**Sent:** 29 March 2016 14:57  
**To:** Blamires, Michael  
**Cc:** Wells, Janet (Built Environment)  
**Subject:** FW: Your ref 16/00209/FULMAJ

Done  
Regards

Janet C Wells  
Planning Support Officer  
Department of the Built Environment  
0207 332 3794  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

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**From:** Cheryl Bloom [REDACTED]  
**Sent:** 28 March 2016 20:20  
**To:** PLN - Comments  
**Cc:** [REDACTED]  
**Subject:** Your ref 16/00209/FULMAJ

Dear Sirs,

Re: Lloyds Chambers 1 Portsoken Street London E1 8BT

On 29<sup>th</sup> June 2015 I attended a presentation by the developer of the above property to outline the proposed development, according to the plans presented the building was to be the same height as the current one but the submitted planning application is for 12 storeys, not 8 as at present. At the presentation no mention was made of 3 basement levels either.

I would like to register an objection to the development on grounds of size, a building much larger than the present one would impact too much on the neighbourhood and the quality of local residents' lives.

Yours faithfully,

**Cheryl Bloom**  
84 Londinium Tower  
87 Mansell Street  
London E1 8AP  
[REDACTED]

## Blamires, Michael

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**From:** PLN - Comments  
**Sent:** 10 April 2016 13:03  
**To:** Blamires, Michael  
**Subject:** Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 1:02 PM on 10 Apr 2016 from Mr Alan Gibbs.

### Application Summary

**Address:** Lloyds Chambers 1 Portsoken Street  
London E1 8BT

**Proposal:** Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

**Case Officer:** Michael Blamires

[Click for further information](#)

### Customer Details

**Name:** Mr Alan Gibbs  
**Email:** [REDACTED]  
**Address:** 106 Marlyn Lodge 2 Portsoken Street London

### Comments Details

**Commenter Type:** Neighbour

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

**Reasons for comment:** - Residential Amenity

**Comments:** 1. The light to my flat will be significantly reduced to an unacceptable level. 2. The proposed building is taller than the existing building, Lloyds Chambers. The proposal is therefore an overdevelopment of the site. 3. The excavation of the proposed basements will cause damage to Marlyn Lodge due to vibration etc.

## **Blamires, Michael**

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**From:** PLN - Comments  
**Sent:** 10 April 2016 19:34  
**To:** Blamires, Michael  
**Subject:** Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 7:33 PM on 10 Apr 2016 from Mr Bernard Harris.

### **Application Summary**

**Address:** Lloyds Chambers 1 Portsoken Street  
London E1 8BT

**Proposal:** Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

**Case Officer:** Michael Blamires

[Click for further information](#)

### **Customer Details**

**Name:** Mr Bernard Harris  
**Email:** [REDACTED]  
**Address:** Marlyn Lodge Management Co 601 Marlyn  
Lodge London

### **Comments Details**

**Commenter Type:** Neighbour

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

**Reasons for comment:**

- Noise
- Residential Amenity
- Traffic or Highways

**Comments:** After consulting with other flat owners and other directors of Marlyn Lodge Management Co, 2 Portsoken Street, London, E1 8RB we (MLMCo) have a number of objections/concerns relating to the redevelopment of the Lloyds Chambers, 1, Portsoken Street. 1) Noise  
The proposed re-development will be a major project and because of the very close proximity of the building to Marlyn Lodge (ML) the redevelopment is certain to cause a very long-period of increased noise disturbance to residents of ML during both the demolition and re-building stages of

this very large redevelopment. A number of owners within ML have also raised concerns relating to the proposal for the new building to have three lower ground floors, thereby increasing the possibility of such deep excavations causing structural problems to nearby buildings during the redevelopment phase, including ML which is only the width of the narrow Portsoken Street.

2) Residential Amenity Currently the TV mast located on the Lloyds Chambers building also provides service to ML because when built, the existing Lloyds Chambers was already significantly higher than ML and 'blocked' such TV service to the residents of ML. In addition, MLMCo has planned to consider installing solar panels on the roof of ML to provide a 'green' electricity supply to the building. The proposed redevelopment of the Lloyds chambers building by the higher building could eliminate the suitable roof-space for such a 'green' electricity installation. The increased height of the proposed new development will also affect the daylight to many flats; particularly those at the South end of Marlyn Lodge overlooking the car park as unlike the existing building the upper floor will not be 'stepped' in size to allow more daylight to North side of Portsoken St.

3) Traffic or Highways Flat owners and MLMCo are also concerned re Construction traffic in the narrow Portsoken St., causing an extended period restricting access to/from the existing ML car park



## Blamires, Michael

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**From:** PLN - Comments  
**Sent:** 10 April 2016 20:48  
**To:** Blamires, Michael  
**Subject:** Comments for Planning Application 16/00209/FULMAJ

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

Comments were submitted at 8:48 PM on 10 Apr 2016 from Mr Mikael Boman.

### Application Summary

**Address:** Lloyds Chambers 1 Portsoken Street  
London E1 8BT

**Proposal:** Demolition of existing building and erection of a new building comprising ground plus 12 storeys and 3 basement levels, including B1a office use, flexible A1/A2 use at the ground floor, and flexible A1/A2/A3/D2 use at ground and basement levels associated landscaping works, vehicular access and other works incidental to the development.

**Case Officer:** Michael Blamires

[Click for further information](#)

### Customer Details

**Name:** Mr Mikael Boman  
**Email:** [REDACTED]  
**Address:** 604 Marlyn Lodge 2 Portsoken Street London

### Comments Details

**Commenter Type:** Neighbour

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

**Reasons for comment:**

- Noise
- Residential Amenity
- Traffic or Highways

**Comments:** I object for the following reasons: 1.) I am concerned about the fact that under the proposed design the building will no longer have the current 'terraced structure' design. This current design allows for the residents of Marlyn Lodge to enjoy much needed daylight. Consequently, the proposed new development would have a detrimental impact on the general amenity for the existing residents of Marlyn Lodge due to the loss of daylight. 2.) The proposed change of use of the ground floor from office use to retail/leisure use would adversely affect the amenity of the existing residents of Portsoken Street due to the

increased disturbance to the residents, in particular: - undue noise disturbance arising from customers arriving at, leaving or standing smoking outside any restaurant premises, - undue noise disturbance arising from increased customer traffic on Portsoken Street and Mansell Street, which are already suffering from unacceptable congestion problems, - fumes and smells from any restaurant units, - increased air pollution (as a result of increased traffic) in an area which is already suffering from very high traffic levels and air pollution, - excessive traffic congestion leading to a reduction in accessibility, - anti-social behaviour in relation to customers arriving at, leaving or standing smoking outside any restaurant premises. The area already enjoys a wealth of retail and leisure facilities such as food supermarkets, newsagents, sandwich shops, coffee bars and restaurants. Within an approx. 200 yards radius of the proposed developments there are already at least c. 4 supermarkets, 4 newsagents, 20 bars/restaurants, 10 sandwich shops. There is no need for further retail and leisure facilities to be introduced in the area. On the contrary, the introduction of further retail/leisure units on Portsoken Street would result in a further deterioration of the surrounding environment and well-being of local residents (for the reasons stated above).

## **Blamires, Michael**

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**From:** Wells, Janet (Built Environment)  
**Sent:** 11 April 2016 10:10  
**To:** Blamires, Michael  
**Cc:** Wells, Janet (Built Environment)  
**Subject:** FW: Your ref: 16/00209/FULMAJ - Lloyds Chambers 1 Portsoken Street London E1 8BT

Scanned

Regards

Janet C Wells  
Planning Support Officer  
Department of the Built Environment  
0207 332 3794  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

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**From:** [REDACTED]  
**Sent:** 10 April 2016 20:32  
**To:** PLN - Comments  
**Subject:** Your ref: 16/00209/FULMAJ - Lloyds Chambers 1 Portsoken Street London E1 8BT

Dears Sirs

I object to any change of use of the Lloyds Chambers building. The building's use as office space should remain unchanged throughout, as the proposed changes to retail and/or retail/leisure would have an adverse, very detrimental effect to the lives of permanent residents in the area, an area that is already suffering much due to similar changes in use that have been granted planning permission in very recent years.

The proposed changes of use will cause overcrowding and unacceptable noise levels to local residents and workers. For example, clients will unavoidably be spilling out of leisure units to smoke, will temporarily park their cars on Portsoken Street to pop in a store to buy something, they'll be spilling into the adjacent Portsoken Gardens and adjacent properties such as the Marlyn Lodge parking lot to urinate, smoke or create other disruption at a late hour (a problem we already have with clients from the existing restaurants/bars in the near vicinity). The lives of permanent residents in the area have in recent years been badly affected by the many leisure units in the area such as The Minorities, Jamies and Mary Janes (all on the Minorities) due to the clients spilling out on the public pavements outside the leisure premises in various degrees of drunkenness and exhibiting various degrees of anti-social behaviour. It would have a very detrimental impact to the area and its residents if additional leisure units were allowed to operate practically next door to our building and it would be more than the area can support. There already are far too many retail and leisure units here, more than the area needs and/or can sustain, including a wide range of super markets and gyms located very close to each other within a few hundred yards. There simply is no need for more.

There also are environmental and health concerns: The proposed increase to the size of Lloyds Chambers and the proposed drastic changes in its use, would create a considerable amount of extra car pollution, refuse and waste, the disposition of which has not been addressed adequately by the application for planning permission and the increase in which cannot possibly be supported by this area. Portsoken Street is already burdened by the foul odours and dirt caused by the heaps of waste that are stored and recycled outside the IBEX building on the side facing Portsoken Street and customers of the many sandwich shops and supermarkets littering in the street. In addition, the sheer amount of people gathering in and around such a massive building as is proposed in the planning application, and with such change in use as is proposed, would certainly cause considerable disruption and congestion chaos in such a confined space as Lloyds Chambers and on such a narrow thoroughfare as Portsoken Street.

I therefore object to the proposed enormous increase to the size of Lloyds Chambers, both upwards and downwards. The proposed design changes to the building upwards will mean loss of light to the properties on Marlyn Lodge facing Lloyds Chambers. The current building's design allows for light to seep through, while the proposed construction will not. Downwards, the proposed creation of 3 levels of basements is too big a change to the building and more than the area can support. It will allow for the creation of very large retail/leisure units and/or huge car parks. Irrespective of whether cars will exit and enter from Goodman's Yard, this huge underground expansion would unavoidably mean constant noise, ventilation units' noise and more pollution in an already very polluted area.

My family has lived in the building opposite Lloyds Chambers since 1997. The last few years the area has suddenly (and quite unexpectedly) become increasingly inhospitable to families and other residents for the reasons stated above; any further granting of planning permissions to change office usage into retail, leisure and hotel facilities shall render the area very unattractive for current permanent residents (such as myself), who are raising their families here and any future ones who were hoping to do so.

A planning balance should be struck, so that families such as mine are allowed to feel they can continue to live and raise children here. At this point, such balance should mean that there are no more retail and/or retail/leisure spaces allowed to be created on a street as narrow as Portsoken Street and, generally, in the area between the Minories and Mansell Street, which in very recent years has been allowed to become overcrowded and overburdened with more retail, bar, café and restaurant units than the area can possibly environmentally support.

Yours faithfully,

Mrs Panagiota Markaki  
603 Marlyn Lodge  
2 Portsoken Street  
London E1 8RB

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	26 July 2016
<b>Subject:</b> Dewhurst House 24-30 West Smithfield London EC1 Conversion and part demolition of the building to create an hotel (Class C1), including refurbishment of the northern part of the building fronting West Smithfield and Hosier Lane and demolition of the southern part of the building fronting Cock Lane and erection of an 8 storey extension above ground and single level shallow basement below; alteration to rear service bay area, including the provision of 1 no. disabled parking space and cycle parking; replacement plant at roof level and basement, including reduction of existing plant enclosure on northern part of the building; ancillary restaurant at basement level and other incidental works, all in connection with the change of use of the building.	<b>Public</b>
<b>Ward:</b> Farringdon Without	<b>For Decision</b>
<b>Registered No:</b> 16/00215/FULMAJ	<b>Registered on:</b> 21 March 2016
<b>Conservation Area:</b> Smithfield	<b>Listed Building:</b> No

## Summary

Planning permission is sought for part redevelopment and part refurbishment to provide a 326 bedroom hotel (use class C1) with ancillary restaurant (use class A3) with a total GIA of 11,502sq.m (123,806.5sq.ft).

The scheme would result in a loss of existing, low quality office accommodation, where a change of use to residential has previously been granted but not implemented and would deliver hotel accommodation to complement the mix of uses within the Smithfield area.

The proposed hotel development is considered to enhance the streetscene,

particularly towards Cock Lane where the redevelopment would realign the building with the original historic street pattern and the detailed design would better reflect the narrow urban grain of the street.

The retained element facing Hosier Lane would be refurbished with new fenestration and the existing plant enclosure would be reduced in height, improving views to St Paul's Cathedral.

Comments have been received from local residents including Hosier Lane Leaseholders Association regarding impacts on residential amenity. These matters are addressed in the report and copies of correspondence are attached.

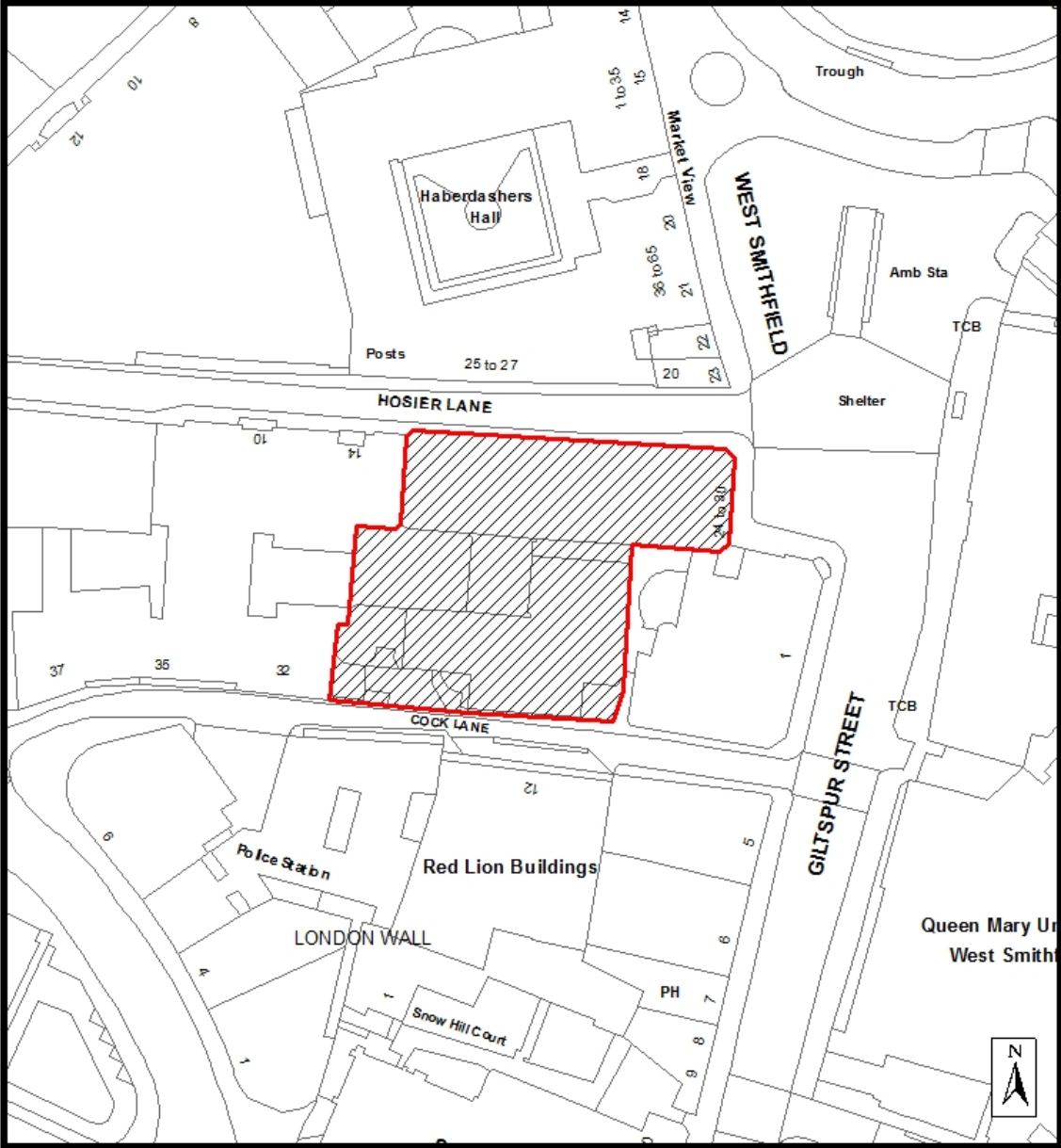
### **Recommendation**

(1) That you authorise the Chief Planning Officer to determine the above application for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 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;

(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.





# City of London Site Location Plan



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ADDRESS:  
Dewhurst House, 24-30 West Smithfield

CASE No.  
16/00215/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT



CASE No. 16/00215/FULMAJ  
Cock Lane, facing east





CASE No. 16/00215/FULMAJ  
Hosier lane, facing west

## **Main Report**

### **Site**

1. The 0.17ha site comprises a red brick office building constructed in the 1970s, which sits between Hosier Lane to the north, Cock Lane to the south and West Smithfield to the east and includes an internal courtyard, accessible by vehicles and pedestrians from Cock Lane.
2. The existing Hosier Lane elevation is seven storeys above ground and wraps around the corner onto West Smithfield, which provides the main entrance into the building. The West Smithfield elevation includes a mansard roof, which houses plant. The mansard roof is removed as the building continues west along Hosier Lane.
3. The Cock Lane elevation is set back from the street and out of context with the pattern of the wider streetscene. This elevation is principally five storeys, albeit that there is a single storey element which projects to a similar street alignment as neighbouring properties.
4. The internal courtyard, accessible from Cock Lane, provides four car parking spaces and five Sheffield stands for 10 cycle parking spaces, as well as providing the servicing access to the site.
5. The site is located in the Smithfield Conservation Area, characterised by its historic street pattern and a mix of historical buildings and post war buildings. It is within the St Paul's Height Policy Area.
6. The site is surrounded by a mix of uses dominated by the Grade II\* listed Smithfield Market. There are restaurants, cafes, convenience shops, public houses, offices and residential units. To the north-east of the site, there is a rotunda providing public space with car parking beneath and access to the Smithfield Market. The closest residential properties are located at 10 Hosier Lane, 20 Hosier Lane, 27 Hosier Lane and 32 Cock Lane.

### **Relevant Planning History**

7. In 2014, planning permission was approved for change of use of the building at ground floor to sixth floor level from class B1 to C3 to create 74 residential apartments (this included 13 affordable housing units). The planning permission relates to the ground and upper floors only, the basement and lower ground levels would continue to be in use as office storage for the City and Guilds at 1 Giltspur Street. The planning permission is extant and has not been implemented. (Ref.14/00191/FULMAJ)

### **Proposals**

8. The proposed development is for a change of use of the entire premises to provide a 326 room hotel (use class C1) with ancillary restaurant and communal facilities (11,502sq.m).

9. The existing, seven storeys, Hosier Lane (northern) side of the existing building would be retained and refurbished, including the installation of replacement fenestration. The existing mansard roof would be reduced by 900mm and would accommodate new consolidated plant equipment.
10. The Cock Lane (southern) side would be demolished and reconstructed. This elevation would be stepped back, with ground plus four storeys aligning with the neighbouring properties and fifth and sixth floors stepping back, in order to obscure their visibility from street level.
11. The scheme includes an upgraded pedestrian entrance facing West Smithfield and a relocated vehicular service entrance on Cock Lane, with 24 cycle parking spaces, an accessible car parking space and refuse and recycling facilities.

### **Consultations**

12. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
13. Historic England has advised that it does not wish to offer any comments on the scheme.
14. Thames Water was consulted but no comments were received.
15. City of London Conservation Area Advisory Committee raised no objections, subject to clarification of whether the proposed plant would be visible in St Paul's heights.
16. Hosier Lane Leaseholders' Association has written to object to the proposal on the following grounds:

<b>Comment</b>	<b>Officer Response</b>
Construction of additional floors, above the level of the existing building would result in a loss of daylight and sunlight to residential properties at 10 Hosier Lane.	See paragraphs 53 and 54
Proposed plant at roof level would cause increased noise and exhaust fumes, to the detriment of residential amenity.	See paragraph 56
Change of use to hotel would create increased demand on plant, requiring them to be larger and louder.	See paragraph 56
Disruption during construction works, including dust, pollution and noise.	See paragraph 58

17. Three individual residents have written to object to the proposals. Comments can be summarised as follows:

<b>Comment</b>	<b>Officer Response</b>
The development would have a negative impact on Hosier Lane and Cock Lane – these narrow roads have minimal capacity.	See paragraphs 31-52, 67 and 68
Hosier Lane and Cock Lane could not cope with the large numbers of pedestrians and vehicles.	See paragraph 68
People would be coming and going 24 hours a day, seven days a week, causing residential disturbance.	See paragraph 57
If the Museum of London relocates, this would further increase pedestrians at Hosier Lane.	See paragraph 68
Application documents are misleading in suggesting the building would be no higher than the existing building.	The drawings accurately reflect the scale of the proposed development.
Noise and disturbance from plant.	See paragraph 56
Loss of daylight and sunlight.	See paragraphs 53 and 54
The proposed use would be out of character with this historic area.	See paragraphs 31-52
Office use would be more appropriate and in-keeping with the area.	See paragraphs 25-30
Overlooking and loss of privacy.	See paragraph 59
Noise, dust and pollution from construction.	See paragraph 58

18. The applicant team has supplied a letter from The Haberdashers' Company which supports the proposed Premier Inn Hotel, saying that it would be a beneficial asset to the area, particularly given the increased foot-fall expected following the introduction of Crossrail and they were satisfied that noise, drainage, traffic flows and branding have been satisfactorily addressed in the planning application.

## **Policy Context**

19. The development plan consists of the London Plan (2015) and the City of London Local Plan (2015). 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.
20. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework.
21. Government Guidance is contained in the National Planning Policy Framework (NPPF) and associated National Planning Policy Guidance (NPPG).

## **Considerations**

22. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990)
  - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004)
  - for development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
23. There are policies in the Development Plan which support the proposal and others which do not. 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.
24. The principal issues in considering this application are:
  - The extent to which the proposals comply with Government policy advice (NPPF).
  - The extent to which the proposals comply with the relevant policies of the Development Plan.
  - Economic development issues and the principle of the proposed change of use.
  - Design and impact on heritage assets and locally important views.
  - Residential Amenity: Daylight, sunlight, privacy and noise.
  - Sustainability and Energy.
  - Transport, servicing and parking.

- Access.
- Archaeology.
- Neighbour representations.
- Planning obligations.

### Economic Development Issues

25. London's status as a world city is founded to a substantial degree on its concentration of international service activities. The clustering of financial and business services in the City of London (designated within part of the Central Activities Zone – CAZ) plays a vital contribution to this. Consequently, maintaining and enhancing the City's role as a world leading financial and business centre is of significant strategic importance and the on-going retention, refurbishment and growth of office accommodation is supported and addressed through policies 2.10 and 2.11 of the London Plan and policies CS1, DM1.1, DM1.2 DM1.3, DM1.4 and DM 2.5 of the Local Plan.
26. The policies require that planning applications for uses other than office, as is the case here, must be complementary to the primary function of the CAZ and should be focused on sites where:
  - The site is no longer suitable for long term viable use;
  - The loss would not prejudice the primary business function of the City;
  - The loss would not jeopardise the future assembly and delivery of large office sites; and
  - The use would not adversely affect the existing beneficial mix of commercial uses.
27. Although the CAZ is principally concentrated with strategically significant financial and globally-oriented business services, it is noted that it is also a cultural centre, with theatres, concert halls and other facilities of national and international significance and their function should also be enhanced. London Plan policy 4.5, Local Plan policies CS11 and DM11.3, alongside The City Corporation's 'Visitor Strategy and Action Plan for the City of London, 2013-17' all support the enhancement of visitor attractions and associated facilities, including hotels.
28. The application site is located at the edge of the cultural hub comprising the potential site for the Museum of London at the General Market Guildhall School of Music and Drama, Barbican Concert Hall, Theatre, Library and Cinema. The site is also within 'The North of the City' as defined by Local Plan policy CS5. In its immediate surrounds, uses in the area are mixed and include St Bartholomew's Hospital, smaller scale retail and residential uses, as well as offices. The site also benefits from being in close proximity to the proposed Crossrail station which has the potential to increase visitor numbers. The nearest existing visitor accommodation is the City Apartments located at 10-13 Newbury Street. The introduction of a Premier Inn would provide a hotel offer which

would complement the range of uses within the locality, support the ongoing enhancement the cultural offer, as well as businesses and the hospital and assist in promoting the City as a more accessible destination by offering lower priced visitor accommodation, as supported by the 'Visitor Strategy and Action Plan'.

29. The loss of office use at the site was accepted in the extant planning permission for change of use to residential (Ref. 14/00191/FULMAJ). In support of the current application, a financial viability assessment, prepared in accordance with standard industry assumptions has been submitted, the conclusions of which satisfactorily demonstrate that the office use at this site would not be financially or commercially viable.
30. The proposed hotel would not prejudice the assembly of nearby sites and it would complement nearby uses and promote the vitality and viability of the cultural hub. The principle of the change of use is considered to be in accordance with relevant policies. The impact on surrounding uses is discussed in more detail, later in the report.

### Design

31. The building would be subject to internal and external alterations, and part redevelopment in connection with conversion to a hotel.
32. The main seven storey block facing West Smithfield and Hosier Lane would be retained and refurbished, with replacement windows and a new entrance installed at ground floor level, facing onto West Smithfield. The top section of the existing plant storey would be removed, new plant equipment installed within the existing lower part, and a screen incorporated to the top.
33. The existing part single and part five storey block facing Cock Lane would be demolished and replaced with a new building of between four and six storeys, brought forward to the historic building line. The new block would comprise a brick elevation between upper basement and fourth floors with additional set back floors above clad in standing seam zinc, with the sixth floor forming a plant store with louvres facing Cock Lane. The new elevation would be divided into five elements to reflect the narrow urban grain, characteristic of the area, with pilasters dividing each bay and a change in brick type, further relating the building to the character of Cock Lane.
34. Cock Lane slopes down to the west. At the eastern end (towards Giltspur Street) the elevation appears as a part upper basement, part ground plus six storey building, with the fifth and sixth floors set back from the front façade, in order that they would only be visible in glimpsed views from street level. Moving west, down Cock Lane, towards the boundary with the residential property at 10 Hosier Lane, the internal upper basement level appears as a full storey above ground level. This portion of the building runs from upper basement, ground to fourth floor level, with part of the fourth floor level set back from the front façade. This part of the building is two storeys lower than the eastern end of the

building to address the sensitive relationship with the neighbouring residential properties at 10 Hosier Lane.

35. The windows would be powder coated aluminium, with deep reveals, they would be arranged in a randomised pattern, within each regular set-back brick panel. A clear hierarchy would be established in the horizontal brick divisions with piers rising from pavement level to provide a clear base.
36. The differing planes of the facade would provide rhythm and visual interest when viewed obliquely east to west along the narrow lane, enhanced by the slight curve in the road. The overall visual effect of the new facade would be to repair the street frontage of the north side of Cock Lane and better relate the site. The choice of brick in three different tones would reflect the established character of Cock Lane and this part of the conservation area, and would relate to the listed rear elevation of Snow Hill Police Station which occupies the street frontage opposite the site.
37. The site would continue to have an entrance to a service bay and courtyard off Cock Lane. This would be redesigned to extend further east down Cock Lane. The entrance would be incorporated into the new brick facade, with brick detailing to each side and bespoke metal gates installed to the opening, set back from the street and providing gated pedestrian and vehicular access. The street approach to the gated opening would appear narrower than the existing situation and it is considered that this would enhance the Cock Lane street frontage.
38. The proposed slate roof of the main block, the dark grey zinc cladding, bronze window frames and plant enclosures would harmonise with the surrounding buildings and would not visually detract from their setting. It is proposed to provide a neat and consolidated plant area, fully screened to the sides and top at sixth floor level.
39. The entrance to the building facing West Smithfield would be modified with double doors incorporating full height glazing. The timber sash windows would be replaced throughout on the retained block with windows of a similar design. The details of the entrance and new windows would be secured by condition.

#### Heritage Assets

40. The designated heritage assets of relevance to the consideration of this case are:
  - Smithfield Conservation Areaand the setting of:
  - Snow Hill Police Station (Grade II)
  - The Golden Boy of Pye Corner, 1-4 Giltspur Street (Grade II)
  - Medical School, Barts Hospital (Grade II)
  - St Paul's Cathedral (Grade I)



41. There are no non-designated heritage assets of direct relevance to this application.
42. The significance of each asset has been assessed in accordance with English Heritage's methodology for assessing "significance" as set out in 'Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment'.

### Significance

43. When considering the impact of a proposed development on the significance of a designated heritage asset, paragraph 132 of the NPPF states that "...great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting...any harm or loss should require clear and convincing justification."
44. The characteristics which contribute to the special interest of the significance of the Smithfield Conservation Area include:
  - an area with a unique character derived from an established history approaching 2000 years, and a physical fabric and street pattern which has evolved over almost 1000 years, with market use pre-dating this;
  - an area which has evolved incrementally with a diversity of built forms and uses that reflect the development of its specialised institutions and activities;
  - a townscape with great contrasts in scale between development within the
  - precincts of the former priory, the hospital buildings, and later grand scale engineering interventions;
  - an area unusual in the City of London for escaping substantial damage in the Great Fire and the Second World War;
  - a large concentration of heritage assets, including statutorily listed buildings;
  - as well as numerous unlisted buildings of a high architectural and townscape quality from different periods.
45. The existing building, whilst making a generally favourable contribution to the Conservation Area in its design, scale and materiality, is not considered to be a non-designated heritage asset.
46. The proposals would not cause harm to the significance of the Conservation Area. The partial redevelopment of the site with a sympathetically designed new façade would repair the historic street line of Cock Lane, which has a narrow intimate appearance, characteristic of this part of the conservation area. This would better reveal the significance of the heritage asset (NPPF paragraph 137) and make a positive contribution to local character and distinctiveness (para.131).

47. The new brick façade would successfully relate to the rear elevation of Snow Hill Police Station and the development would not be harmful to the setting of the listed building. The listed statue on 1-4 Giltspur Street would be seen with the new building in its backdrop, with no harm to its setting or significance. The new part of the building would not directly relate to the listed Medical School on the eastern side of Giltspur Street, whilst the alterations facing Giltspur Street and West Smithfield would be minimal and would not cause any detrimental harm to its setting.

#### St Paul's Heights and Protected Views

48. The building's existing plant storey breaches St Paul's Heights limits and obscures part of the drum of the Cathedral when viewed from the designated Farringdon Road view. The existing building has a negative impact on the setting of the Cathedral in this view. It is proposed to remove the top section of the plant storey, reducing its height by 900mm (approximately half) to partially repair the existing St Paul's Heights breach, resulting in an improved view of the Cathedral from the north. The new building and associated rooftop plant would be fully compliant with the St Paul's Heights policy.
49. The site falls within the following LVMF protected vistas: 1A.2 (Alexandra Palace), 2A.1 (Parliament Hill), 3A.1 (Kenwood), and 6A.1 (Blackheath Point). The lowest viewing plane is from Blackheath Point at 52.366m whereas the corresponding St Paul's Height plane is significantly lower at 40.3m. The building does not impact on any protected vistas identified in the London Plan, being at least 12m lower.
50. In views across West Smithfield, Giltspur Street and along Hosier Lane, the building would remain unaltered with the exception of the amended entrance, replacement windows and reduced plant storey.

#### Local Views

51. In local views east and west along Cock Lane, the new façade would sit forward of the existing building and relate more satisfactorily to the established historic street frontage. The separation, articulation and hierarchy of the brick elevation would provide visual interest in oblique views whilst not dominating its historic context. The set-back upper floor and plant would not be visible in these views due to the narrowness of the lane, and the building would appear to terminate at the parapet line.
52. In higher level views the set-back roof storeys would be viewed in the context of a varied but predominantly traditional roofscape of slate roofs.

#### **Residential Amenity**

##### Daylight and Sunlight

53. Local Plan policies DM10.7 and DM 21.3 require the consideration of the impacts of proposed developments on the daylight and sunlight to

nearby residential properties. The submitted Daylight and Sunlight Assessment considers the following residential properties:

- 23 West Smithfield
  - 20 Hosier Lane
  - 21 West Smithfield
  - 25-27 Hosier Lane
  - 10 Smithfield Street
  - 14 Hosier Lane
  - 32 Cock Lane
  - 10 Hosier Lane/35 Cock Lane
54. The Assessment, prepared in accordance with 2011 Building Research Establishment's Guidelines demonstrates that in most cases, residential properties would have no change in daylight or sunlight following the development. 14 Hosier Lane, 10 Hosier Lane/35 Cock Lane and 32 Cock Lane would all have a minor reduction in daylight, with the worst case being at 10 Hosier Lane/35 Cock Lane where levels would reduce to 90.26% of the former value. 14 Hosier Lane and 10 Hosier Lane/35 Cock Lane would have a maximum reduction in sunlight that would be 96%. The Guidelines advise that a reduction which results in daylight and sunlight levels at 80% of the former value would not be visible to the human eye and so would not be harmful. The proposals would be in accordance with the guidance and would not detrimentally impact on daylight and sunlight to surrounding residential properties, would be in accordance with the Local Plan policies DM 10.7 and DM 21.3 and as such would be acceptable.

#### Noise and Disturbance

55. Development proposals which could result in noise and disturbance to nearby noise sensitive receptors must be carefully considered and mitigated where necessary, as required by policies DM 15.7 and DM 21.3 of the Local Plan. In this case, the potential noise from the hotel use and associated plant could give rise to noise and disturbance to nearby residential properties. This matter has been raised by local residents.
56. The applicant has prepared an acoustic report which states that an acoustic screen should be installed around the plant to mitigate noise and vibration to nearby noise sensitive premises. The installation and retention of the screen and measurement of the resultant noise levels from plant would be secured via a condition.
57. Neighbouring residents have raised concerns about noise and disturbance from hotel occupiers, particularly later in the evening, compared to an office use. The main entrance to the hotel would be set away from residential properties and utilises the existing entrance point on West Smithfield and the use is principally for hotel bedrooms. A modest ancillary restaurant is proposed at upper basement level but the

hotel would not have conference or banqueting facilities which could give rise to more people gathering outside the hotel later into the evening. The Transport Assessment submitted with the application says that vehicular movements, servicing and pedestrians would reduce as a consequence of the change of use and the applicant has indicated that the hotel has a duty to provide a quiet environment to guests. On site management would be utilised to ensure that there would be no detrimental noise to guests or nearby residents and this has been secured by condition.

58. A condition is recommended restricting the hours for servicing and delivery. A servicing and delivery plan would be secured via the S106 legal agreement (discussed later in the report). Conditions have been included relating to managing noise, dust and disturbance throughout construction and demolition, fumes from plant, including extraction for cooking from the proposed hotel restaurant and no music to be audible outside the premises. These conditions would mitigate the potential noise and disturbance from the proposed hotel use.

#### Privacy and Overlooking

59. The application would result in a revised layout, the introduction of new windows at higher levels and a change of use which would have a different impact on nearby residential properties compared to the existing situation. In this case, the impact relates to 10 Hosier Lane/35 Cock Lane. The proposal has been designed so that windows would either be at an oblique angle, facing north or south and therefore, would not enable direct views into neighbouring residential windows. Part of the development incorporates windows facing west towards 10 Hosier Lane/35 Cock Lane. This part of the building is set further back from the boundary, increasing the separation distance between the two properties when compared to the existing situation. The set-back, exceeding 21m between windows, results in an adequate separation to ensure that there would not be an unacceptable loss of privacy or resultant overlooking to nearby residents. The proposal would therefore comply with Local Plan policy DM 21.3.

#### Sustainability & Energy

60. The London Plan climate change policies require development proposals to make the fullest contribution to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating low and zero carbon energy technologies. All developments are required to manage flood risk by reducing the urban heat island effect through sustainable design and urban greening. Policy CS15 of the Local Plan requires all development to demonstrate the highest feasible and viable sustainability standards and to minimise carbon emissions.
61. The applicants have submitted an Energy Strategy Report and a BREEAM (Building Research Establishment Environmental Assessment

Method) Preliminary pre-assessment for the development indicates the development could achieve a rating of 'Excellent' through retaining and refurbishing a large proportion of the building and incorporating a range of energy efficiency measures such as Combined Heat and Power (CHP), brown and blue roof and water efficient fixtures and fittings.

62. The applicant has indicated that the proposed sustainable drainage systems (SUDS) would provide sufficient capacity to store and attenuate surface water run-off to achieve a minimum 29% reduction in the site's peak run-off rate for all storm return periods.
63. The Energy Strategy Report, indicates the development would achieve a 35.2% improvement on carbon emissions, compared with the 2013 Building Regulations and so the proposal complies with policies 5.1, 5.2, 5.3, 5.12, 5.13, 5.14 and 5.15 of the London Plan and policies CS12, DM15.1, DM15.2 and DM15.3 of the Local Plan.

#### Air Quality

64. Local Plan Policy DM15.6 requires developers to consider the impact of their proposal on air quality. The impact of the proposed development on air quality has been assessed through the air quality neutral assessment. Air quality neutral is defined in the GLA's Supplementary Planning Guidance for Sustainable Design and Construction which requires major developments to meet benchmarks for emissions from buildings and from transport.
65. The applicant's air quality assessment considers the potential air quality impacts of the development to be from construction, road vehicles and new boilers and combined heat and power unit on site and concludes that mitigation is required for air quality during construction. Road vehicles and boilers are not expected to increase local air pollution concentrations.
66. The report concludes that mitigation is required to address air quality during construction. Road vehicles are anticipated to reduce as a consequence of the proposed development. New boilers are proposed to be gas fired and the combined heat and power unit is not expected to significantly increase local pollution concentrations. Conditions relating to Air Quality are included to ensure the proposal would comply with London Plan policy 7.14 and Local Plan policy CS15.

#### Transport, Servicing and Parking

67. The site is in a highly sustainable location and has excellent public transport accessibility. The site is designated as falling within PTAL 6(b). This enables the development to be car free with the exception of one accessible car parking space to be provided on site, within the servicing area. 24 cycle parking spaces would be provided within the unloading bay (17 long stay and 7 short stay), with associated locker and shower facilities which complies with London Plan policy 6.9 and Table 6.3. These matters are secured by condition.

68. In respect of the wider highways impacts of the proposed development, the submitted Transport Assessment predicts a reduction in all trips (vehicle, pedestrian and public transport) as a consequence of the proposed from an average of 2,436 two-way trips to 1,060 two-way trips across a 24 hour period, a reduction of c.1,400 two-way trips per day. There is an existing taxi bay on Giltspur Street which could be utilised by guests. Servicing would be reduced from 29 vehicles per day to 14 per week. A servicing and delivery plan would be secured via the S106 Agreement.
69. Servicing would be carried out from Cock Lane to a new servicing area which includes an adequately sized and designed refuse storage area. To ensure the effective servicing, the S106 would include a requirement for an on-site banksman to be present during all servicing and delivery, an on-site demonstration prior to occupation to ascertain the most appropriate route for accessing the site and the servicing by smaller vehicles if necessary.
70. Subject to conditions and S106 agreement, the proposal would comply with London Plan policy 6.9 and Local Plan policies CS16, DM16.1, DM 16.2, DM 16.3 and DM 16.5.

#### Access

71. The proposals show that an excellent level of inclusive design would be achieved throughout the building and open spaces, as required by Approved Document Part M, The Equality Act, London Plan policies 4.5 and 7.2 and Local Plan policy DM10.8 and DM 11.3, with 10% of the hotel bedrooms (33 rooms) being universally accessible and located throughout the development to offer a choice to users. Additional measures incorporated into the design are:
  - Larger lift cars for better manoeuvrability
  - Accessible reception area, with automated sliding doors
  - Manifestation on the sliding doors
  - Wheelchair accessible
  - Inclusive desk with hearing loop installed
  - Level access to the refuge areas
  - Colour contrast handrails and nosings to the fire escape staircase
  - Fully accessible unisex toilets
  - Accessible car parking space

#### Archaeology

72. The site is in an area where there is potential for important Roman, medieval and post-medieval remains to survive. It is on the eastern bank of the Fleet river, outside the Roman and medieval London Wall within the North-Western Roman cemetery. There is potential for survival of

structures relating to the medieval Abbot of Glastonbury's Inn and later post medieval buildings.

73. The existing building has a double basement over part of the site and it is considered that no archaeological remains survive here. The remainder of the existing building, on the southern part of the site, does not have a basement; however piled foundations will have disturbed archaeological remains. Archaeological survival is considered to be high in the central part of the site which has been an open area with no evidence of recent building construction. There is potential for the survival of Roman remains including burials, medieval and post medieval structures and occupation.
74. An Historic Environment Assessment has been submitted with the application. The proposed scheme would retain the existing double basement and a new single level basement would be constructed in the southern part of the site. Other groundworks include piled foundations, tanks, lift pits, drainage and tree planting. The proposed basement and other groundworks would have an archaeological impact.
75. Archaeological evaluation is required to provide additional archaeological information about the nature, character and date of survival and to design an appropriate mitigation strategy. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

#### Neighbour Representations

76. Prior to the submission of the planning application, the applicant undertook community consultations, which included meetings with Councillors, meetings with local community groups and residents and a drop-in centre held over two days. Concerns were principally related to servicing and highways issues. The applicant advised that the Transport Assessment undertaken indicated that servicing and visitors to the site would reduce as a consequence of the proposed change of use.
77. The applicant submitted a supplementary Addendum Statement of Community Involvement which sets out that post-submission, further consultation has been undertaken in respect of meetings with local residents, continued phone and email contact with local community groups, Members, businesses and residents and a further drop-in centre. The concerns raised principally related to the impact on daylight and sunlight. The BRE Assessment submitted with the application indicates that the reduction in daylight and sunlight would not be visible by the human eye and addresses these concerns.

#### Planning Obligations

Mayoral and City Community Infrastructure Levy (CIL)

78. The Mayoral and City CIL would apply to developments over 100sq.m with the exception of social housing, education related development, and health related development and development for charities for charitable purposes. A Mayoral CIL liability of £50 per sq.m would be applied to all

development and a City CIL charge of £75 per sq.m for Offices, £150 per sq.m for Riverside Residential and £95 per sq.m for Rest of City Residential to any developments which create an uplift in GIA of 100sqm or the creation of one or more dwellings.

79. In this case the Mayoral CIL charge has been calculated to be £130,750 and the City CIL has been calculated to be £196,125 based on a GIA of 2615sq.m.

#### Mayoral Planning Obligations (Crossrail) and City Planning Obligations

80. Mayoral planning obligations in relation to Crossrail would be payable by developers in accordance with the Mayoral SPG (April 2013) at a rate of: offices (£140 per sq.m), retail (£90) and hotels (£61) provided there is a net increase of 500sq.m.
81. City Planning Obligations would be payable by developers in accordance with the Planning Obligation SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area, at a rate of: Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m), Carbon Offsetting (£60 per tonne of carbon offset).
82. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of adoption of the SPD to the date that payment is due.
83. The Mayor of London's CIL Charging Schedule (April 2012) states that developments will not be 'double charged' in instances where a development is liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. The Mayoral CIL payment would be seen as a credit towards the Mayoral planning obligation. Therefore the Mayoral planning obligation would be reduced by the Mayoral CIL.
84. In this case the Mayoral planning obligations would not apply. The existing office use would be off-set against the proposed hotel use which is set at a lower rate than office use resulting in a negative contribution.
85. The City's planning obligations have been calculated to be £52,300 towards the provision of affordable housing and £7,845 for training, skills and job brokerage.
86. In addition the developer would be required to submit the following non-financial strategies and plans secured in the section 106 agreement:
- Local procurement strategy
  - Local training skills and job brokerage strategy (construction and end use)
  - Carbon offsetting on the new build extension
  - Travel plan
  - Delivery and servicing plan
  - On site banksman during all servicing and deliveries
  - On site demonstration following associated highways works to demonstrate suitable access routes to the site with an appropriately sized vehicle.



- Highway remedial and separation works

#### Administration and Monitoring

87. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same.
88. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution. These charges are set out on the City Corporations website and will be reviewed from time to time.
89. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income and 5% of the City CIL income as an administration fee.

#### Conclusions

90. The proposed part refurbishment and part redevelopment of the site to provide Class C1 hotel would not prejudice the business function of the City and would provide a complementary use which would contribute to the overall mix of uses and enhancing the provision of visitor accommodation in close proximity to the cultural hub.
91. The design of the proposed new build element and refurbishment of the retained portion would contribute to the delivery of a positive relationship with adjacent buildings and create attractive street facades, further enhancing the character and appearance of this part of the Smithfield Conservation Area. The reduction in height of the existing plant room would reduce the impact of the development on the St. Paul's Heights.
92. The layout of the building and details for plant enclosure would ensure that the proposed development would not detrimentally impact on privacy or result in undue noise, smell or disturbance to nearby residential properties. The supporting BRE Daylight and Sunlight Assessment submitted with the application indicates that there would be no detrimental reduction in daylight and sunlight to nearby residential properties.
93. The proposed development would enhance the energy efficiency of the building and provide a 35.2% reduction in carbon emissions, with the potential to achieve BREEAM 'Excellent'. Subject to construction mitigation measures, the proposed development would not result in a detrimental impact on air quality.
94. The proposed development would result in a reduction in day to day trips and servicing, provide 24 cycle parking spaces and includes an accessible car parking space as well as a variety of accessibility measures proposed internally. Adequate refuse storage would be provided on site to meet the needs of the proposed use. Details of servicing and delivery would be secured by S106 agreement.

## **Background Papers**

### **Internal**

Letter – City of London Conservation Area Advisory Committee, 14.05.16  
Letter – Access Adviser, 22.04.16  
Memo – Environmental Health Officer, 20.04.16

### **External**

Air Quality Assessment, Phlorum, March 2016  
BREEAM Pre-Assessment, Greengage, March 2016  
Daylight and Sunlight Report, Point Surveyors, January 2016 (DRAFT)  
Design and Access Statement, John Robertson Architects, March 2016  
Delivery and Service Management Plan, Whitbread, February 2016  
Draft Travel Plan, RGP, February 2016  
Email – Marina Szanto, 25.04.16  
Email – John James, 24.04.16  
Email – Richard Brown 26.04.16  
Email – Tim Jaffier, Hosier Lane Leaseholder Association, 20.04.2016  
Energy Strategy Report, Applied Energy, February 2016  
Financial Assessment of an Office Scheme, Geraldeve, March 2016  
Historic Environment Assessment, MOLA, May 2016  
Letter – Historic England, 12.04.16  
Letter – The Haberdashers' Company 05.07.16  
Noise Impact Assessment, Scotch Partners, March 2016  
Planning Statement, Geraldeve, March 2016  
Statement of Community Involvement, Curtin&co, February 2016  
Statement of Community Involvement Addendum, Curtin&co, May 2016  
Transport Assessment, RGP, February 2016

## **Appendix A**

### **London Plan (2015) 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 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

Policy 5.1 Achieve an overall reduction in London's carbon dioxide emissions of 60 per cent by 2025.

Policy 5.2 Make the fullest contribution to minimising carbon dioxide emissions.

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

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

Policy 5.15 Protect and conserve water supplies and resources.

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

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

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

Policy 7.6 Buildings and structures should:  
a be of the highest architectural quality

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

Policy 7.8 Development should identify, value, conserve, restore, 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 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

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

#### Relevant Local Plan Policies

#### ***CS5 Meet challenges facing North of City***

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

#### ***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.

#### ***CS4 Seek planning contributions***

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

***CS5 Meet challenges facing North of City***

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

***CS10 Promote high quality environment***

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

***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.

***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).

#### ***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.

#### ***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.

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

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

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

### ***DM10.2 Design of green roofs and walls***

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

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

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.

- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

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

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

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

### ***DM11.3 Hotels***

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

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

### ***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.

#### ***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 CO<sub>2</sub> 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.

### ***DM15.5 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.

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

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect

neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

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

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
  - a) road dangers;
  - b) pedestrian environment and movement;
  - c) cycling infrastructure provision;
  - d) public transport;
  - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

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

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

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

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

#### ***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

### ***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.

## SCHEDULE

APPLICATION: 16/00215/FULMAJ

### Dewhurst House 24-30 West Smithfield London

**Conversion and part demolition of the building to create an hotel (Class C1), including refurbishment of the northern part of the building fronting West Smithfield and Hosier Lane and demolition of the southern part of the building fronting Cock Lane and erection of an 8 storey extension above ground and single level shallow basement below; alteration to rear service bay area, including the provision of 1 no. disabled parking space and cycle parking; replacement plant at roof level and basement, including reduction of existing plant enclosure on northern part of the building; ancillary restaurant at basement level and other incidental works, all in connection with the change of use of the building.**

## 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 A: 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'. The risk assessment must be submitted to and approved in writing by the Local Planning Authority.  
  
B: 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.  
  
C: 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.

- 3 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.

- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

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

- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during

construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address [driver training for] the safety of vulnerable road through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

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

- 6 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.

- 7 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.

- 8 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.



- 9 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 following:
- (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 ground floor hotel entrance;
  - (c) details of windows, doors and gates;
  - (d) details of soffits, hand rails and balustrades;
  - (e) details of junctions with adjoining premises;
  - (f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
  - (g) details of all ground level surfaces including materials to be used;
  - (h) details of all hotel advertisements and signs; and
  - (i) details of external lighting
- 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.
- 10 The operation of the premises shall not take place until an Operational Management Plan has been submitted to and approved by the local planning authority detailing:
- 1. The duties of the staff employed at the premises to discourage, noise, disturbance and anti-social behaviour;
  - 2. A smoking control scheme relating to the supervision and/or control of any smoking patrons outside the premises;
  - 3. A dispersal scheme relating to the dispersal of patrons leaving the premises after 22:00;
  - 4. The circumstances and time periods, which trigger the need for a review of the operational management plan.
- REASON: To ensure the good management of the venue to protect residential amenity and to ensure compliance with the following policies of the Local Plan: DM15.7 and DM21.3
- 11 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 12 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as

the lowest LA90 (10 minutes) during which plant is or may be in operation.

(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 13 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the ancillary restaurant use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the restaurant 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.
- 14 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.
- 15 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.
- 16 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.

- 17 No boilers that have a dry NO<sub>x</sub> emission level exceeding 40 mg/kWh (measured at 0% excess O<sub>2</sub>) shall at any time be installed in the building.  
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 18 A. No CHP plant in the thermal input range 50kWth to 20MWth with NO<sub>x</sub> emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.  
B. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:  
1. The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity carried out by an accredited laboratory/competent person; and  
2. An equipment maintenance schedule demonstrating that the emission standard would always be met.  
C. The CHP plant shall at all times be maintained in accordance with the approved schedule.  
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 19 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.  
Reason: To minimise adverse air quality impacts in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 20 No part of the proposed development including plant structures to which this permission relates shall infringe or exceed the heights specified on the St. Paul's Heights code, except for the existing infringements.  
REASON: To ensure compliance with St. Paul's Heights restrictions and to ensure protection of the view of St. Paul's Cathedral in accordance with the following policy of the Local Plan: CS14, DM10.1, DM12.1.
- 21 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 24 pedal cycles as detailed in drawing 1888\_P01\_101 P7. 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.

- 22 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.

- 23 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: 1888\_P00\_097 P2, 1888\_P01\_098 P9, 1888\_P01\_099 P10, 1888\_P01\_100 P9, 1888\_P01\_101 P7, 1888\_P01\_102 P7, 1888\_P01\_103 P7, 1888\_P01\_104 P7, 1888\_P01\_105 P7, 1888\_P01\_106 P7, 1888\_P01\_107 P7, 1888\_P01\_108 P5, 1888\_P01\_110 P6, 1888\_P01\_111 P5, 1888\_P01\_112 P5, 1888\_P01\_120 P5, 1888\_P01\_121 P8, 1888\_P01\_122 P5, 1888\_P01\_123 P5, 1888\_P01\_130 P2, 1888\_P01\_131 P2, 1888\_P01\_132 P2

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 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](http://www.planningportal.gov.uk/cil)).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's 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.

- 3 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.
- 4 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 5 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.

- 6 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) Bridges over highways
  - (e) Permanent Highway Stopping-Up Orders and dedication of land for highway purposes.
  - (f) Declaration, alteration and discontinuance of City and Riverside Walkways.
  - (g) The provision of City Walkway drainage facilities and maintenance arrangements thereof.
  - (h) Connections to the local sewerage and surface water system.
  - (i) Carriageway crossovers.

(j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

7 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 2007; 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:

- the identification, encapsulation and removal of asbestos in accordance with a planned programme;
- 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) The detailed layout of public conveniences.

(j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.

(k) The control of noise from plant and equipment;

(l) Methods of odour control.

- 8 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](http://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.

#### Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires



chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

#### Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(g)

All gas Combined Heat and Power plant should be low NO<sub>x</sub> 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 2011.

(h)

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.

(i)

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

#### Standby Generators

(j)

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.

(k)

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.

## Cooling Towers

(l)

Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

## Food Hygiene and Safety

(m)

Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

(n)

If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

(o)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: [www.smokefreeengland.co.uk](http://www.smokefreeengland.co.uk).

- 9 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.

- 10 The investigation and risk assessment referred to in condition 2 must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:
- (i) a survey of the extent, scale and nature of contamination;
  - (ii) an assessment of the potential risks to:
    - o human health,
    - o property (existing or proposed) including buildings, open spaces, service lines and pipes,
    - o adjoining land,
    - o groundwaters and surface waters,
    - o ecological systems,
    - o archaeological sites and ancient monuments;
  - (iii) an appraisal of remedial options, and proposal of the preferred option(s).
- This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

## Wells, Janet (Built Environment)

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**From:** PLN - Comments  
**Subject:** FW: Dewhurst House 24-30 West Smithfield EC1

From: Marin Szanto  
Sent: 25 April 2016 09:16  
To: PLN - Comments  
Subject: Dewhurst House 24-30 West Smithfield EC1

Dear Sir/Madam

I live at flat 603 ,10 Hosier Lane EC 1 9LS.

I would like to make the following points to the Planning Committee regarding the proposed scheme for the development of a 326 room Premier Inn hotel at the above location.

This development would have a negative impact on Hosier Lane and Cock Lane. As their respective names imply, both are very narrow with minimal capacity. Hosier Lane could not cope with the potential numbers of people using it as a through-fare given how narrow the Lane is and would not cope with the increase in traffic, both vehicles and pedestrians.

The very nature of this type of short stay hotel would mean people coming and going 24 hours a day seven days a week.

Please also bear in mind the impact if the Museum of London relocates to the disused buildings at the other end of Hosier Lane as this will greatly increase movement in Hosier Lane( please note I welcome this proposal).

The deliveries to and from such a large scale hotel will also have a significant impact on Cock Lane and its residents.

The current proposed scheme states misleadingly that the development will reduce the maximum height of the existing building but fails to emphasise that they propose to construct an additional 6th floor rising to the height of a 7th floor on the new build. This increased height will house the plant equipment (the air handling units, the condenser, the compressor and the smoke extractor fans).These will be in close proximity to the 100 flats including mine that overlook the internal courtyard at 10 Hosier Lane.

I attended the recent Drop-in Centre and spoke with representatives from Whitbread's planning application. They gave me little confidence that this part of the proposed development and soundproofing met my concerns. The proposal tries to imply that soundproofing will reduce the noise. They admit noise will be created. I have no confidence that this will be the case and once these structures are in place it will be too late. We will then have no comeback if the soundproofing is inadequate.

I am also objecting to the current plans regarding the loss of light to my flat and the other 100 flats affected by this proposed development. The increased height to the new part of the building will restrict our views and block light from our windows. When considering this planning application I would welcome members of the Planning Committee to pay a visit to my flat and look out from my window at just how close the new structures would be.

Notwithstanding the horrendous months ahead that would be the consequences of the proposed demolition and rebuilding work my main objections are:  
the loss of light and the noise that will generated by placing the units on the erection of an 8 story extension and the replacement plant at this roof level.

I therefore strongly object to the proposals and request that planning permission for the development in its current form be denied

Yours Marina Szanto  
Flat 603  
10 Hosier Lane  
London EC1 9LS

## Wells, Janet (Built Environment)

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**Subject:** FW: Dewhurst House 24-30 West Smithfield, London, EC1

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

From: John James

Sent: 24 April 2016 14:57

To: PLN - Comments

Subject: Dewhurst House 24-30 West Smithfield, London, EC1

Dear Rob,

I would like to formally object to the above proposed development on the following grounds:

1. The opening of a large hotel in this location, is totally at odds with the character of this very historic area and would be detrimental to its present image.
2. Surely a refurbishment of the building as new offices would be far more in keeping with the area. There is ample demand in Central London for quality offices at premium rates. This would benefit the existing businesses in the area far more than a hotel, with transient clients.
3. As a long standing resident of 10 Hosier Lane I am concerned with the potential noise disruption from the lengthy scope of works. I am particularly anxious due to the six month demolition of the southern part of the building, which adjoins our building, 10 Hosier Lane.
4. Of equal concern will be the additional noise generated, once the development is complete of additional pedestrian footfall through Hosier Lane, at all hours, and also the significant vehicle deliveries in Cock Lane.
5. The residence in what used to be a very quiet area, are already subject to increased disturbances from the Barts Hospital Residential development, cross rail, and the ongoing major refurbishment works at Travers, SmithBraithwaite offices.
6. The likely re development of the General Market buildings as a new home for The Museum of London will also impact us greatly.

Whilst I would like to acknowledge and appreciate the public relations campaign by both Whitbread and Curtin & Co. , I feel the need to act in order to maintain the quiet enjoyment of my home and surrounding environment.

Yours truly,

John James.  
Flat 506  
10 Hosier Lane  
London  
EC1A 9LS.

## Wells, Janet (Built Environment)

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**From:** PLN - Comments  
**Subject:** FW: 24-30 West Smithfield, (Dewhurst House)

**From:** Richard Brown  
**Sent:** 26 April 2016 17:04  
**To:** PLN - Comments; PlanningQueue  
**Subject:** 24-30 West Smithfield, (Dewhurst House)

Dear Sirs

I would like to make comments objecting to a planning application by Whitbread (John Robertson architects) to turn 24-30 West Smithfield (the old City and Guilds building on the corner of Hosier Lane and West Smithfield into a Premier Inn.

I am a resident of 10, Hosier Lane (Flat 402, 10 Hosier Lane, London EC1A 9LS). My flat looks out towards the back of what would be the hotel under the proposed plans which I viewed.

My comments and grounds for objection are as follows:

Usage as a hotel will create **noise and disturbance** to me and to other local residents:

- the level of noise from a hotel would be greater than from residential use, resulting from commercial deliveries, air conditioning plant, kitchen venting machinery, hotel staff in outside areas within earshot of local residents' flats.
- the times of day at which noise is made will be later into the night than would be the case for residential accommodation as the hotel will be providing a 24 hour service and air conditioning will run through the night

My flat will be overlooked by hotel rooms to a greater extent than it is by the current building at 24-30 West Smithfield even if that were converted to flats.

The hours of use of the proposed hotel will be greater than residential use

The traffic generated by the hotel will be too much for West Smithfield which is currently a quiet neighbourhood

The character of Smithfield Square will be spoilt by a Premier Inn and by the accompanying traffic.

Please confirm receipt

Many thanks

Kind regards

Richard Brown  
Flat 402, 10 Hosier Lane  
London EC1A 9LS

## Wells, Janet (Built Environment)

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**From:** PLN - Comments  
**Subject:** FW: 16/00215/FULMAJ - Dewhurst House 24-30 West Smithfield London EC1

PO Box 270  
Guildhall  
London EC2P 2EJ

20 April 2016

Your Ref: **16/00215/FULMAJ**

Re: The proposed conversion and part demolition of **Dewhurst House 24-30 West Smithfield London EC1** by Whitbread

For the attention of Mr Rob Chipperfield, (Case Officer)

Dear Sir,

I write on behalf of Hosier Lane Leaseholders Association (HLLA) in regards to the above planning application. Several members of HLLA attended the viewing of the plans and have serious concerns because our residential building is attached to the proposed hotel. As such, we strongly object to part of the plans involving the construction of additional floors above the level of the existing building. We also object to the planned plant items at roof level and other incidental works in connection with the change of use.

There are over 100 apartments at 10 Hosier Lane and a number of them face south, towards Cock Lane and east towards Giltspur Street. The planned demolition of the Dewhurst building on Cock Lane, is in line of sight of many of the residents of Hosier Lane. We feel that those below a certain floor level, will be impacted by the loss of natural daylight and sunlight due to the increased height of the proposed new building. Those above a certain floor level, will be impacted by the increased noise and exhaust fumes from the plant items at roof level. We recognise that some of these items already exist on the roof of the current office building, but with the change of use to a hotel, the demand will be higher and the units will have to be larger and louder in order to handle the increased demand. The point of all this equipment (the air handling units, the condenser, the compressor and the smoke extractor fans), is to expel unwanted heat and noxious fumes, some of which will be blown into the direction of our residential building.

We are not opposed to the proposed hotel, but the works will be disruptive. Recent drilling at the same site at ground level, created unwelcome dust and vibrations throughout 10 Hosier Lane. With the close proximity of the proposed hotel to residential buildings on Hosier Lane and Cock Lane, the demolition of the existing building will expel unhealthy levels of dust, pollution and noise.

The Whitbread team attempted to dismiss our concerns with a lot of technical jargon, but it did little to alleviate them. They seemed to offer no understanding of our concerns and no offer of a compromise in anyway.

We look forward to hearing a reply about the the increase in height to the proposed building and the plant at roof level (moving them underground or at the very least towards the front of their hotel and away from

residential buildings). We would also like documented assurances that all precautions will be taken to prevent dust, hazardous materials, noise and related vibrations affecting the residents of Hosier Lane.

If the application is to be decided by a committee, then please take this as notice that a member or members of HLLA would like to attend and speak, if necessary.

Yours faithfully,

Tim Jaffier

Hosier Lane Leaseholder Association  
10 Hosier Lane  
City of London London EC1A 9LQ





AME/227b

5<sup>th</sup> July 2016

Mr K Groom  
Associate Director  
Curtin & Co  
299 Oxford Street  
London  
W1C 2DZ

Dear Krystian

**DEVELOPMENT OF 20-34 WEST SMITHFIELD – WHITBREAD LIMITED  
(PREMIER INN)**

I am writing to thank you for taking the time to explain in detail the planned development of 20-34 West Smithfield to Mr Tim Haden-Scott, the Chairman of the Property Committee. The matter has now been before the full Property Committee and the Court.

The Haberdashers' Company is excited by the prospect of a Premier Inn hotel opening in 2018 and believes that this will be a beneficial asset to the area, particularly, given the increased foot-fall expected following the introduction of Crossrail. The Company was satisfied that the issues of noise, drainage, traffic flows and branding have all been satisfactorily addressed in the planning application and it was reassured that adequate and appropriate safeguards had been requested by the City Corporation.

The Haberdashers' Company is content to support the planning application in respect of 20-34 West Smithfield and looks forward to the hotel opening in 2018.

Yours sincerely

A M Ellison  
Director of Schools and Property

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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	26 July 2016
<b>Subject:</b> 191 Fleet Street London EC4A 2NJ Retention of shopfront.	<b>Public</b>
<b>Ward:</b> Farringdon Without	<b>For Decision</b>
<b>Registered No:</b> 15/01319/FULL	<b>Registered on:</b> 29 January 2016
<b>Conservation Area:</b> Fleet Street	<b>Listed Building:</b> No

## Summary

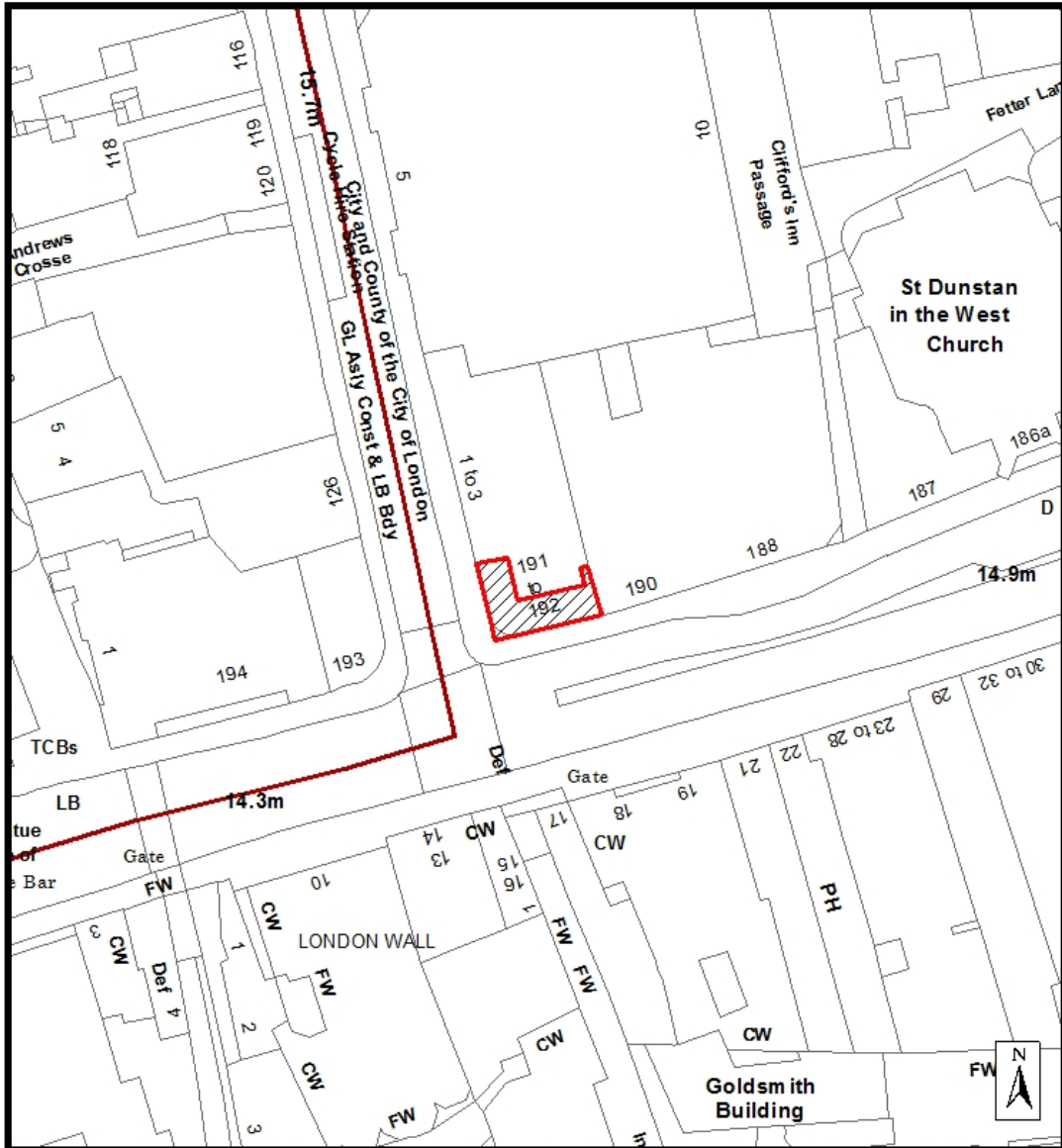
Planning permission is sought to retain the existing shopfront, which was installed without planning permission. The original granite cladding has been replaced with glass, back painted white (RAL 9016); a grey tiled stallriser has been added; and the windows have been increased in size.

Due to the use of unsympathetic glass cladding and the loss of original building fabric the retention of the installed shopfront would detract from the character and appearance of the Fleet Street Conservation Area and the setting of nearby listed buildings contrary to London Plan Policy 7.8, Local Plan Policies CS 10, CS 12, DM 10.1, DM 12.1, DM 12.2 and DM 12.3 and policies contained in the National Planning Policy Framework.

## Recommendation

That the application be refused for the reasons set out in the attached schedule and that I be authorised to commence enforcement action in order to remove the ground floor cladding and reinstate the granite.





# City of London Site Location Plan



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ADDRESS:  
191-192 Fleet Street

CASE No.  
15/01319/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT

## **Main Report**

### **Site**

1. The site is on Fleet Street, an important processional route running between The Strand and Ludgate Circus. It is a commercial and institutional centre in predominantly office use with a mixture of retail, restaurant and leisure uses at street level. Buildings generally range from between four and six storeys in height.
2. The building is a prominent six-storey corner plot at the junction between Fleet Street and Chancery Lane. It is a commercial block built in the 1960s and refaced in the 1980s with part retail at ground floor and offices above.
3. The building is in the Fleet Street Conservation Area. On the opposite side of Chancery Lane is The Strand Conservation Area (City of Westminster).
4. It is nearby numerous building of special architectural or historic interest. On the opposite side of Chancery Lane, 123-126 Chancery Lane and 193 Fleet Street (all grade II listed). On the opposite side of Fleet Street is the Inner Temple Gatehouse (grade II\* listed), 18-19 Fleet Street (grade II listed) and 15-16 Fleet Street (grade II listed), amongst others.

### **Relevant Planning History**

5. Planning permission was granted in 2015 for the installation of new shopfronts to the Fleet Street and Chancery Lane elevations and relocation of entrance to Fleet Street (14/01135/FULL). This scheme was a negotiated scheme, where the applicant was given clear advice as to what would and would not be acceptable and that the granite cladding should be retained.
6. An application for planning permission for the installation of shopfronts to the Fleet Street and Chancery Lane elevations was withdrawn (15/00143/FULL). The application would have been recommended for refusal.

### **Proposals**

7. Planning permission is sought to retain the existing shopfront, which was installed without the benefit of planning permission following the earlier decision. The original granite cladding has been replaced with glass, back painted white (RAL 9016); a grey tiled stallriser has been added; and the windows have been increased in size.

### **Consultations**

8. The application has been publicised on site and in the press.
9. The views of other City of London departments have been taken into account in consideration of this scheme.

## **Policy Context**

10. 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.
11. Government Guidance is contained in the National Planning Policy Framework (NPPF).

## **Considerations**

12. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - to have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
  - In considering whether to grant planning permission for development which affects a conservation area, to apply considerable weight and importance to the need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. (S71 (1) Planning (Listed Buildings and Conservation Areas) Act 1990). In this case the duty is to the desirability of preserving the character or appearance of that area.
  - In considering whether to grant planning permission for development which affects a listed building or its setting, to apply considerable weight and importance to the need to have special regard for 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 the duty is to the desirability of preserving the setting of listed buildings;
13. The principal issues in considering this application are:
  - Design and Conservation: The impact on the building; the impact on the character and appearance and heritage significance of the Fleet Street Conservation Area; and the setting of nearby listed buildings.

## **Design and Conservation**

14. The site occupies a prominent corner on Fleet Street and Chancery Lane, two of the City's most historic streets.
15. Planning permission was granted on 12 January 2015 for the installation of a new shopfront to accommodate the 'Itsu' brand (ref: 14/01135/FULL). The applicant had initially proposed to over-clad the existing granite columns in 'white glass' and the stallriser in grey tile. However, the scheme was amended on the advice of officers that it would be inappropriate in the context of the Conservation Area. The

planning permission allowed for more shopfront glazing and a long fascia to both Chancery Lane and Fleet Street, but preserved some of the granite columns, the stallriser and granite cladding above the approved fascia.

16. The applicant is seeking retrospective permission for the shopfront which was subsequently installed contrary to the advice of the City. The fundamental differences between the permitted shopfront and that installed are:
  - The polished salmon pink Brazilian granite columns, stallriser and area above the fascia have been replaced by white back painted glass and additional glazing; and
  - The glazing profile has changed.
17. Officers are of the opinion that the loss of the salmon granite shopfront elements has undermined the architectural unity and cohesion of the building, removes architectural detail and detracts from the character and appearance of the Conservation Area and the setting of nearby listed buildings.
18. The Fleet Street Conservation Area Character Summary and Management Strategy Supplementary Planning Document (SPD) was adopted on 23 February 2016 and replaced the Fleet Street Conservation Area Character Summary published in 1996. It identifies the special interest of the Conservation Area as deriving in part from its ceremonial grandeur and the exceptional richness of architectural styles and ages. The subject building is acknowledged to contribute to the Conservation Area in being well detailed and of an appropriate scale.
19. The building is a commercial block clad in salmon granite with aluminium dressings. Its scale is broken up by borrowing traditional architectural features: canted bay windows, implied string courses and a 'base' of columns with channelled rustication, referencing the classical tradition and vocabulary defining much of Fleet Street. The granite finishes match the quality of traditional materials seen in Fleet Street, and are used with a strong conviction with complementary contrasting flamed and polished finishes.
20. Fleet Street has an array of historic shopfronts designed to complement the style, materials and form of the buildings and are an integral part of an overall architectural composition. The white glass fails to respect the materials, detail and architectural composition of the building. The dark tile over the stallriser, whilst a better quality finish, detracts from the wider use of granite.
21. Another Itsu store, 130 Fleet Street, has a shopfront in the tradition of Fleet Street. Here the Itsu brand is reserved for fascias and a projecting sign. The fascias sit between existing Portland stone columns and behind their reveals so as to remain subservient to that building. This followed advice from officers and an objection from the City of London Conservation Area Advisory Committee that over-cladding the columns was inappropriate.

22. Similarly, the Itsu store at 18 King William Street was significantly amended on the advice of officers so that the fascia would sit in between the columns which formed a significant feature of that building (13/01173/ADVT).
23. The monochrome, glossy and stark hue of the white back painted glass and sheet plastic returns applied to the columns contrasts abruptly with the texture and richness of the flamed and polished granite which defines the building. This removed the rustication detail on the columns which makes reference to some of the exceptionally high quality Neo-Classical and Italianate buildings in the immediate vicinity, including 125-126 Chancery Lane and 193 Fleet Street (opposite, west, all grade II listed) and 18-19, 13-14 and 10 Fleet Street (opposite, south, all grade II listed). Whilst less inappropriate, the replacement of the granite stallriser further undermines the unity of the building.
24. Overall, it is considered that the current shopfront is crude, out of character and detracts from the character and appearance of the Fleet Street Conservation Area and the setting of nearby listed buildings. If the application is refused enforcement action will be taken under delegated powers.

### **Conclusions**

25. Due to the use of unsympathetic glass cladding and the loss of original building fabric the retention of the installed shopfront would detract from the appearance of the building and thereby the character and appearance of the Fleet Street Conservation Area and the setting of nearby listed buildings contrary to London Plan Policy 7.8, Local Plan Policies CS 10, CS 12, DM 10.1, DM 12.1, DM 12.2 and DM 12.3 and polices contained in the National Planning Policy Framework.



**Background Papers**

Internal

Nil.

External

Cover letter, 10<sup>th</sup> December 2015, Oliver Coleman, Rolfe Judd Planning Ltd

## **Appendix A**

### **London Plan Policies**

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

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

### **Relevant Local Plan Policies**

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

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

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

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

#### ***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.

### ***DM12.1 Change affecting heritage assets***

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

### ***DM12.2 Development in conservation areas***

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

building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

***DM12.3 Listed buildings***

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

## **SCHEDULE**

**APPLICATION: 15/01319/FULL**

**191 Fleet Street London EC4A 2NJ**

**Retention of shopfront.**

### **REASONS FOR REFUSAL**

- 1 Due to the use of unsympathetic glass cladding and the loss of original building fabric the retention of the installed shopfront would detract from the appearance of the building and thereby the character and appearance of the Fleet Street Conservation Area and the setting of nearby listed buildings contrary to London Plan Policy 7.8, Local Plan Policies CS 10, CS 12, DM 10.1, DM 12.1, DM 12.2 and DM 12.3 and policies contained in the National Planning Policy Framework.

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<b>Committee:</b>		<b>Date:</b>
Planning and Transportation Committee		26 July 2016
<b>Subject:</b> Consultation on Enforcement Plan Draft Supplementary Planning Document		<b>Public</b>
<b>Report of:</b> Director of the Built Environment		<b>For Decision</b>
<p><b><u>Summary</u></b></p> <p>An Enforcement Plan has been prepared which sets out the City's approach to planning enforcement including trees. It explains the principles and procedures the City will follow to ensure that development and works to trees are properly regulated and contains standards and targets to be worked to. It is proposed that the Enforcement Plan should be progressed as a Supplementary Planning Document (SPD) to the City of London Local Plan.</p> <p>Members are asked to agree the draft Enforcement Plan and agree to it being made available for public consultation as part of the process of adoption as a Supplementary Planning Document.</p> <p><b>Recommendation</b></p> <p>Members approve the draft text of the Enforcement Plan, Appendix 1 to this report and agree to it being issued for public consultation for six weeks.</p>		

## **Main Report**

### **Background**

1. The National Planning Policy Framework (NPPF) issued by the Government in 2012 supports the preparation of an Enforcement Plan. It advocates that local planning authorities should consider publishing a local enforcement plan to manage enforcement in a way that is appropriate to their area. This should set out how the local authority will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where it is appropriate to do so. The NPPF acknowledges that effective enforcement is important as a means of maintaining public confidence in the planning system.
2. In addition the National Planning Practice Guidance for Tree Preservation Orders and trees in conservation areas advocates that local planning authorities should consider publishing tree protection enhancement policies and have clear written procedures to deal with cases.
3. In the light of these recommendations an Enforcement Plan, has been prepared to ensure public confidence in the system and includes tree protection enhancement polices. See Appendix 1 - Enforcement Plan.

4. The attached Enforcement Plan sets out the City's approach to planning enforcement. It explains the principles and procedures the City will follow to ensure that development is properly regulated and contains standards and targets to be worked to. It contains a section on tree protection which sets out the City's approach to regulating works to the City's trees and targets to be worked too.
5. The City of London Local Plan was adopted in January 2015. This establishes a presumption in favour of sustainable development in line with the requirements of the National Planning Policy Framework. It sets out a number of policies which include the protection of local residents' amenities, the townscape, the protection of trees and designated heritage assets including their settings. The Enforcement Plan is consistent with the approach outlined in the Local Plan.

### **Current Position**

6. It is intended that the Enforcement Plan will be adopted as a Supplementary Planning Document (SPD) to the Local Plan in order to add weight to it.
7. SPD's must be prepared in accordance with procedures set out in relevant regulations and public consultation must accord with the City's Statement of Community Involvement (SCI), an update to which was agreed by the Planning and Transportation Committee on 5 July 2016. The draft SPD has been prepared having regard to the matters specified in Section 19 of the Planning and Compulsory Act (2004) and prescribed in Regulations 8 and 10 of the Town and Country Planning (Local Planning) (England) Regulations 2012. An Equalities Impact Assessment, a Screening Statement and Consultation Statement have been prepared as required.
8. It is proposed that the Enforcement Plan will be the subject of a formal consultation exercise for a six week period, in August and September 2016. This exceeds the minimum requirements set out in Regulation but is considered necessary to allow sufficient time for comment over the summer holiday period. It will be co-ordinated with the consultation on the draft City of London Local Plan issues and Options, to avoid confusion and possible consultation fatigue and will include:
  - a draft version of the SPD
  - the consultation statement setting out the persons initially consulted when preparing the draft SPD, a summary of the main issues raised and how these issues have been addressed in the SPD
  - the Equalities Impact Assessment and
  - Screening StatementSee Appendices 1-4.
9. On completion of the formal consultation period, a further report will be brought to this Committee outlining any comments received and how these should be taken into account and seeking approval for adoption of the final version of the SPD.

### **Implications**



10. There are no financial, risk, legal, property or Human Rights implications arising from the proposed SPD consultation and adoption process. The only costs will be staff time and any issues relating to enforcement or legal action will be dealt with at that time in accordance with the current legislation.

### **Conclusion**

11. Members are asked to agree the draft text of the Enforcement Plan for public consultation.

### **Background Papers**

Appendix 1 - Enforcement Plan

Appendix 2 - Enforcement Plan Equality Impact Assessment

Appendix 3 - Enforcement Plan Sustainability Appraisal Screening Report

Appendix 4 – Enforcement Plan Consultation Statement

### **Contact**

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**Enforcement Plan  
Draft  
Supplementary  
Planning  
Document**

## Contents

1. Introduction .....	4
2. Legislative background and principles .....	5
Is planning permission or consent required? .....	5
What is a breach of Planning Control? .....	6
Is it an offence to carry out unauthorised works? .....	7
Principles of good planning enforcement .....	7
Expediency and harm.....	8
Available enforcement and legal action .....	9
How is this exercised?.....	10
Recording Notices .....	10
3. Managing Enforcement, the Complaint Procedure and Priorities .....	11
Managing enforcement .....	11
Enforcement priorities.....	11
Who can complain, how a complaint is made and confidentiality .....	12
The investigation.....	12
Negotiation .....	13
Submitting a planning application .....	13
Enforcement action .....	13
Serious breaches of Planning Control: Stop Notices, Temporary Stop .....	14
Appeal process.....	15
Prosecution action .....	15
Direct action.....	16
Proceeds of Crime Act 2002.....	16
4. Other enforcement processes .....	16
Tree protection .....	16
Advertisements.....	19
Designated Heritage Assets: listed and unlisted buildings in conservation areas .....	20
Section 215 Notices .....	23
5. Reactive and proactive enforcement, monitoring and working relationships....	24
Reactive/proactive enforcement.....	24
Monitoring enforcement .....	24
Working relationships.....	24
Feedback on the enforcement process .....	25
Dissatisfied with the Planning Enforcement Service? .....	25
How to contact us.....	25
Bibliography .....	26

Acts.....	26
Orders .....	26
Regulations .....	26
Policy, Guidance and Byelaws.....	26

# 1. Introduction

The City of London Corporation, (the City), is unique in its economic role as a business district with a world class environment. It is home to approximately 9,000 residents and 400,000 workers and host to over 10 million visitors each year. It is important that the quality of its built environment is maintained and that its character is protected. Planning enforcement has an important role to play.

The City is keen to promote sustainable development and where possible seeks to resolve breaches through negotiation rather than normal legislative action.

It is proposed that, subject to available resources, proactive enforcement projects will be identified as emerging trends arise. In identifying potential targets for action regard will be given to the views of Members, businesses, local residents and other stakeholders concerned with planning. This may be in the form of complaints, changes in planning policy and legislation, or specific issues that arise in the City. An annual report to be put before the Planning and Transportation Committee will identify future enforcement trends.

This Supplementary Planning Document (SPD) sets out the City's approach to planning enforcement. It comprises the Enforcement Plan for the City of London and explains the principles and procedures the City will follow to ensure that development is properly regulated. It contains standards and targets to be worked to and where possible the City will continue to seek a resolution without recourse to formal enforcement action. The SPD does not address enforcement in relation to CIL as this is addressed through separate CIL Regulations.

This SPD includes the approach to enforcement in relation to the protection of the City's trees, having regard to the City of London Tree Strategy SPD, to ensure the protection of a good quality sustainable environment. There are currently approximately 2,300 trees in the City.

The display of advertisements and works to listed buildings are subject to separate consent processes within the planning system and sections have been included in this SPD to deal with their enforcement. Included within the listed building section are procedures to deal with unauthorised works of demolition to unlisted buildings in conservation areas. A section on requiring land or buildings to be tidied or cleaned up has been included as this is also a separate process.

Users of the service are encouraged to provide feedback on the enforcement process in order to ensure that the City's planning enforcement service is effective. See section 5.

This document is not a statement of law and individuals should seek their own legal advice. Any action will be carried out in accordance with the current legislation as amended.

## 2. Legislative background and principles

### Is planning permission or consent required?

- 2.1. To be effective planning enforcement must meet legislative requirements and this is often tested at appeal through the scrutiny of evidence. In this context the meaning of development is defined in the legislation as 'the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land'.
- 2.2. Works that may require planning permission include:
  - Physical works comprising:
    - Building operations
    - Engineering operations
    - Mining operations
    - Subdivision of a building (including any part of it) used as a dwellinghouse for use as two or more separate dwellinghouses
  - A material change of use
- 2.3. Many changes of use and certain types of building works are defined as 'permitted development' and do not require planning permission. In addition certain operations or uses do not, (as a matter of law), constitute development and these are set out in legislation.
- 2.4. Other permissions and consents may be required, for example:
  - Listed building consent for works to a listed building which affect the special architectural or historic interest
  - Express Consent for the display of advertisements
  - Consent to carry out works to trees the subject of a Tree Preservation Order or trees within a conservation area
  - Scheduled Monument Consent (Administered by Historic England)
- 2.5. This list is not exhaustive. It is for the local planning authority to determine whether planning permission or consent is required. Planning officers will be able to advise on what does and does not require planning permission. If in doubt advice should be sought.
- 2.6. The planning system is separate from other systems of public control relating to land. In order to proceed some developments or uses may need other consents or licences administered for example by Building Control, Licensing and Environmental Health. The onus is on the developer or operator to comply with all relevant legislation – see City of London Corporation's web site for guidance [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

## **What is a breach of Planning Control?**

2.7. A breach of planning control is defined as:

- the carrying out of development without the required planning permission, or
- failing to comply with any condition or limitation subject to which planning permission has been granted

2.8. It could also include but not exclusively:

- any contravention of the limitations on, or conditions associated with, permitted development rights
- unauthorised works to a listed building which affect the building's special architectural or historic interest, or failure to comply with conditions attached to a listed building consent
- advertisements displayed without the benefit of express consent or non-compliance with the standard advertisement conditions.
- unauthorised works to trees the subject of Tree Preservation Orders, trees within a conservation area and works to trees in breach of a planning condition
- untidy land or buildings
- failure to comply with a planning notice or legal agreement attached to a planning permission

2.9. Planning enforcement action cannot be taken if the works or changes of use do not require planning permission or consent; are permitted by planning legislation, unless there is a breach of any terms or conditions, or unless the development is immune from enforcement action. Development becomes immune from enforcement action if no action is taken within:

- 4 years of a substantial breach of planning control consisting of operational development
- 4 years of an unauthorised change to a single dwellinghouse
- 10 years for any other breach of planning control; essentially other changes of use or a breach of condition except a condition relating to the use as a single dwellinghouse where the period of immunity is 4 years.

2.10. After these time limits the use or works become lawful. A landowner may apply for a Certificate of Lawful Existing Use or Development (CLEUD) to regularise the situation, the onus of proof resting with the landowner. If an Enforcement Notice or Breach of Condition Notice is served the clock is stopped in relation to these time limits.

2.11. Government advice clearly states that it is not appropriate to take enforcement action where the breach can be addressed through non-related legislation for example the Environmental Health Acts. See City of London web page.



## **Is it an offence to carry out unauthorised works?**

2.12. In most cases it is not a criminal offence to carry out works without planning permission. It is, however, a criminal offence to carry out the following works:

- unauthorised works to a listed building where the works materially affect the historic or architectural significance of the building, or fail to comply with a condition attached to a listed building consent
- relevant demolition of an unlisted building in a conservation area without planning permission, or fail to comply with a condition attached to the planning permission
- unauthorised works to a tree with a Tree Preservation Order or located within a conservation area
- to display advertisements without the appropriate consent or in breach of the standard advertisement conditions

2.13. In general a criminal offence arises when a notice has been served and not complied with or for example a person makes a false statement in relation to a Notice or Certificate of Lawful Existing Use or Development (CLEUD).

## **Principles of good planning enforcement**

2.14. The SPD aims to incorporate and implement the principles and policies set out in the following documents:

### **National Planning Policy Framework and Planning Practice Guidance**

2.15. The National Planning Policy Framework issued by the Government in 2012 states that enforcement action is discretionary and local planning authorities should act proportionately in responding to suspected breaches of planning control. It advocates that local planning authorities should consider publishing a local enforcement plan to manage enforcement in a way that is appropriate to their area. This should set out how the local authority will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where it is appropriate to do so.

2.16. The NPPF acknowledges that effective enforcement is important as a means of maintaining public confidence in the planning system. National Planning Practice Guidance 'Ensuring effective enforcement', published 6 March 2014 and updated regularly, provides advice which the City will have regard to in its decision making process.

2.17. The City's enforcement plan and enforcement policy are adopted as an SPD to be read in conjunction with the City's local Plan.

### **The Local Plan**

2.18. The Local Plan, adopted 15 January 2015, sets out the planning priorities for the City reflecting the NPPF and London Plan. This establishes a presumption in favour of sustainable development and requires that when considering development proposals the City Corporation will take a positive approach and will work proactively with applicants to jointly find solutions. It sets out a number of policies which include policies to protect the amenities of local residents and townscape, the protection of trees and designated heritage assets, including listed buildings, unlisted buildings in conservation areas, scheduled ancient monuments, world heritage sites, registered parks and gardens and their settings.

### **The European Convention on Human Rights**

2.19. Article 1 of the First Protocol, Article 8 and Article 14 are relevant to enforcement action. These Articles set out a need to look at the potential impact on the health, housing needs and welfare of those affected by the proposed action as well as those affected by a breach of planning control.

### **Equality Act 2010**

2.20. Section 149 of the Equality Act 2010 requires the City to have regard to equality in the exercise of its functions.

### **The Regulators' Code**

2.21. This sets out Government's expectations in respect of the provision by local authorities of clear and accessible complaints and appeal processes, for use by businesses and others that they regulate. Local authorities have a statutory duty to have regard to the Code in developing the principles and policies which guide their regulatory activities. This code is underpinned by the statutory principles of good regulation, which require regulatory activities to be carried out in a way which is transparent, accountable, proportionate and consistent and should only be targeted at cases where action is needed.

### **Expediency and harm**

2.22. The City has responsibility for taking enforcement action necessary in the public interest. The power to issue an Enforcement Notice is discretionary and will only be issued where the City is satisfied that there has been a breach of planning control and it is expedient to do so. Expediency requires having regard to the provisions of the development plan and to any other material considerations including case law and human rights.

2.23. The City is not required to take enforcement action because there has been a breach of planning control and action will only be taken where there is harm. Planning harm is not defined in the regulations. Some of the factors that may contribute to an assessment of planning harm include:

- **Planning background** - History and related decisions, undesirable precedent, cumulative impact, age of breach
- **Policy** - Impact on planning policy
- **Amenity** - Noise, smell, daylight/sunlight, privacy/over bearing development, health and safety, fear of crime, culture/language, loss of access for disabled persons
- **Visual impact** - poor design, inappropriate location, untidy sites, loss of protected trees
- **Change in character** – Sensitive sites including loss or damage to listed buildings, demolition of unlisted buildings in conservation areas, damage to a scheduled ancient monument, world heritage site and Registered Park and Garden and adverse effects on the setting of these heritage assets
- **Economic impact** – Effect on businesses
- **Impact on ecology** – Loss of bio-diversity
- **Road safety** – Access, traffic and pedestrian safety

2.24. The key tests are whether the breach of planning control would unacceptably affect public amenity and whether planning permission or other consents would have been granted having regard to the Development Plan.

2.25. The following are not material considerations: the applicant, land ownership, private rights, (e.g. access), restrictive covenants, property values, loss of private view, competition, 'better' use of site, change from a previous scheme.

2.26. It should be noted that the process, including the gathering of evidence and the potential for appeal, may mean that enforcement action may take some time to complete.

### **Available enforcement and legal action**

2.27. There are a number of measures available to the City when considering enforcement and legal action. These measures will be carried out in accordance with the current legislation as amended and include, (but are not exclusive to), the following:

**Table 1: Enforcement and Legal Action**

<b>Type of enforcement</b>	<b>Effect of action</b>
<b>Right of Entry</b>	Authority to enter land to ascertain whether there has been a breach of planning control
<b>Section 330 Notice</b>	To require information as to interests in the land
<b>Planning Contravention Notice</b>	To request information and to set up a meeting with the 'offender'

<b>Enforcement Notice</b>	To remedy a breach of planning control
<b>Breach of Condition Notice</b>	To secure compliance with the terms of a planning condition
<b>Planning Enforcement Order</b>	To remedy a breach of planning control relating to the concealment of a building
<b>Repairs Notice</b>	To secure works considered to be reasonably necessary for the long term preservation of a listed building
<b>Urgent Works Notice</b>	To secure immediate works to stop deterioration of a listed building, or an unlisted building in a conservation area with the Secretary of States permission
<b>Listed Building Enforcement Notice</b>	To remedy a breach of planning control relating to listed buildings
<b>Section 215 Notice</b>	To require steps to be taken to clean up land or buildings where their condition adversely affects the amenity of the area
<b>Tree Replacement Notice</b>	To secure a replacement tree removed in contravention of the Tree Regulations
<b>Section 225 Notice</b>	To require the removal or obliteration of posters or placards
<b>Section 225A - Removal Notice</b>	To require the removal of structures used for unauthorised display of advertisements
<b>Section 225C - Action Notices</b>	To remedy persistent problems with unauthorised advertisements
<b>Section 225F - Defacement Removal Notice</b>	To remedy the defacement of premises by advertisements
<b>Discontinuance Action</b>	To require the discontinuance of advertisements
<b>Stop Notice</b>	To prohibit any or all of the activities which comprise the breach as specified in the related enforcement notice
<b>Temporary Stop Notice</b>	To require an activity which is in breach of planning to stop immediately
<b>Injunctions</b>	To stop breaches that have occurred or are likely to occur causing serious harm with immediate effect
<b>Prosecution</b>	Steps taken when a criminal offence is committed
<b>Direct Action</b>	Authority to enter onto land to take steps required by a Notice and to recover costs
<b>Proceeds of Crime Act</b>	To seek to recover any monies or assets gained during the time a Notice was breached

### **How is this exercised?**

2.28. The Chief Planning Officer and Development Director and other authorised senior officers have delegated authority to exercise a number of these enforcement powers and legal actions. Matters not within the scope of delegation are decided by the Planning and Transportation Committee.

### **Recording Notices**

2.29. Details of enforcement notices, stop notices and breach of condition notices are recorded on an Enforcement Register

available for viewing at the Guildhall reception. See section 5.5. It is proposed to convert this to an online format. There is a requirement to notify Land Charges of the service of some of these notices for inclusion on the Land Charges Register. Those registered would be revealed on a property search.

### **3. Managing Enforcement, the Complaint Procedure and Priorities**

#### **Managing enforcement**

- 3.1. Enforcement will be managed in a way appropriate to the City having regard to the objectives of the Development Plan. Complaints will be investigated in accordance with the principles of good planning enforcement as set out in section 2.14-2.21 and to minimise costs of compliance.
- 3.2. To make the most effective use of resources enforcement may be carried out by planning officers in relation to applications or projects they are currently managing. Complaints will be prioritised, priority being given to breaches where harm is being caused and it would be expedient to take enforcement action or be in the public interest to prosecute. This may not always relate to who is complaining and how vocal they are.

#### **Enforcement priorities**

- 3.3. Enforcement priorities are set out in the following targets:

**Table 2: Targets**

<b>Targets</b>
Investigate all reported alleged breaches of planning control and acknowledge receipt
Within 1 working day start investigation of serious breaches including irreversible or serious damage to the environment and or a building, works/uses causing substantial harm, works to protected trees and traffic hazards.
Within 10 working days start investigation on 90% of all complaints.
Following initial investigation carry out a site visit or monitor if appropriate, (City to determine if this is necessary at this stage), make an assessment and negotiate or commence action
At key stages during the investigation update complainant and offender in accordance with the procedures set out below
Aim to resolve complaints and monitor outcome in accordance with the procedures set out below
Notify complainants of outcome in accordance with the procedures set out below

## **Who can complain, how a complaint is made and confidentiality**

- 3.4. Breaches of planning control may be identified and reported in a number of ways, including by members of the public. A complaint can be reported via the City of London web page on the enforcement form, by email, telephone or in writing (See section 5.9). These will be acknowledged upon receipt and details of the case officer and how the alleged breach will be assessed and managed will be provided.
- 3.5. Every effort will be made to keep the details of any individual reporting an alleged breach confidential where requested. As far as possible, anonymous reports will be investigated and dealt with in the same way as any other. In some cases there may be a need to identify a complainant, for example where a witness statement is required to demonstrate harm from a noise disturbance or where a case is taken to prosecution. This would be discussed with the complainant before any further action is taken.

## **The investigation**

- 3.6. An initial investigation of the alleged breach of planning control will be carried out and will include a review of the planning history and any other relevant records. Checks may be made with other departments to see if they have any relevant information that may impact on the consideration of the case.
- 3.7. This will be followed by a site inspection to view the alleged breach if required. Sometimes it may be necessary to visit the complainant's premises and they may be asked to monitor the site to gather evidence. Advice will be given as to precisely what is required.
- 3.8. Council officers have powers to enter land or buildings to carry out their enforcement duties. It is an offence to obstruct officers when carrying out this duty and if this results in potential prosecution a formal interview under caution may be required. If entry is refused officers can apply for a warrant from the Magistrates' Court which would permit them to use force if required to enter the property. The police would be informed and might be in attendance.
- 3.9. Depending on the complexity of the case legal advice may be sought which may result in further investigations and monitoring. Once all the background information and evidence has been gathered a decision will be made as to whether a breach of planning control has occurred, having regard to the criteria set out in section 2 and what action will be taken.

## **Negotiation**

- 3.10. Negotiation has proved to be an effective means of resolving the majority of enforcement matters in the City. However, where it is not possible to negotiate a solution and harm is proven enforcement action will be taken.
- 3.11. In some cases it may not be justifiable or expedient to take formal action. If no action is to be taken interested parties will be notified of the reason why.

## **Submitting a planning application**

- 3.12. Where a planning application could be made to regularise a breach of planning control, those in breach will be provided with an opportunity to discuss this with a planning officer and will be invited to attend a meeting if required at this stage. Advice will be given as to whether the application is likely to be recommended for approval, including whether any revisions need to be made to the works and any fees to be incurred. A Section 330 Notice or Planning Contravention Notice may be issued at this stage to seek further information or to set up the meeting. Failure to respond to any Notice is a criminal offence.
- 3.13. If an application is submitted interested parties, including the complainant, will be consulted and given the opportunity to comment on the application. A report setting out the planning history, (where relevant), planning policies, considerations and recommendation will be considered by the Planning and Transportation Committee or a nominated senior officer under delegated powers.
- 3.14. If permission or consent is granted conditions may be imposed that require alterations to works already undertaken or to the way the property is used in order to make the unauthorised development acceptable. If the application is considered unacceptable it will be recommended that planning permission or other consent be refused and reasons will be given. At the same time authorisation will normally be sought to take enforcement action. The complainant will be advised of the decision.

## **Enforcement action**

- 3.15. In taking enforcement action the local planning authority will act proportionally. Where negotiation fails and a breach results in significant harm the City will commence enforcement action. See Table 1 for options.
- 3.16. Where the service of an Enforcement or other Notice has been authorised those with an interest in the land will be advised of the decision. Prior to service of the Notice an opportunity will be given

to remedy the breach within a reasonable period. Normally only one letter of notification will be sent prior to action being taken. If the breach is remedied and the case is closed the complainant will be notified either in writing or by telephone.

3.17. The Enforcement Notice will be served on those with an interest in the land and will set out:

- who has served the Notice
- the land to which the Notice relates
- the matters which appear to constitute the breach of planning control
- reasons for issuing the Notice
- what they are required to do to comply with the Notice
- time for compliance
- when the Notice takes effect
- their right of appeal
- what happens if they do not appeal

3.18. Other Notices vary slightly in format. See National Planning Practice Guidance – Ensuring effective enforcement – for model Notices.

3.19. The time frame for compliance with the Notice will depend on the nature of the breach. Once an Enforcement Notice has been served the City has the power to decline a retrospective planning application if it does not accord with the provisions of the Development Plan or other material considerations including case law and human rights.

3.20. Complainants will be informed in writing of the requirements of the Notice and the timescale for compliance.

### **Serious breaches of Planning Control: Stop Notices, Temporary Stop**

#### **Notices and injunctions**

3.21. Where there is a serious breach of planning control a Stop Notice may be issued. It would be issued either when an Enforcement Notice is served, or afterwards, if the City considers it expedient that the activity should cease before the expiry of the period for compliance with the Enforcement Notice.

3.22. Where the City needs to act quickly to address certain breaches of planning control and it is expedient to do so, a Temporary Stop Notice may be issued to stop an unauthorised development or use for a period of up to 28 days. The effect of a Temporary Stop Notice is immediate and it does not have to wait for an Enforcement Notice to be issued. During this time the impact of the development or use will be assessed and consideration given to issuing a formal Enforcement Notice and Stop Notice.



3.23. An injunction may be sought to stop unauthorised works or uses. These powers would only be used where there is clear evidence that a breach of planning control has already occurred or is likely to occur and that the breach is or will cause serious harm and injunctive relief is a proportionate remedy in the circumstances of the case.

### **Appeal process**

3.24. Anyone who has an interest in the land to which an Enforcement Notice relates or who is a relevant occupier, whether or not they have been served with a copy, has a right of appeal. A person having an interest in the building to which a Listed Building Enforcement Notice relates or a relevant occupier may also appeal to the Secretary of State. An appeal suspends the effect of a Notice. Not all Notices can be appealed. A Breach of Condition Notice is not subject to an appeal, nor is a Stop Notice or Temporary Stop Notice.

3.25. Appeals are dealt with by means of Written Representations, involving an exchange of statements, or at a Hearing, or Public Inquiry which is more formal depending on the nature of the case.

3.26. If an appeal is made to the Planning Inspectorate against an Enforcement or other Notice those with an interest in the land will be advised of the procedure, including the grounds of appeal and the timescale by the Planning Inspectorate. The City will notify the complainant and information will be provided about the appeal process and the statutory time frames. If an appeal is unreasonable the City may seek the award of costs.

3.27. Complainants should be aware that a right of appeal may substantially increase the time taken to resolve any breach and that it may result in a different decision from that of the City.

### **Prosecution action**

3.28. Once an Enforcement Notice takes effect and no appeal has been made, there is a set period within which the requirements of the notice must be complied with. A criminal offence is committed if these requirements are not met. Some unauthorised works can also lead to a prosecution. See section 2.12.

3.29. In deciding whether to bring a prosecution the Code for Crown Prosecutors will be followed. The City will consider whether there is sufficient evidence to provide a realistic prospect of conviction and whether it is in the public interest to bring the prosecution.

3.30. The offender will be given notice of the offence and if the non-compliance continues, or other factors determine that the tests for prosecution have been met, prosecution action will be pursued.

Prior to service of the summons, those in breach will be informed in writing what is required, the time scales involved and options available. The complainant will be notified at the same time of the decision to take prosecution action and will be notified of the outcome of the court's decision.

### **Direct action**

3.31. If the offender fails to comply with the Enforcement Notice Direct Action may be considered. This is where the City would undertake remedial action to ensure compliance with a Notice. Costs incurred would be recovered from the owner and would become a charge on the property via the Land Registry. Chargeable costs would include officer time, pre-application advice, notices served, costs of any compliance visits and cost of remedial action.

### **Proceeds of Crime Act 2002**

3.32. Where it appears that there has been significant financial benefit in failing to comply with a Notice the City may use the Proceeds of Crime Act 2002 to seek to recover any monies or assets gained during the time the Notice has been breached. In most cases it will be necessary to obtain a criminal conviction before confiscation can be sought.

## **4. Other enforcement processes**

### **Tree protection**

- 4.1. The National Planning Practice Guidance for Tree Preservation Orders (TPO) and trees in conservation areas advocates that local planning authorities should consider publishing tree protection enforcement policies and have clear written procedures to deal with cases.
- 4.2. Trees are an important asset in the City and are protected by planning legislation if they are the subject of a Tree Preservation Order or lie within a conservation area. Trees may be protected by means of conditions attached to permissions, consents or legal agreements.
- 4.3. The City of London Tree Strategy Supplementary Planning Document (SPD) sets out what works require consent and the exemptions. Consent continues to be required if permitted development rights impacts on protected trees. Anyone proposing works to a tree is advised to refer to the SPD prior to undertaking any works and should consult a qualified arboriculturalist or tree surgeon.

- 4.4. There are additional controls on the felling of trees however a felling licence is currently not required to fell a tree within the City. Advice on this issue should be sought from the Forestry Commission before undertaking any works.
- 4.5. Common breaches of tree protection include:
- the unauthorised removal of a protected tree
  - unauthorised works to a protected tree
  - breach of a condition on a consent for works to a TPO'd tree or planning permission
- 4.6. Anyone who contravenes an Order by damaging or carrying out work on a protected tree without consent, or breaches a condition on a consent for works to a tree the subject of a Tree Preservation Order, or carries out works to a tree in a conservation area without notifying the City, subject to some exemptions, is guilty of an offence.
- 4.7. If it appears that an offence has been committed those committing the offence will be identified and cautioned. Anyone carrying out works likely to destroy a protected tree or any other unauthorised works are liable if convicted to a fine.

### **Investigation**

- 4.8. Cases should be reported in the same way as other complaints, (with urgency if felling is involved) and will be investigated and dealt with in a similar manner to a planning enforcement complaint. See section 3.
- 4.9. The initial investigation will check whether the tree is protected, whether any consent or permission has been granted, who is the owner and who is carrying out the works. This will be followed by a site inspection. Officers have a right of entry and it is an offence to refuse entry. If entry is refused a warrant can be sought.

### **Options for action**

- 4.10. The City will consider the following options when determining action in relation to unauthorised works to a protected tree:
- Consider whether action is justified by the particular circumstances. The City will normally require replacement trees to be planted whether or not a person is prosecuted.
  - Negotiate with the owner to remedy the breach to the City's satisfaction ensuring that remedial works to repair or reduce the impact of the unauthorised works are carried out
  - Consider issuing an informal warning to impress on the tree owner or others suspected of unauthorised works that such works may lead to prosecution

- Seek an injunction to stop on-going works and prevent anticipated breaches
  - Consider whether the test for commencing a prosecution are met i.e. whether there is a realistic prospect of prosecution and that it is in the public interest
- 4.11. Other related action that will be considered includes the issuing of Enforcement Notices, Breach of Condition Notices, Stop Notices and Temporary Stop Notices which will be carried out in accordance with the procedures as set out in section 3 including direct action and recovery of costs.
- 4.12. The City takes very seriously any unauthorised loss or damage to any tree and will take action to ensure their protection. In considering individual cases regard will be had to the impact that such works have had on the visual amenity of the tree and its resulting impact on the townscape, including conservation areas and bio-diversity of the area.
- 4.13. Landowners have a duty to replace a tree removed, uprooted or destroyed in contravention of the Tree Regulations. This duty applies also if a tree, (except a tree protected as part of a woodland), is removed, uprooted or destroyed because it is dead or presents an immediate risk of harm, the onus of proof rests with the person who carries out the works. In the case of a tree the subject of a Tree Preservation Order the replacement tree is automatically protected by the original Order.
- 4.14. The City's power to enforce tree replacement is discretionary. When serving a Tree Replacement Notice the City will consider:
- The impact on amenity of the removal of the trees and whether it would be in the interests of amenity to require their replacement. Amenity is not defined in law but guidance is given in the National Planning Practice Guidance on Trees
  - Whether it would be reasonable to serve a Tree Replacement Notice in the circumstances of the case
  - The possibility of a wider deterrent effect
- 4.15. If a Tree Replacement Notice is breached consideration will be given to entering the land and planting the tree(s) and any expenses reasonably incurred will be recovered. Chargeable costs could include officer time, notices served, cost of compliance visits and advice, costs of replacement trees and associated work.
- 4.16. Where a new TPO consent or Section 211 Notice is required for works to rectify damage to a tree, or in the case of a breach of condition on a permission or consent requiring, for example, details of the means of protection of trees, the installation of a root protection zone or the planting of a replacement tree, the same principles will apply as set out in section 3. There is a right of appeal

in respect of a refusal of TPO consent and any conditions on a TPO consent or planning permission. See sections 3.24 -3.27.

## **Advertisements**

4.17. The display of advertisements is subject to a separate consent process within the planning system and there are 3 categories of advertisement consent:

- Those permitted without requiring either deemed or express consent from the local planning authority subject to standard conditions
- Those which have deemed consent subject to standard conditions
- Those which require the express consent of the local planning authority

See National Planning Policy Guidance Advertisements

4.18. The City has for many years sought to exercise careful control over the display of advertisements and seek improvements where appropriate. In order to protect and enhance the character of the City's streets, the City considers that advertising material should be restrained in quantity and form.

## **Investigation**

4.19. Cases can be reported in the same way as other complaints and will be investigated and dealt with in the same manner as a planning enforcement complaint. See section 3.

4.20. The initial investigation will check which of the above three categories the advertisement falls within. This will be followed by a site inspection to determine the owner and identity of the person responsible for displaying and benefiting from the advertisement. If consent is required and the advertisement is considered to be in accordance with the Local Plan policies an application will be sought.

## **Options for action**

4.21. The City is required to exercise control on advertisements having regard to visual amenity and public safety and has at its disposal a number of options for enforcement action see Table 1. The City's Street Enhancement Officers will ensure the removal of unauthorised advertisements on the public highway and some fly posting etc. mainly under the Highways Act 1980.

4.22. The advertisement regulations state that where an advertisement is displayed with the benefit of deemed consent and it results in substantial injury to the amenity of the locality or a danger to members of the public the City will take discontinuance action.

There is an appeal process for those responsible for its installation. See section 3.24--3.27.

- 4.23. If an advertisement is displayed without the benefit of express consent or a person fails to comply with a discontinuance notice or the standard conditions, it is an offence. Those in breach will be asked to remove the advertisement or comply with the standard conditions if applicable. If they fail to do so, or other factors determine that it is in the public interest, consideration will be given to taking prosecution action. See sections 3.28-3.30.
- 4.24. There are a number of other actions which can be used to remedy a breach of the Advertisement Regulations where for example there is a need to:
- remove or obliterate a poster or placard,
  - remove structures used for unauthorised display of advertisements
  - there are persistent problems with the display of unauthorised advertisements
  - there is a need to remedy the defacement of premises by advertisements
- 4.25. Some of these actions are subject to the appeal process and the advertiser will be advised of any rights of appeal see sections 3.24-3.27. Consideration may also be given to serving an injunction and to recovering costs. Each complaint will be considered having regard to the most appropriate action. See Table 1 section 2.27 and sections 3.23 and 3.32.

### **City Sign Byelaws**

- 4.26. The City operates The City Sign Byelaws. These control street projections for securing the safety and protection of the public and amenities of the street. Any person who erects any street projection so as to project into or over any street, except in accordance with byelaws is liable to a fine and the City may remove the street projection and recover its expenses in doing so.

### **Designated Heritage Assets: listed and unlisted buildings in conservation areas**

- 4.27. The City currently has 607 listed buildings and 26 conservation areas which are designated heritage assets that contribute significantly to the townscape and contribute positively to visual amenity. The City takes very seriously any unauthorised works or damage to a listed building or an unlisted building in a conservation area and will take action to safeguard any building at risk. In assessing individual cases consideration will be given to the impact on the special architectural or historic fabric of the listed building and its setting or on the impact on the character and setting of any unlisted building

in a conservation area, in line with local and national planning policies.

- 4.28. Carrying out work without the necessary listed building consent, demolishing an unlisted building in a conservation area without the required planning permission and failing to comply with a condition attached to that consent or planning permission, is a criminal offence – whether or not an Enforcement Notice has first been issued. Both large fines and custodial sentences can be applied on successful prosecution.

### **Investigation**

- 4.29. Cases can be reported in the same way as other complaints and will be investigated and dealt with in a similar manner to a planning enforcement complaint, although urgency is key with irreplaceable fabric. See section 3.
- 4.30. The initial investigation will check relevant facts, whether any consent or planning permission has been granted, who is the owner and who is carrying out the works. A site inspection will be carried out. Officers have a right of entry and it is an offence to refuse entry.

### **Options for action**

- 4.31. The City will consider the following when determining the course of action to take:
- Whether action is justified by the particular circumstances
  - Negotiating with the owner to remedy the breach to the City's satisfaction ensuring the remedial works to repair or reduce the impact of the unauthorised works are carried out
- 4.32. If remedial works are considered to be in accordance with the Local Plan policies.
- Seeking an application for consent or planning permission. [However, listed building consent and planning permission for relevant demolition cannot be granted retrospectively]
- 4.33. If the works are considered to be detrimental to the special architectural or historic character of the listed building and its setting or the character and setting of the unlisted building:
- taking enforcement action in accordance with the procedures as set out section 3.
  - issuing a Stop Notice, Temporary Stop Notice or seeking an injunction to stop on-going works or to recover listed items removed without consent from a listed building or to prevent anticipated breaches

- issuing an informal warning to impress on the owner or others suspected of unauthorised works that such works may lead to prosecution
  - commencing prosecution if the relevant tests are met i.e. if there is a realistic prospect of prosecution and is it in the public interest
- 4.34. There are no time-limits for issuing listed building enforcement notices or enforcement notices in relation to a breach of planning control relating to demolition. The length of time that has elapsed since the apparent breach may be a relevant consideration when considering whether it is expedient to issue a Listed Building Enforcement Notice or planning Enforcement Notice.
- 4.35. Where a Listed Building or planning Enforcement Notice CHECK is not complied with direct action will be considered enabling the City to enter the land and carry out the works. Costs will be recoverable see section 3.32.
- 4.36. Where a listed building is under threat consideration will be given by the City to serving a Repairs Notice and this will set out the repairs needed for the proper preservation of the building. See section 3 for general principles. This procedure is designed to ensure that a listed building is properly preserved and not allowed to deteriorate. There is no right of appeal.
- When served with a Notice the owner has the option to:
- comply with the Notice
  - do the works which he or she considers necessary
- 4.37. If the building is not repaired within 2 months a Compulsory Purchase order can be served. This would enable the City or the Secretary of State to acquire the building.
- 4.38. Where there is a need to secure immediate works to arrest the deterioration of a listed building consideration will be given by the City to serving an Urgent Works Notice in parallel to the Repairs Notice. This will enable the City to execute any works which are urgently necessary for the building's preservation. There is no right of appeal and the City will seek to recover costs. See section 3 for general principles.
- 4.39. There is no provision to serve a Repairs Notice on an unlisted building in a conservation area. Where there is a need to secure immediate works to stop the demolition of an unlisted building in a conservation area, in order to maintain the character or appearance of an area, an Urgent Works Notice can be served with the Secretary of State's permission. If these circumstances arise the City will give consideration to obtaining the necessary permission to proceed with the service of an Urgent Works Notice. See section 3 for general principles.



## **Section 215 Notices**

4.40. A Section 215 Notice provides the power, in certain circumstances, to require land and buildings to be cleaned up when their condition adversely affects the amenity of an area including neighbouring land and buildings.

4.41. The City takes very seriously the amenity of its area and will serve such a Notice if it is considered that the condition of the site or building is detrimental to the amenity of the area. Their use is discretionary and it is for the City to decide whether a Notice under these provisions would be appropriate taking into account all the local circumstances for example:

- the condition of the site
- the impact on the surrounding area
- the scope of their powers

4.42. In some circumstances a section 215 Notice may be used in conjunction with other powers for example Repair Notices in respect of listed buildings or Dangerous Structure Notices.

### **Investigation**

4.43. Cases can be reported in the same way as other complaints and will be investigated and dealt with in the same manner as a planning enforcement complaint. See section 3.

4.44. The initial investigation will check who owns the land or building and who is responsible for the works or mess in the case of land. This will be followed by a site inspection. Officers have a right of entry and it is an offence to refuse entry. If entry is refused a warrant may be sought.

### **Options for action**

4.45. If action is not taken to remedy the situation to the City's satisfaction a Section 215 Notice may be served on the owner requiring the situation to be remedied. It will set out the steps to be taken and the time within which they must be carried out. See section 3 for general principles. There is a right of appeal to the Magistrates' Court.

4.46. In the case of non-compliance of the Notice the City has a number of options, the power to undertake the clean-up works and to recover the costs from the landowner and or prosecution. See sections 3.31, 3.32 and 3.28-3.30.

## **5. Reactive and proactive enforcement, monitoring and working relationships**

### **Reactive/proactive enforcement**

5.1. The City aims to provide an effective planning enforcement service i.e. to be reactive and effective in dealing with complaints that arise in relation to breaches of planning control.

### **Monitoring enforcement**

5.2. The City deals with over 1,100 planning cases annually. Given the scale of development and resources available, it is not possible to monitor all the cases. The City has to rely on local people, its officers and ward Members to identify breaches.

5.3. Monitoring of serious breaches, as listed in Table 1, will be a priority. In addition checks will be made of:

- enforcement cases to ensure the breach has ceased
- enforcement cases where there is a potential for the breach to reoccur
- Notices issued to ensure compliance
- temporary planning permissions or consents to ensure that they are still valid
- works dealt with by the District Surveyor to identify breaches of planning
- legal agreements or obligations attached to any permissions or consents to ensure compliance

The City will monitor its own performance by preparing an annual report to be submitted to the Planning and Transportation Committee which will review priorities, targets and scope for charging. Any charges will be notified on the City's web page.

### **Working relationships**

5.4. Particular care will be paid in working with small businesses by advising on and assisting them with compliance to help support activities which contribute to economic growth. Care will be taken to ensure that residents and others are protected from substantial harm. The City aims to continue to foster good working relationships with developers to help them deliver the high quality buildings that the City is renowned for and too continue fostering good working relationships with residents to protect their amenity.

5.5. Regular communication will occur with those in breach with regular updates for those who have complained. Comments will be sought and views incorporated into enforcement practices. The annual monitoring report will be used to encourage Members to engage with officers on enforcement matters.

- 5.6. Co-operation between City of London Corporation service areas such as Environmental Health, District Surveyors, Licensing, Safety Thirst, Police, Fire Authority, Comptroller and City Solicitor and Open Spaces, are essential to deliver an effective enforcement service and will continue to be fostered and protocols will be drawn up as and when required. Working parties such as the Licensing Liaison Partnership Group and the Built Environment User Panel will be used to seek views on enforcement and to provide enforcement advice.
- 5.7. Contacts will be maintained with other authorities and Government web sites accessed to keep abreast of good practice, national policy and recommended best guidance.

### **Feedback on the enforcement process**

- 5.8. If you would like to comment on the enforcement process or web site in order to ensure its continuing effectiveness see contact details below.

### **Dissatisfied with the Planning Enforcement Service?**

- 5.9. Every effort will be made to ensure that you receive a good quality service. If you have a complaint about our service please contact us directly. If you continue to be unsatisfied please contact the Performance and Standards Officer at the Department of the Built Environment. Your complaint will be investigated and you will receive a written response within ten working days with an explanation or a progress report if it has not been possible to deal with your complaint within that period. If you are still dissatisfied you may make a complaint under the City of London Corporation's Complaints Procedure as set out on City's web page. [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

### **How to contact us**

The Department of the Built Environment  
City of London Corporation  
PO Box 270  
Guildhall  
London EC2P 2EJ  
020 7332 1710  
[PlanningEnforcement@cityoflondon.gov.uk](mailto:PlanningEnforcement@cityoflondon.gov.uk)

### **Counter service**

Between 9.15am-4.30pm Monday to Friday at Ground Floor of Guildhall, North Wing (entrance from Basinghall Street and Aldermanbury). You can find a map and directions on the 'How to find us page' on the City of London web site. See above.

## **Bibliography**

This SPD is mostly acting under, but not exclusively, the following documents. The bibliography covers current legislation and any subsequent amendments

### **Acts**

- Town and Country Planning Act 1990 (As amended)
- Localism Act 2011
- Planning and Compensation Act 2008 (as amended)
- Planning and Compulsory Purchase Act 2004
- Planning Act 2008
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Housing and Planning Act 2016
- Building Act 1984 (as amended)
- Scheduled Ancient Monuments & Archaeological Areas Act 1979
- Police and Criminal Evidence Act 1984
- Proceeds of Crime Act 2002
- Regulation of Investigatory Powers Act 1984
- Human Rights Act 1988
- Equality Act 2010

### **Orders**

- Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

### **Regulations**

- Town and Country Planning (Use Classes) Order 1987 (As amended)
- Town and Country Planning (Tree Preservation) (England) Regulations 2012
- Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (As amended)

### **Policy, Guidance and Byelaws**

- National Planning Policy Framework – Department for Communities and Local Government
- National Planning Practice Guidance 2014 – Government publications
- Planning Inspectorate website
- London Plan 2015 – Mayor of London website
- City of London Local Plan Adopted 15 January 2015 – City of London website
- City of London Corporation Sign Byelaws
- Department for Business Innovation and Skills: Regulators' Code
- Stopping the Rot A Guide to Enforcement Action to Save Historic Buildings – Historic England website
- Scheduled Monuments Guide for home owners and occupiers - Historic England website

# TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

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

## Introduction

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

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

The characteristics protected by the Equality Act 2010 are:

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

Page 201

What is due regard?	How to demonstrate compliance
<p>• It involves considering the aims of the duty in a way that is proportionate to the issue at hand</p> <p>• Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision</p> <p>• Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.</p> <p>The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.</p> <p>Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.</p> <p>It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.</p>	<p>Case law has established the following principles apply to the PSED:</p> <ul style="list-style-type: none"> <li>• <b>Knowledge</b> – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.</li> <li>• <b>Sufficient Information</b> – must be made available to the decision maker</li> <li>• <b>Timeliness</b> – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.</li> <li>• <b>Real consideration</b> – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.</li> <li>• <b>Sufficient information</b> – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty</li> <li>• <b>No delegation</b> - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.</li> <li>• <b>Review</b> – the duty is continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.</li> </ul>

**However there is no requirement to:**

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

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

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

**Test of Relevance screening**

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

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

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

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

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

**What to do**

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

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

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

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

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

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

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

- 1. Proposal / Project Title:** City of London Enforcement Supplementary Planning Document (SPD).
- 2. Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):** The Enforcement SPD sets out the City Corporation’s approach to planning enforcement. It explains the principles and procedures the City Corporation will follow to ensure that development is properly regulated. It contains standards and targets and promotes the resolution of enforcement issues without recourse to formal enforcement action.
- 3. Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:**

Protected Characteristic (Equality Group) <input checked="" type="checkbox"/>	Positive Impact	Negative Impact	No Impact	Briefly explain your answer. Consider evidence, data and any consultation.
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Marriage and Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Pregnancy and Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Sex (i.e gender)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Breaches of planning control could result in development that could impact negatively on this group.

- 4. There are no negative/adverse impact(s)**  
Please briefly explain and provide evidence to support this decision:
- The Enforcement SPD seeks to ensure that development in the City complies with planning policies. The City of London Local Plan contains planning policies that do not result in a negative impact on equality groups.

<p><b>5. Are there positive impacts of the proposal on any equality groups?</b> Please briefly explain how these are in line with the equality aims:</p>	<p>The Enforcement SPD will have a positive effect on all equalities groups, as without the Enforcement SPD, there may be breaches of planning control which would have a negative impact on equality groups.</p>		
<p><b>6. As a result of this screening, is a full EA necessary? (Please check appropriate box using <input type="checkbox"/>)</b></p>	<p><b>Yes</b></p>	<p><b>No</b></p>	<p><b>Briefly explain your answer:</b> A full EA is not necessary as there is not expected to be any negative impacts on equalities groups resulting from the Enforcement SPD.</p>
<p><b>7. Name of Lead Officer:</b> Lisa Russell</p>	<p><b>Job title:</b> Senior Planning Officer</p>		<p><b>Date of completion:</b> 04 July 2016</p>

<p><b>Signed off by Department Director :</b></p>	<p><i>Paul Beckett</i></p>	<p><b>Name:</b> Paul Beckett</p>	<p><b>Date:</b> 04/07/16</p>
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## **Screening Statement**

On the determination of the need for a Strategic Environmental Assessment

(SEA) in accordance with the *Environmental Assessment of Plans and Programmes Regulations 2004* and *European Directive 2001/42/EC* of the:

Enforcement Plan Supplementary Planning Document

11 July 2016

## Sustainability Appraisal/Strategic Environmental Assessment Screening

### Enforcement SPD

1. Purpose of Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)
  - 1.1. The SEA Directive identifies the purpose of SEA as “ to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development” (Directive 2001/EC/42)
  - 1.2. Sustainability Appraisal (SA) is the process by which this Directive is applied to Local Plan documents. SA aims to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of plans.
  - 1.3. The City’s Local Plan is subject to Sustainability Appraisal. However the 2008 Planning Act allows for Supplementary Planning Documents to be prepared without a full SA as long as they are screened to establish whether they will result in significant effects as defined by the SEA Directive.
  - 1.4. The SEA Directive exempts plans and programmes from assessment “*When they determine the use of small areas at local level or are minor modifications to the above plans or programmes...*” and states that “*....they should be assessed only where Member States determine that they are likely to have significant effects on the environment.*”
  - 1.5. The criteria for determining the significance of effects are taken from schedule 1 (9 (2) (a) and 10 (4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004 and are defined in appendix 1. These can be split into the criteria related to (i) the scope and influence of the document (ii) the type of impact and area likely to be affected
2. Purpose of the Enforcement SPD
  - 2.1. The Enforcement SPD sets out the City’s approach to planning enforcement. It explains the principles and procedures the City will follow to ensure that development is properly regulated. It contains standards and targets and seeks to resolve breaches through negotiation rather than formal legislative action.
  - 2.2. This strategy is a Supplementary Planning Document which provides guidance regarding the City’s Local Plan policies for enforcement of planning law. It defines the approach that the City will follow in the event of a breach of planning control, associated with for example failure to secure the required planning permission or consent prior to commencing development, failure to comply with any condition or limitation associated with a permission, consent or permitted development or failure to comply with a Notice.
  - 2.3. The London Plan and City of London Local Plan have been evaluated through the SA and Habitats Regulation Assessment (HRA) screening process, which incorporates the requirements of the SEA Directive, and have been found to be sound. This document provides details of how the City will

enforce planning decisions to comply with London Plan and Local Plan policies.

### 3. SEA Screening Procedure

3.1. The Responsible Authority (the City of London Corporation) must determine whether the plan or program under assessment is likely to have significant environmental effects. This assessment must be made taking account of the criteria set out in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 (see appendix 1), and in consultation with the Environment Agency, Historic England and Natural England.

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

3.3. Appendix 1 shows the results of this screening process for the Enforcement SPD.

### 4. Screening and Consultation Outcome

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

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

<b>Consultee</b>	<b>Response</b>
Environment Agency	
Natural England	
English Heritage	

### 5. Determination

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

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

### 1. Characteristics of the Enforcement SPD having particular regard to:

<b>SEA Directive Criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004</b>	<b>Summary of significant effects</b>
(a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources	This SPD sets out the approach that the City Corporation will take to enforcement action in line with the policies of the Local Plan. It does not set a framework for other projects.
(b) The degree to which the SPD influences other plans and programmes including those in a hierarchy	This SPD does not influence any other plans or programmes. It will uphold the policies in the Local Plan which has been subject to Sustainability Appraisal fulfilling the requirements of the SEA Directive.
(c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development	The City Corporations' planning policies promote sustainable development. This SPD describes how breaches of planning control will be dealt with in line with these planning policies.
(d) Environmental problems relevant to the SPD	This SPD may involve enforcement action associated with environmental issues such as noise, air quality, biodiversity, tree protection and other amenity matters. Investigation will begin within 1 day where serious breaches including irreversible or serious damage to the environment and / or a building, works/uses causing substantial harm, works to protected trees and traffic hazards. This will ensure that environmental problems are tackled quickly avoiding further damage.
(e) The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection)	The guidance in this SPD will assist in implementing Community legislation in line with the City of London Local Plan.

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

<b>SEA Directive criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004</b>	<b>Summary of significant effects</b>
(a)The probability, duration, frequency and reversibility of the effects	The positive effects of this SPD in preventing or reversing harm caused by breach of planning controls will be on-going for the life of each development.
(b)The cumulative nature of the effects of the SPD	Any cumulative impacts will be positive in reinforcement of adopted planning policy which has been subject to Sustainability Appraisal
(c)The trans boundary nature of the effects of the SPD	This SPD is not likely to have any trans-boundary effects
(d)The risks to human health or the environment ( e.g. due to accident)	Enforcement of planning controls will reduce any potential risks to human health and the environment.
(e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the SPD	This SPD applies to development in the City of London geographic area which has a resident population of 9,000 and 400,000 workers. Some breaches of planning control (e.g. views protection, biodiversity and pollution control measures) could have potential impacts beyond the City's boundary. This SPD will prevent or reverse potential harm from breach of planning controls.
(f)The value and vulnerability of the area likely to be affected by the SPD due to: Special natural characteristics or cultural heritage Exceeded environmental quality standards or limit values Intensive land use	This area includes 26 conservation areas and over 600 listed buildings which will be protected through application of this SPD. The City is an air quality management area for nitrogen dioxide and fine particulates. Breaches of planning control which could lead to deterioration will be prevented or reversed by this SPD. Land use in the City is very intensive – this SPD will reduce adverse impacts of planning control breaches.
(g)The effects of the SPD on areas or landscapes which have recognised national Community or international protected status	Views of nationally important landmarks in and near the City will continue to be protected through the implementation of this SPD.

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## **Appendix 4**

### **City Of London Enforcement Plan Supplementary Planning Document Consultation Statement July 2016**

#### **Consultation**

The City of London Corporation is preparing an Enforcement Supplementary Planning Document (SPD) which sets out the City's approach to planning enforcement including trees. The legislation requires a Consultation Statement to be produced referring to any preliminary consultation carried out before the publication of the draft SPD. In the preparation of the draft SPD an informal consultation took place with 4 key members of the Built Environment User Panel.

#### **Responses**

The consultation triggered three responses. The representations were reviewed and appropriate changes were made to the Enforcement Plan.

Two consultees were of the view that the draft SPD had been pitched at the right level. The first consultee stated that the proposed User Panel liaison sounded like a good idea. The second consultee requested that, in the introduction, 'businesses' should be separated out from the reference to stakeholders as they are the largest group affected by planning decisions. The text has been amended accordingly.

The Third consultee commented that in general the draft seemed fine and sets out expected protocol on enforcement action. They listed a number of points which they stated did not raise anything significant.

- Lack of paragraph numbering to the introduction  
Response: It is not intended to number the introduction.
- Examples of breaches that can be addressed through other legislation would be helpful  
Response: Readers will be guided to the City of London web page.
- Further clarification of planning permission required for demolition of unlisted buildings in conservation areas and non-compliance with conditions  
Response: It would be up to an individual to seek further legal advice
- Examples should be provided of Notices that can end up on a property search  
Response: Property searches are a separate issue
- Need to explain that complainants would be given precise instructions as to what they would be asked to monitor to avoid snooping  
Response: A sentence has been added to deal with this point
- Clarification needed as to when an application relating to the retention of works can be amended  
Response: A comment has been added to deal with this point
- Helpful to state that the content of an advertisement can't be controlled  
Response: This amount of detail is not a matter for the draft SPD
- Need to explain what a CPO is.  
Response: A sentence has been added to deal with this point
- Noted an absence of managing expectations as to timescales involved in enforcement

Response: The City will monitor its own performance by preparing an annual report which will review priorities and targets and scope for charging. This has been noted in the draft SPD

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<b>Committee</b>	<b>Dated:</b>
Planning & Transportation Committee, For Decision	26 July 2016
Streets & Walkways Sub Committee, For Information	27 September 2016
<b>Subject:</b> Adoption of the City Public Realm Supplementary Planning Document	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

## Summary

This report sets out the background and preparation process for the proposed adoption of the City Public Realm Supplementary Planning Document (SPD). The purpose of the document is to provide a coordinated policy approach to the design and management of the public realm in the City.

The City Public Realm SPD will replace the existing Street Scene Manual (Part One and Two) which was produced as a guidance document in 2005.

The City Public Realm SPD will be used alongside the separate “City Public Realm Technical Manual”. This manual will include guidance on technical aspects of the public realm such as detailed specifications for paving and street furniture.

The draft City Public Realm SPD has been extensively consulted on with internal Departments prior to public consultation. In total 18 representations were received during the public consultation period (6 weeks March-April 2016). The comments received during the public consultation have been reviewed and taken into account where appropriate. Comments can be reviewed in Appendix 1.

Changes to the document are set out in full in the Statement of Adoption, attached at Appendix 2

## Recommendation

Members are asked to:

- Approve the proposed amendments to the City Public Realm Supplementary Planning document set out in Appendix 2;
- Resolve to adopt the City Public Realm Supplementary Planning Document as amended (Appendix 3).

## **Main Report**

### **Background**

1. The City Public Realm SPD will replace the existing Street Scene Manual (Part One and Two) which was produced as a guidance document in 2005.
2. On 12 January 2016, the Planning and Transportation Committee approved the draft City Public Realm Supplementary Planning Document (SPD) for public consultation. This consultation took place between 15 March and 22 April 2016.
3. Comments were received from 18 respondents, providing 99 individual comments. The City Public Realm Consultation Statement (Appendix 1) details the representations made and the City Corporation's proposed response to these comments.
4. Officers have also produced the "City Public Realm Technical Manual" which is separate to the SPD and contains detailed guidance on technical aspects of the public realm such as specifications for paving and street furniture. This will be made available on the City's website in summer 2016.

### **Current Position**

5. The City Public Realm SPD has been amended to take account of the public consultation comments, where appropriate. The draft SPD, incorporating the amendments (Appendix 3) is now presented for adoption.
6. The proposed changes are set out in full in the Adoption Statement (Appendix 2), and in summary include :
  - Acknowledgments and links to Transport for London guidance
  - Adjustments to wording to improve accuracy, including adjustments to text on cycling and skateboarding
  - The addition of a glossary of key terms.
7. Where comments have not resulted in a change to the document, a reason has been provided in the consultation statement (Appendix 1). A Statement of Adoption is included at Appendix 2, a Strategic Environmental Assessment Screening Report at Appendix 4 and an Equalities Impact Assessment Screening Report at Appendix 5.
8. Through the development of this SPD and during the public consultation period, there were no identifiable environmental or equalities impacts.
9. Members are requested to approve the proposed changes set out in Appendix 2 and adopt the amended City Public Realm SPD by resolution in accordance with statutory requirements.

### **Corporate & Strategic Implications**

10. Corporate Plan 2015-19: The overall vision set out in the Plan is that the City Corporation will support, promote and enhance the City of London as the world leader in international finance and business services, and will maintain high

quality, accessible and responsive services benefiting its communities, London and the nation.

11. The draft SPD fully accords with the policy requirements in the Local Plan and is complementary to other SPDs adopted by the City Corporation. It has been prepared in accordance with statutory requirements.

### **Conclusion**

12. The City Public Realm SPD provides guidance on the implementation of the City Corporation's adopted planning policies for the Public realm in the City. Members are asked to approve the proposed amendments to the SPD and adopt the amended document by resolution by virtue of s.23(5) of the Planning & Compulsory Purchase Act 2004.

### **Appendices**

- Appendix 1 – Consultation Statement (*copies are available on request and are also in the Members' reading room*)
- Appendix 2 – Statement of Adoption - ATTACHED
- Appendix 3 – City Public Realm Supplementary Planning Document (*copies are available on request and are also in the Members' reading room*)
- Appendix 4 - Strategic Environmental Assessment Screening Report (*copies are available on request and are also in the Members' reading room*)
- Appendix 5- Equalities Impact Assessment Screening Report (*copies are available on request and are also in the Members' reading room*)

### **Background Papers**

- 1) Street Scene Manual Part I and II (2005).
- 2) The City Public Realm–draft Supplementary Planning Document – public consultation. Report to Planning & Transportation Committee, 12 January 2016.

### **Contact:**

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

**City Public Realm  
Supplementary Planning Document**

**Statement of Adoption**

**July 2016**



1. This adoption statement is published to meet the requirements of Regulation 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
2. The City of London City Public Realm (SPD) was adopted on 26 July 2016.
3. The appendix to this statement sets out the modifications made to the SPD to take account of representations during the consultation period and other relevant matters.
4. Any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for judicial review of that decision.
5. Any such application must be made promptly and, in any event, not later than 3 months after the date on which the SPD was adopted (26 July 2016).
6. Copies of the SPD, the statement of consultation and the adoption statement are available on request at the Department of the Built Environment enquiries desk, North Wing, Guildhall, London EC2V 5DH. These documents can also be viewed on the City of London website: [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

## Schedule of changes to City Public Realm Supplementary Planning Document, July 2016

Page	Para-graph	Change: <del>Strikethrough</del> denotes text that has been deleted <u>Underlining</u> denotes text that has been added	Reason for Change
4	1.1.3 (Seventh bullet point)	A distinctive cityscape combining modern architecture and some of Europe's tallest buildings within a rich historic environment, including over 600 listed buildings, 26 conservation areas, scheduled ancient monuments, <del>and 4 historic parks</del> <u>and numerous gardens</u> and churchyards.	Changed for accuracy.
9	2.3.7 Footnote 4. To read:	<u>Central Activities Zone – Supplementary Planning Guidance 2016 – London Plan</u>	Response to comment from Mr. Jeremy Simons (CC Member City of London)
13	3.2.5	The City Corporation Community Infrastructure Levy was introduced in July 2014. CIL <del>will</del> <u>has replaced</u> Section 106 obligations as the primary source of developer funding for public realm enhancement schemes <del>in the longer term</del> . Section 106 funding will nevertheless continue to be appropriate in some circumstances.	Revised for accuracy in response to comments from DP9 (planning consultants) / City Property Association
14	4.1.2	<del>over approximately 420,000</del> <u>400,000</u> workers	Changed for accuracy in response to Mr. Jeremy Simons (CC Member City of London)
16	4.2.4	Streets and spaces will support an increasingly diverse range of <u>users</u> , experiences, cultures and activities throughout the week and all year round.	Response to comment from Publica (Urban Design Consultants)
18	4.5.1	4.5.1 The design of the public realm, the choice <u>and placement</u> of	Response to

		furniture, planting and surface materials should be developed from an assessment of local context and established character, including historic character.	comment from Publica (Urban Design Consultants)
19	4.8.1	The setting of listed buildings and the character and appearance of conservation areas need to be carefully considered when developing enhancement schemes <u>for the City's public realm.</u>	Clarification following comment from John Schofield (City of London Archaeological Trust)
19	4.10.1	The City's public realm should be planned, designed and managed in ways that positively influence the health and wellbeing of workers <u>and residents.</u> <del>and visitors and release the enormous potential of the City's streets and spaces to nurture and improve physical, emotional and mental health.</del> This includes <u>improving air quality</u> and encouraging healthy modes of transport such as walking and cycling.	Response to comment from David Coleman and revised for accuracy.
20	4.12.1	The City's historic network of interconnected streets and spaces should be <u>preserved</u> and only in <u>exceptional circumstances</u> <del>rarely</del> altered or diverted. In mobility terms, the pedestrian network should be continuous, accessible, legible, joined-up, and without barriers.	Response to comment from David Coleman (Resident)
23	5.2.2	Traffic lanes on some streets are wider than necessary and lane widths can often be reduced to free up space for widening the footways, <u>without compromising space for cyclists.</u> In some cases, where there is more than one traffic lane in each direction, there is the opportunity for this to be changed to a single lane with the resulting freed up space used for widening the footways. <u>These proposals should take into account the street hierarchy and should be developed in consultation with City Transportation.</u>  <i>(Figure to be added) The example of Cheapside, illustrates a scheme where footways were widened to nearly twice their size, whilst maintaining carriageways in both directions.</i>	Response to comment from Mr. Jeremy Simons (CC Member City of London)
25	5.2.15	Constricted footways encourage pedestrians to walk on the	Response to comment



		<p>carriageway where they are likely to come into conflict with vehicles_ and cyclists, particularly in those parts of the City where pedestrian flows are high or projected to increase.</p>	<p>from Mr. Jeremy Simons (CC Member City of London)</p>												
<p>25</p>	<p>5.2.16  <u>Table at top of p. 25 to be updated to reflect TFL Guidance.</u></p>	<p><del>Manual for Streets Two: Wider Application of the Principles (September 2010), endorsed by HM Government, recommends the use of the ‘Gehl Standard’ to assess appropriate footway widths. The City Corporation has therefore adopted the Gehl Standard of a maximum of 13 pedestrians per metre of unobstructed footway width per minute 1. Flows at or below this threshold generally afford sufficient opportunity for people to comfortably pause and linger without feeling as though they are obstructing others.</del></p> <table border="1" data-bbox="510 703 1626 1062"> <tr> <td colspan="3"><u>PCL B (Pedestrian Comfort Level) Recommended Minimum for all areas (ppmm: pedestrians per metre))</u></td> </tr> <tr> <td><u>B+</u></td> <td><u>9 to 11 ppmm</u></td> <td><u>31% Restricted Movement</u></td> </tr> <tr> <td><u>B</u></td> <td><u>12 to 14 ppmm</u></td> <td><u>41% Restricted Movement</u></td> </tr> <tr> <td><u>B-</u></td> <td><u>15 to 17 ppmm</u></td> <td><u>50% Restricted Movement</u></td> </tr> </table> <p><u>PCL B+ is the recommended level of comfort for all area types. This level provides enough space for normal walking speed and some choice in routes taken. At PCL B and PCL B- normal walking speed is still possible but conflicts are becoming more frequent and, in retail areas, people start to consider avoiding the area.</u></p> <p><u>The City Corporation applies TFL guidance, “Pedestrian Comfort Guidance for London”, to assess appropriate footway widths <sup>1</sup></u></p> <p><u>1 See Transport for London Pedestrian Comfort Guidance (2010).</u></p>	<u>PCL B (Pedestrian Comfort Level) Recommended Minimum for all areas (ppmm: pedestrians per metre))</u>			<u>B+</u>	<u>9 to 11 ppmm</u>	<u>31% Restricted Movement</u>	<u>B</u>	<u>12 to 14 ppmm</u>	<u>41% Restricted Movement</u>	<u>B-</u>	<u>15 to 17 ppmm</u>	<u>50% Restricted Movement</u>	<p>Update and Response to comment from Transport for London</p>
<u>PCL B (Pedestrian Comfort Level) Recommended Minimum for all areas (ppmm: pedestrians per metre))</u>															
<u>B+</u>	<u>9 to 11 ppmm</u>	<u>31% Restricted Movement</u>													
<u>B</u>	<u>12 to 14 ppmm</u>	<u>41% Restricted Movement</u>													
<u>B-</u>	<u>15 to 17 ppmm</u>	<u>50% Restricted Movement</u>													

26	5.3.2	City buildings should <del>be designed to accommodate and integrate</del> traffic signs when required. <del>if required without detrimental impact on the City's townscape, the building's appearance, or its efficient functioning.</del>	Changed for accuracy
29	5.3.10	In the medium and longer term, traditional road safety measures will continue to have a part to play, but it is envisaged that achieving a significant reduction in casualties will require a more fundamental review of the operation and management of the City's streets. <u>Measures include managing out-of-hours deliveries and street timed closures where appropriate, restructured bus routes and the provision of high quality strategic walking and cycle routes combined with a corridor based approach to secure improvements at the local level.</u>	Response to comment from Mr. Jeremy Simons (CC Member City of London)  Response to comment from Transport for London
29	5.4.1	<ul style="list-style-type: none"> <li>• Supporting London-wide cycling schemes (<u>Quietways and Central London Grid</u>)</li> <li>• Dedicated cycle lanes where they are appropriate, <u>such as Cycle Superhighway.</u></li> </ul>	Response to comment from Transport for London
37	7.1.11	<del>The City's conservation areas and ancient monuments are destinations in themselves and distinct from one another.</del> <u>The City includes a large number of designated heritage assets many of which are destinations in their own right and may possess both individual and collective significance.</u> It is this distinct variety which is part of the City's appeal as a business, financial <u>and cultural</u> centre. Enhancement schemes should therefore be tailored to reflect this local distinctiveness <u>where appropriate.</u>	Response to comment from Richard Parish (Historic England, Historic Places Adviser).
38	7.1.14	<del>Significant</del> <u>Heritage</u> assets identified in <del>each</del> <u>Conservation Area</u> Character Summaries and Management Strategy SPDs <del>and other</del>	Response to comment from Richard Parish

		adopted Supplementary Planning Documents should be retained.	(Historic England, Historic Places Adviser)
43	8.2.12	Effects should be modeled and public realm mitigation measures <del>such as tree planting,</del> <u>should be introduced at the first instance within the development site, and in the public realm where appropriate.</u>	Clarification in response to comments from Transport for London
43	8.2.10	The City Corporation has required recently permitted and constructed schemes to retain and integrate <u>high quality</u> pedestrian routes through the sites that reflect the distinctive pattern of alleyways that characterise the City.	Response to comment from Publica (Urban Design Consultants)
45	9.2.4	<ul style="list-style-type: none"> <li>• <u>Provide</u> alternative 'quiet' cycle and pedestrian routes <del>either segregated from or routed away from main roads.</del></li> <li>• <del>Provide Wider footways in areas of the City where the public is encouraged to spend time outdoors.</del></li> </ul>	Response to comment from Mr. Jeremy Simons (CC Member City of London)
51	10.3	<p>Guideline 10.2: The <u>3 4</u> key principles <u>on material selection</u> <del>set out in the Materials Review</del> should be applied to all public realm enhancement and traffic management proposals.</p> <p><del>10.3.1 A Materials Review was carried out by the City of London in 2010 with the purpose of examining the social, environmental, and economic sustainability implications of the City's palette of materials. This was to ensure that street design complies within the City's sustainability policy objectives and commitments.</del></p> <p><u>10.3.1 The City has adopted a limited palette of paving materials This ensures a consistent approach to street enhancement schemes, whilst maintaining a high standard of design and quality.</u></p> <p><del>10.3.2 The outcome of the Materials Review was a proposal to facilitate improved management of the City's existing restricted palette of materials via a set of 3 key principles, which consider uses of the materials as well as the maintenance implications, in accordance</del></p>	<p>General Update</p> <p>Response to comment from Transport for London</p>

		<p>with the City's on-going commitment to sustainability.</p> <p><u>10.3.2 Transport for London (TfL) Streetscape guidance should be reviewed alongside this section in order to ensure there is a consistent approach to street enhancements in TfL's road network.</u></p>	
56	11.5.4 Pictures in the Manual have been updated.	<p><del>This has led to only Two</del> main styles of bollard <del>that</del> are encouraged to be used in enhancement schemes in the City; the "C3" and "D3". <u>Refer to picture 1 and 2 above.</u></p>	Response to comment from Mr. Jeremy Simons (CC Member City of London)
57	11.6.3	<p>The effect of <u>activities such as skateboarding</u> on and against seating should be considered at an early design stage and <del>and anti-skateboarding measures installed wherever necessary</del> <u>measures should be taken to reduce the likelihood of damage.</u></p>	Changed for accuracy
58	11.8	<p><del>11.8.1 Flat horizontal surfaces such as benches and seating areas as well as steps and handrails, can be appropriated by skateboards for for recreational use, resulting in damage to structures and finishes.</del></p> <p><del>11.8.2 The City Corporation requires designers to consider ways of discouraging the use of street furniture and steps as skateboarding surfaces, by taking a positive design approach to the design of public spaces from the outset. Further details on approaches and specifications will be included in the City Public Realm Manual.</del></p> <p>The City Corporation requires designers to include within their schemes design features which will minimise the likelihood of skateboarders using the City's public realm, especially street furniture and steps. Design features may include for example decorative grooves cut into stone surfaces, the use of alternative paving surfaces, or judicious use of planting and seating. Other measures designed to increase the popularity of a space, and therefore reducing the likelihood of</p>	Changed for accuracy

		skateboarding, will be considered on a case-by-case basis. Further details on approaches and specifications are included in the City Public Realm Technical Manual.	
64	12.4.1	Such features can enrich the public realm, adding an extra layer of quality, <u>sense of place</u> and attractiveness to the urban environment.	Response to comment from Publica (Urban Design Consultants)
66	13.1.1	The objective of this section is to provide guidance on planting in the public realm and the <del>creation</del> <u>design</u> and improvement of <u>spaces which integrate soft landscaping features such as planters, planting beds and trees.</u> <del>soft landscaped spaces.</del>	Response to comment from Publica (Urban Design Consultants)
67	13.3.3	<u>The planting of fruiting trees liable to cause maintenance issues on City streets is discouraged.</u>  <del>Fruiting trees are discouraged in the City streets due to their maintenance implications and flowering trees will normally only be accepted if maintenance funds are provided through the relevant project.</del>	Changed for accuracy
68	13.4.2	New fixed planters should be carefully designed to relate effectively to their context and, where necessary, <u>measures should be taken to reduce the likelihood of damage from skateboarding or similar activities</u> <del>anti-skateboarding measures should be designed in.</del>	Changed for accuracy
70	13.6.2	Play facilities should: <ul style="list-style-type: none"> <li>• Connect children to nature and elements natural to the site <u>by integrating soft landscape and planting where appropriate.</u></li> </ul>	Response to comment from Publica (Urban Design Consultants)
74	14.5.1	People are more likely to walk or cycle if there are well-maintained, <u>well-lit</u> and unobstructed footways <u>and</u> cycle <del>paths</del> routes with traffic calming measures. Attractive walking and cycling routes take in to	Response to comment from Mr. Jeremy Simons (CC Member City of

		<u>account</u> well-known sights, open spaces, active street frontages, historic routes, <del>shops</del> and places where people come together. <del>as well as paths and connections to other streets.</del> There are also a number of Visitor Trails <u>and Historic Walks</u> that the City has developed to encourage visitors to walk between City attractions.	London)
101	Appendices	<u>Appendix 5. Glossary</u>	Addition of a glossary of terms in response to various comments.

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee	26 July 2016
<b>Subject:</b> City of London Local Plan Review: Public Consultation on Issues and Options	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Adrian Roche, Department of the Built Environment	

## Summary

In October 2015, the Planning and Transportation Committee approved in principle the commencement of work on a full review of the adopted City Local Plan. The first stage of the review is to consider the key issues and the potential policy options available for the new Local Plan. The Local Plans Sub Committee considered the draft Issues and Options document at its meeting on 17<sup>th</sup> June and recommended that it should proceed to the Grand Committee for approval for formal public consultation. This report seeks approval to publish the Issues and Options document for public consultation, with the statutory consultation taking place over a six-week period in September and October.

Following this initial public consultation, a report will be brought to this Committee in early 2017 outlining the response to the consultation and seeking the Committee's view on the next stages of the Local Plan review.

## Recommendation(s)

Members are recommended to:

- approve the draft Local Plan Issues and Options document for public consultation; and
- delegate authority to the Director of the Built Environment to make minor editorial amendments prior to publication of the Issues and Options document for public consultation.

## Main Report

### Background

1. The Local Plan sets out the City Corporation's vision, objectives and policies for planning the City of London. It is accompanied by a Policies Map, in two parts, which shows where its policies apply to specific locations. The Local Plan has to be consistent with national policy and in general conformity with the London Plan, prepared by the Mayor of London.

### Current Position

2. The current City Local Plan was adopted in January 2015 and plans for development requirements up to 2026. At the time of adoption, it was recognised that an early review of the Local Plan would be necessary to take account of the Further Alterations to the London Plan and other new policy developments arising from Government initiatives.
3. In October 2015, the Planning and Transportation Committee approved in principle the commencement of work on a full review of the adopted Local Plan, which will look forward to 2036 in line with the timescale of the London Plan.
4. During 2016 the Local Plans Sub Committee has met twice to steer emerging work on the review of the Local Plan. At its first meeting in March, the Sub Committee considered a report outlining some of the key planning issues for the City of London over the next 20 years. The purpose of that meeting was to help determine the scope and policy direction of the next Local Plan at a formative stage.
5. At its second meeting on 17<sup>th</sup> June, the Sub Committee gave detailed consideration to a draft Issues and Options document. The Sub Committee suggested changes to a number of the consultation questions as well as to the supporting text. Officers have subsequently revised the Issues and Options document, and the version that is now before the Grand Committee incorporates comments and suggestions made by the Sub Committee. In some cases, the Sub Committee provided comments about matters of detail which will be considered at the next stage of the review when the policies are drafted.

### **Issues and Options document**

6. The first significant milestone in the Local Plan review process is to gauge the views of interested organisations and members of the public on the key planning issues facing the City. This is known as the Issues and Options stage. Responses to the Issues and Options consultation will be taken into account during the subsequent formulation of strategic objectives, draft policies and supporting text.
7. Attached to this report at Appendix 1 is the Issues and Options document. This document provides a brief overview of each policy topic, followed by questions based on the issues and challenges identified. The policy topics are grouped into five broad themes, which for ease of reference are based on those in the adopted Local Plan:
  - A World Financial and Business Centre;
  - Key City Places;
  - Culture and Heritage;
  - Environmental Sustainability; and
  - City Communities
8. The consultation questions are phrased in an open style, rather than setting out a specific list of options. This is to encourage a full debate and not preclude respondents from coming up with their own ideas and suggestions. By enabling a wide range of views to be expressed, it is hoped that this will highlight where



further research and evidence gathering may be required, and will minimise the risk of unexpected issues emerging at a later stage in the process.

9. Officers have sought to ensure that the Issues and Options document is concise and easy to read, while providing sufficient information to ensure a meaningful consultation. Members are recommended to approve the Issues and Options document for public consultation in the autumn, as set out later in this report. Some further formatting will take place before it is published for consultation, including the addition of further illustrative material where appropriate.
10. A supporting evidence document has been prepared for publication alongside the Issues and Options document. This contains a range of facts and figures on development trends in the City, taken from existing City Corporation publications. It is intended to provide background information to help interested parties when responding to the Issues and Options consultation. As the supporting evidence document is a technical rather than a policy document, it does not need to be approved by the Grand Committee. A copy has been placed in the Members' Reading Room for information.

### **Next steps**

11. Subject to the approval of this Committee, the Issues and Options document will be made available via the website over the summer recess period, but formal consultation will be undertaken during a six week period in September/October.
12. Details of the public consultation are still being finalised, but will include public meetings, organised at different times in the day to suit City businesses, workers and residents. Officers will also meet with business representative groups and residents groups, on request. The Issues and Options document will be posted on the City Corporation's website, made available in City libraries and at the Guildhall. Statutory bodies, businesses, landowners, agents, residents and others on our consultation database will be informed of the consultation directly by email or letter.
13. This public consultation exercise will provide an opportunity to gather views on the challenges and opportunities facing the City at a time of considerable uncertainty and how the City's planning framework should be adapted accordingly. In addition, there are expected to be further legislative changes to the planning system and the new Mayor of London is expected to set out his direction of travel on strategic planning issues.
14. Once the responses to the public consultation have been analysed, officers will bring a report to the Grand Committee early in 2017 so that Members can decide how to proceed with the Local Plan review in light of the consultation outcomes and the external influences outlined above.

### **Corporate and Strategic Implications**

15. The review of the Local Plan addresses the three Strategic Aims of the Corporate Plan 2015-19 and Key Delivery Theme 1 – Future Key Places – of the

Department of the Built Environment's Business Plan. The Local Plan will take account of all the City Corporation's other plans and strategies and, as the new Plan develops, will provide an opportunity to complement key corporate objectives, such as developing the City's Cultural Hub and progressing the future City agenda.

## **Implications**

16. The costs of preparing and consulting upon the Issues and Options document will be met from existing staff resources and the Department's Local Risk Budget.
17. Production of the Local Plan will be supported by the production of an Integrated Impact Assessment (IIA). An IIA combines a number of assessment processes into a single document:
  - Sustainability Appraisal, including a Strategic Environmental Assessment and a Habitats Regulation Assessment;
  - Equalities Impact Assessment; and
  - Health Impact Assessment.
18. The IIA will be an integral part of the plan making process and will help inform the development of detailed policies. An initial IIA Scoping Report has been prepared for publication alongside the Issues and Options document. A copy of this Scoping Report has been placed in the Members' Reading Room for information. The main IIA report will be produced to support the full draft plan at a later stage of the process.

## **Appendices**

- Appendix 1 – draft Local Plan Issues and Options document

## **Background Papers**

Report to Local Plans Sub Committee on 17 June 2016

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# Local Plan Issues and Options

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A consultation document on the key planning issues facing the City and the options available for shaping the City up to 2036 and beyond



Published by the Department of the Built Environment, July 2016

## Contents

How to respond to this consultation	Page 2
Introduction	Page 3
Section One: Policy Context	Page 7
Section Two: Strategic objectives	Page 10
Section Three: A World Financial and Business Centre	Page 13
- Offices	Page 13
- Utilities Infrastructure	Page 17
- Safety and Security	Page 19
Section Four: Key City Places	Page 21
- The North of City/Cultural Hub	Page 21
- Cheapside and St Paul's	Page 25
- Eastern Cluster	Page 27
- Aldgate	Page 30
- Thames and the Riverside	Page 32
Section Five: City Culture and Heritage	Page 35
- Design	Page 35
- Visitors, Arts and Culture	Page 36
- Historic Environment	Page 38
- Protected Views	Page 40
- Tall buildings	Page 42
Section Six: Environmental Sustainability	Page 44
- Sustainability and climate change	Page 44
- Public transport, streets and walkways	Page 47
- Waste and the Circular Economy	Page 51
- Flood Risk	Page 53
Section Seven: City Communities	Page 55
- Open Spaces and Recreation	Page 55
- Retailing	Page 57
- Housing	Page 60
- Social and Community Infrastructure	Page 63



## Responding to this consultation

The Local Plan is a plan for the future development of the City of London, setting out what type of development the City Corporation expects to take place and where. This is your opportunity to help shape the City's new Local Plan before we begin to write any policies.

This document identifies a wide range of issues and challenges that face the City over the next 20 years. It poses a series of questions, grouped into topics such as offices, housing and open spaces. Some of these questions contain potential policy options, but no decisions have yet been taken about preferred options for the new Local Plan.

**We are keen to receive views on any aspect of the Local Plan and you are welcome to respond to any or all of the questions we have set out.**

Even if there is only one question that you wish to answer, please feel free to do so. We are happy to receive general comments on the planning issues facing the City, or ideas and suggestions about any matters that you feel have not been fully addressed in this document.

Consultation will take place over a six-week period starting on **xx September 2016 and ending on xx October 2016**. During this period, a number of consultation events will be held, at different times of the day to suit City businesses, residents and visitors. If you would like to arrange for officers to speak to your organisation separately, please contact us by one of the methods shown below.

### How to respond

An online questionnaire is available at:  
**[www.cityoflondon.gov.uk/planningpolicy](http://www.cityoflondon.gov.uk/planningpolicy)**

Or you can send your comments by email to:  
**[localplan@cityoflondon.gov.uk](mailto:localplan@cityoflondon.gov.uk)**

Or you can write to us at:  
**Department of the Built Environment, City of London, PO Box 270,  
Guildhall, London EC2P 2EJ**

If you have any questions, you can call us on:  
**0207 332 1846 or 0207 332 1038**

**Remember to please send us your comments by xx October 2016**

## Introduction

### What is a Local Plan?

- i The Local Plan is a plan for the future development of the City of London, setting out what type of development the City Corporation expects to take place and where. The Local Plan sets out the City Corporation's vision, strategy and objectives for planning the Square Mile, together with policies that guide decisions on planning applications. The Local Plan includes Policies Maps showing which policies apply to specific locations.

### Why is the City preparing a new Local Plan?

- ii The current City of London Local Plan was adopted in January 2015 and plans for development requirements up to 2026. It is important that the City's planning framework remains responsive and flexible to address changing circumstances, whilst providing a clear vision for how a future City should look. An early review of the Local Plan will allow the City Corporation to consider the implications for the City's role as a world leading financial and business centre and for future development arising from the significant change in our relationship with the EU.
- lii As well as addressing potential changes arising out of the referendum, the Local Plan has to consider the implications of national and London-wide planning policy changes and changes in development trends which indicate a need for an early review.
- iv The Government continues to bring forward a wide range of changes to planning and housing, notably through the Housing and Planning Act 2016. A number of existing Local Plan policies will need revisiting to ensure that they remain up-to-date and responsive to national policy.
- v The City's Local Plan has to be in general conformity with the London Plan prepared by the Mayor of London. The adopted Local Plan was prepared with regard to the 2011 version of the London Plan. In March 2015, the Mayor adopted Further Alterations to the London Plan, which included an increased housing target for the City and updated employment projections up to 2036. By preparing a new Local Plan covering the period to 2036, the City Corporation will be able to address the revised requirements of the London Plan, whilst maintaining a positive planning framework to meet the City's long-term needs.

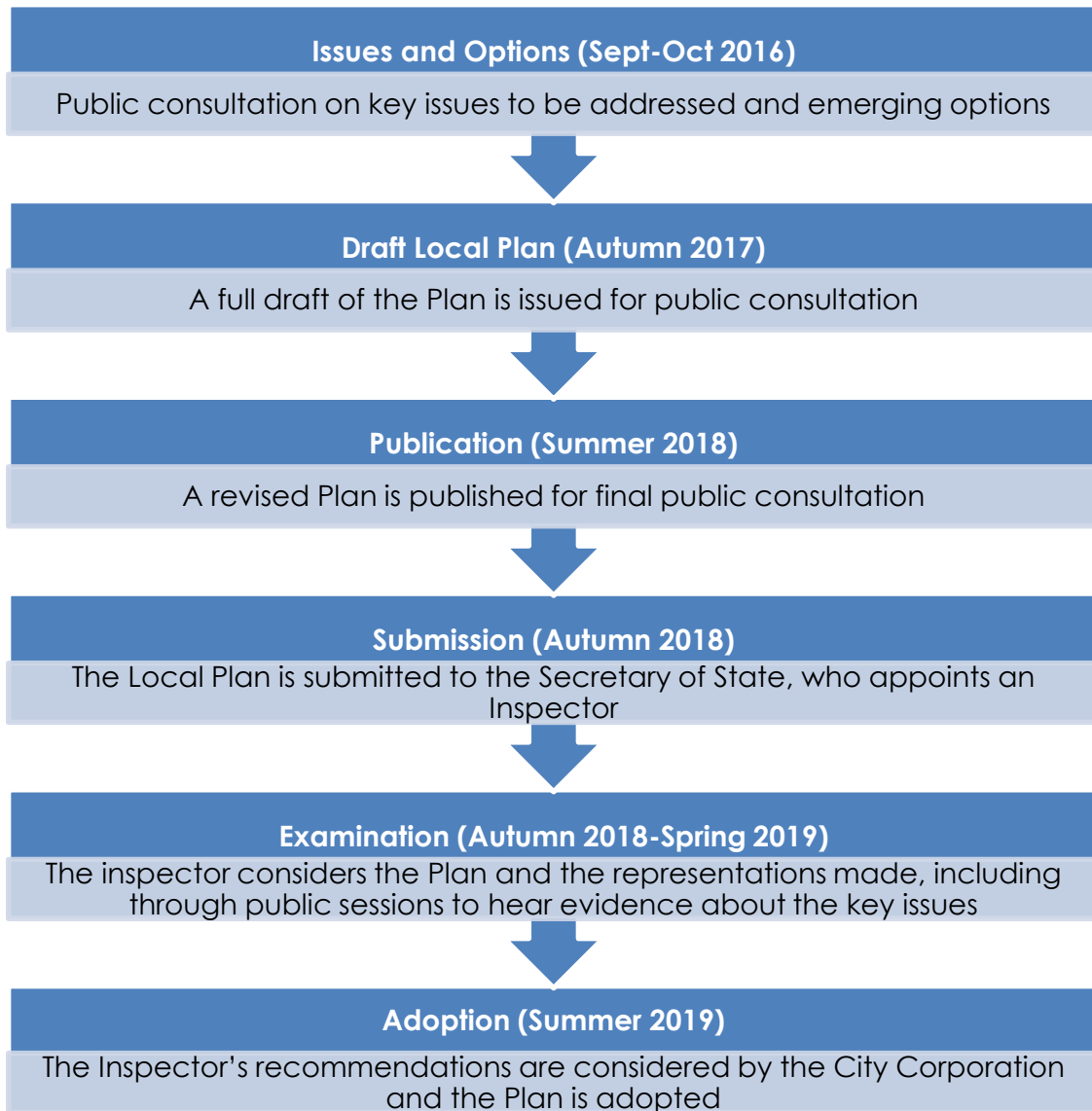


- vi The current Local Plan evolved from the 2011 City of London Core Strategy, which was based on evidence collected prior to 2011. The Local Plan now requires updating to address recent development trends and to reflect the City Corporation's emerging priorities and aspirations.

### **The stages of preparing the Local Plan**

- vii This Issues and Options document represents the first stage in developing the new Local Plan. Production of the Plan will be informed by several rounds of public consultation, together with evidence gathering and the appraisal of policy options for their sustainability, equalities and health implications. The Local Plan must be submitted for examination by an independent planning Inspector appointed by the Secretary of State. Once found sound by the planning inspector it can be adopted by the City Corporation.
- viii Figure 1 below illustrates the proposed stages in the preparation of a new City of London Local Plan, together with an indicative timescale:





**Figure 1: The main stages of preparing the new Local Plan**

- ix The indicative timetable is based on the current legislative and regulatory framework for planning. The City Corporation is keen to progress the review as quickly and efficiently as possible, while allowing for proper consideration of its proposals through public consultation. Progression beyond the current Issues and Options stage and subsequent timings will be subject to review following this consultation.
- x The Local Plan timetable will be influenced by external factors, including the timetable and terms of the UK's exit from the EU and future trading relationships with external partners, as well as further legislative change to the planning system.



### Purpose and format of this document

- xi The purpose of this consultation is to gain the views of a wide range of individuals and organisations with an interest in the future development of the City of London, which includes businesses, residents, developers, land owners, funding and amenity groups. All responses to the consultation will be carefully considered by the City Corporation and will inform the content of the Draft Local Plan.
- xii This document sets out the City Corporation's initial views on the key planning issues facing the City. We are keen to hear whether we have got them right, or whether other issues and options should be considered. It starts with some background information about the planning policy context within which the Local Plan is being prepared and is accompanied by a separate evidence document which outlines recent development trends and is available on the City Corporation's website. Topics are grouped into five broad themes, which for ease of reference are based on those in the adopted Local Plan:
- A World Financial and Business Centre;
  - Key City Places;
  - Culture and Heritage;
  - Environmental Sustainability; and
  - City Communities.
- xiii Under each topic, we have posed some questions based on the issues and challenges that we have identified. Your answers to these questions will help us develop detailed policies for the next stage of the plan. You need only answer the questions that you are interested in and you are very welcome to put forward your own ideas and suggestions if you feel that we have not identified the full range of issues or potential policy options. We are particularly interested to hear your views on future development trends following the EU referendum.

## Section One: Policy context

- 1.1 As a world leading international financial and business services centre, the future prosperity of the City will depend to a large extent on international and national economic considerations and other external policies, particularly the terms of the UK's exit from the EU and its future trading relationship with the EU and the rest of the world. Within this wider framework, the Local Plan can provide an environment which encourages appropriate development and is responsive and adaptable to change. The Local Plan will be influenced by national and London-wide planning policies and guidance, as well as other plans and strategies produced by the City Corporation or its partners and have regard to policies and strategies prepared by our neighbouring boroughs. This policy context may limit the range of options available to us.

### National planning policy and guidance

- 1.2 Local Plans are required to be consistent with national planning policy contained in the National Planning Policy Framework (NPPF). The NPPF sets out the broad policy approach to be taken across a range of planning issues and establishes a presumption in favour of sustainable development. Further detail is provided in the Planning Practice Guidance (PPG), an online resource which is regularly updated to ensure guidance remains current.

### The London Plan and other Mayoral strategies

- 1.3 The Mayor of London has to prepare a spatial development strategy, the London Plan, and to keep it under review. The City's Local Plan, like those produced by the London boroughs, must be in general conformity with the London Plan. The London Plan forms part of the statutory development plan and there is no need to repeat its policies within the City's Local Plan.
- 1.4 The Mayor produces supplementary planning guidance to provide further detail on particular policies in the London Plan. The Mayor's guidance will need to be considered in preparing the new Local Plan, particularly where it relates to policies that specifically affect the City such as guidance on the Central Activities Zone. The Mayor publishes a range of other strategies, including for housing and transport that may be relevant to aspects of the Local Plan.

### Duty to co-operate

- 1.5 Local planning authorities are required by legislation to co-operate on planning issues that cross administrative boundaries. The duty requires us to engage “constructively, actively and on an ongoing basis” on strategic matters in plan-making, including sustainable development, land use and strategic infrastructure.
- 1.6 The City Corporation works closely and co-operates with its neighbouring boroughs, the Mayor of London, Transport for London and other partners on strategic planning issues. We need to build on these relationships and to take account of planning policies and proposals in adjoining areas, and further afield (where necessary) that may affect, or be affected by, the policies and proposals in the City’s Local Plan. We will work with the new Mayor and with neighbouring boroughs to ensure that the City’s economic growth continues to bring significant benefits for London as a whole, and that cross-boundary connections between the City and its neighbouring boroughs are addressed in a coordinated manner.



**Figure 2: Strategic context - The City of London's location within the Central Activities Zone**

### City Corporation Strategies

- 1.7 The Local Plan will take into account other strategies prepared by the City Corporation or its partners, covering a range of social, economic and environmental issues. The Local Plan can help to facilitate the delivery of such strategies where their objectives involve the use or development of land and may provide a mechanism to co-ordinate and balance the requirements of different strategies.

### Evidence base

- 1.8 The Local Plan needs to be based on robust evidence. The NPPF indicates that evidence gathering should be proportionate, but specifies certain types of evidence that are likely to be needed. The City Corporation already has an extensive evidence base and much of the evidence for the Local Plan will come from this existing data or that published by other organisations, including the Mayor in support of the London Plan.
- 1.9 Additional studies will be needed to inform the new Local Plan. This process has started and will continue as we develop the Draft Local Plan. As these studies are completed, we will publish them on the City Corporation's website. Reference is made to key pieces of evidence, where appropriate, under the relevant topic headings of this consultation document.

### Integrated Impact Assessment

- 1.10 The new Local Plan will be shaped by an Integrated Impact Assessment (IIA). An IIA combines a number of assessment processes into a single document:
- Sustainability Appraisal, including a Strategic Environmental Assessment and a Habitats Regulation Assessment;
  - Equalities Impact Assessment;
  - Health Impact Assessment.
- 1.11 The IIA will assess draft policy options in terms of their compatibility with a range of sustainable development objectives; whether they would have any significant effects on sites designated as being of European importance for their biodiversity; their implications for the promotion of equalities; and their implications for health and wellbeing. The IIA will encompass a number of statutory requirements as well as capturing 'cross cutting' themes that affect the whole Plan. The IIA of the Local Plan will be an integral part of the plan making process and inform the development of detailed policies.

## Section Two: Strategic Objectives

### The City today and drivers for change

- 2.1 The City of London is unique. Although little more than one square mile in size, it is densely built-up and is one of the world's leading financial and business centres. It is a leading driver of the London and national economies, generating £45bn in economic output, equivalent to 14% of London's Gross Domestic Product (GDP) and 3% of the UK's GDP. It provides employment for over 400,000 people, the vast majority of whom use public transport to commute to work from across London and the wider south east.
- 2.2 Offices are the primary land use in the City. It is also home to approximately 8,000 permanent residents as well as universities, hospitals, churches, Livery Halls and transport hubs. It is a major visitor destination with nearly 10.5 million visitors a year. The Square Mile is the ancient core of London, with a rich legacy of history, containing over 600 listed buildings. It contains St Paul's Cathedral, the Monument, the Bank of England and many other well-known landmarks; it adjoins the Tower of London, and it houses arts and cultural facilities of international renown. Views of the City's skyline from the River Thames are globally renowned.
- 2.3 The City's economic dynamism has resulted in a high rate of change and renewal. Having recovered strongly from the global downturn, a substantial amount of construction activity is currently taking place in the City. Looking ahead, whilst the decision to leave the EU may impact on the demand for new development in the short term, over the period to 2036 the City is likely to continue to be successful with continued demand for new development and the refurbishment of existing buildings. There are competing demands on the available space, with pressures for new offices, shops, homes, visitor accommodation and social and community facilities. New development brings added pressures on the City's infrastructure, including the public transport network, streets and pavements, the utilities and IT networks, waste management infrastructure and open spaces.
- 2.4 It is essential that the City is fit for the future in a rapidly changing world. With ever changing technological innovation, constitutional and legislative change, and in the face of competition from financial and business centres across the world, the City needs to maintain and increase its competitiveness as

an attractive place for investors and developers, for businesses and their workers, and for residents and visitors.

- 2.5 The Local Plan can play an important role in delivering a positive and flexible planning framework which supports and encourages new development. The central challenge for the Local Plan is therefore to provide the framework for the sustainable long-term economic growth needed to support the London and UK economies, while at the same time protecting and improving the environment and quality of life for all.

### Strategic objectives

- 2.6 The unique character of the City requires a locally distinctive Plan. The adopted Local Plan has five strategic objectives:
1. To maintain the City's position as the world's leading international financial and business centre;
  2. To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character and distinguishing it from other global financial districts;
  3. To promote a high quality of architecture and street scene appropriate to the City's position at the historic core of London, complementing and integrating the City's heritage assets and supporting the continued development of the City as a cultural destination for its own communities and visitors;
  4. To ensure that the City of London remains at the forefront of action in response to climate change and other sustainability challenges that face high density urban environments, aiming to achieve national and international recognition for its sustainability objectives;
  5. To ensure the provision of inclusive facilities and services that meet the high expectations of the City's business, resident, student and visitor communities, aiming for continuous improvement in the City's rating in satisfaction and quality of life surveys.
- 2.7 We will need to review these strategic objectives to see whether they remain fit for purpose or whether they need to be changed to meet the challenges of the next 20 years. Once the strategic objectives for the new Plan are finalised, we will develop and consult upon an updated vision for the City as a whole.



- 2.8 Alongside the Local Plan, the City Corporation is undertaking work to develop a vision for a future/smart city, considering how the use of technology can contribute towards a better quality of life and improved effectiveness and efficiency of infrastructure and services. The Local Plan will provide the framework for ensuring development can contribute positively to meeting future city needs.

### **Strategic Objectives: Questions**

#### **Question 2.1**

What do you consider to be the key challenges that need to be addressed in the Local Plan review?

#### **Question 2.2**

How could the Local Plan help to facilitate the City of London's role as the leading future world class City? Can it provide a flexible framework to respond to significant change whilst providing the certainty sought by much of the development industry?

#### **Question 2.3**

Are the five strategic objectives listed in paragraph 2.6 still relevant? If not, what should the key objectives be in the new Plan?



## Section Three: A World Financial and Business Centre

### Offices

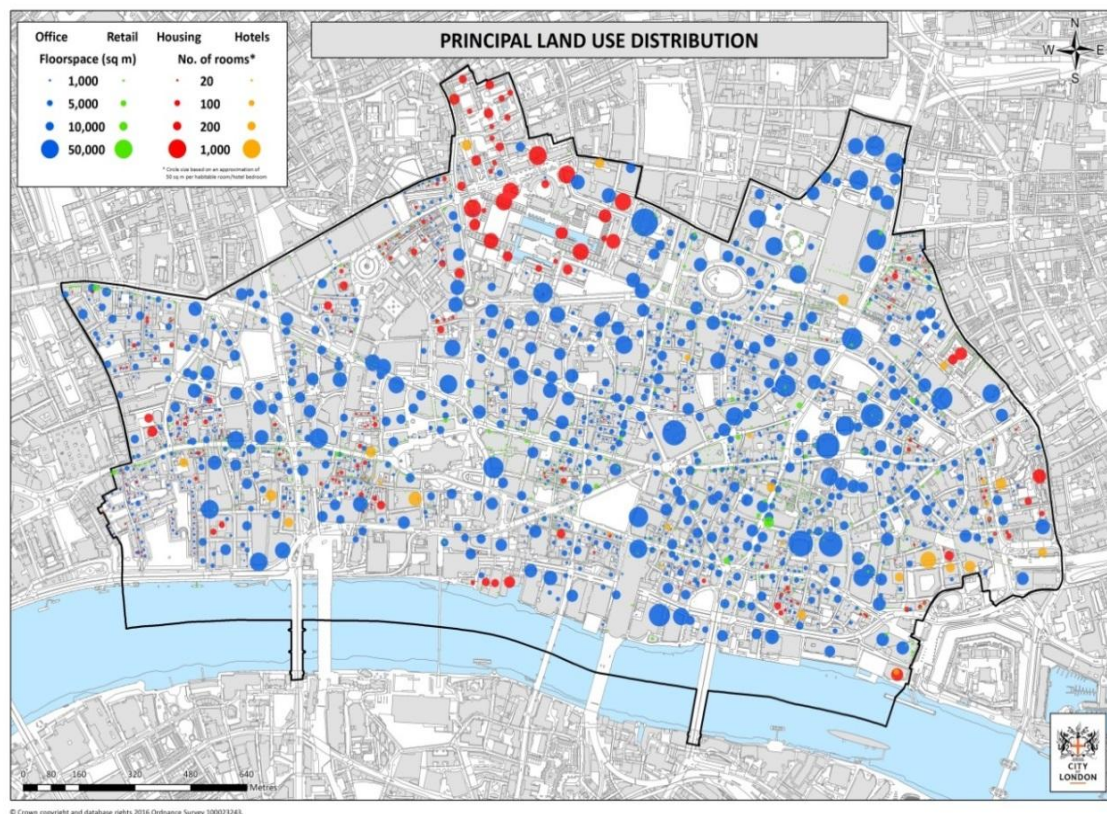
#### Overview of issue

- 3.1 The City is a world leading international financial and business centre, with offices as the major land use. The decision to leave the EU may have some effect on the City's future status, but the Local Plan has a role in helping to maintain the City's position by ensuring that a good supply of high quality, sustainable and affordable office accommodation is available to meet the needs of commercial occupiers. It is important that the City has suitable office stock and variety to suit occupiers' needs.
- 3.2 The current City of London office floorspace planning pipeline continues to offer choice to occupiers. Schemes under construction and permitted but not commenced could accommodate the Local Plan's projected increase in office jobs in the City up to 2026. The latest employment projections prepared by the GLA suggest significant continued growth in employment in the City. These projections will need to be revised in light of the referendum decision but it is likely that both employment and office floorspace targets will need to be updated in the Local Plan.
- 3.3 The Local Plan review will need to consider the implications of different business trading relationships on the demand for buildings and sites in the City. The review will need to consider how the Local Plan can contribute towards ensuring that the City remains an attractive business location. It also needs to consider how to respond to the greater diversity of businesses coming to the City, emerging and different ways of working, the growth of agile working, the increasing trend for Small and Medium Enterprises (SMEs) to require serviced offices and co-working space and the greater diversity of businesses seeking to locate in the City. This will have implications for the type and amount of office accommodation required. Flexible, adaptable, affordable workspace (on flexible and shorter leases) is becoming more popular and will be required in future to ensure the City's continued success. More agile working could result in reduced demand for desks and floorspace, further multi-occupancy of buildings and more shared IT and infrastructure services.



- 3.4 The projected growth in employment and population suggests that the City is likely to see continued demand for complementary activities and land uses such as retail, hotels and a range of supporting services. The development of the Cultural Hub will bring further demand for cultural and leisure facilities, including hotels and retail units. At the same time, Government and London Plan policy increasingly prioritise housing development over other land uses. These factors could impact on the overall balance of land uses in the City.

**Figure 3: Distribution of office, retail, housing, hotels**



- 3.5 The City of London has been granted an exemption from national permitted development rights which allow the change of use of offices to housing without the need for planning permission. The City's exemption reflects its role as an office centre of national importance and runs until May 2019. The City Corporation intends to seek an 'Article 4 Direction' which will permanently remove the permitted development right after May 2019 and retain local planning control over the change of use of offices to housing.
- 3.6 The Local Plan review will need to consider whether current office protection policies should be retained unaltered or whether any changes are required. This will be informed by

market trends and the wider geography of employment demand across London. If there is considerable pressure for alternative uses, one option would be to identify a 'Commercial Core' where only offices and complementary uses will be permitted, with a more flexible approach to other land uses including housing outside the Commercial Core, though this may impact on space suitable for SMEs.

- 3.7 The current Local Plan includes a specific reference to assisting developers to identify sites where large floorplate buildings may be appropriate. Many tenants locating in the City are now in the Technology, Media and Telecommunications (TMT) sector and have different requirements. The Local Plan review will therefore need to consider if this policy is still needed to meet future office requirements in the City.



### Offices: Questions

#### **Question 3.1**

Should we protect an identified “Commercial Core” where only offices and complementary commercial uses will be permitted? Outside the core, should we be more flexible allowing a mix of land uses, including housing and hotels? What areas of the City should be outside of any identified core?

#### **Question 3.2**

How should the Local Plan provide the flexibility in workspaces needed to address increased economic uncertainty and possible turbulence?

#### **Question 3.3**

Should we continue with the current approach of setting office floorspace targets with defined 5 year phases, or move to a different approach, possibly using a criteria based policy?

#### **Question 3.4**

How should the Local Plan encourage new and emerging employment sectors? Should we aim to maintain the City’s distinctive employment base, with a concentration of financial and business services, or diversify more?

#### **Question 3.5**

How important is it to use policy to protect a range of office sizes and employment opportunities? Should we have specific policy protection for offices suitable for Small and Medium Enterprises (SMEs)? What type of floorspace are SMEs looking for?

#### **Question 3.6**

Are large floorplate offices still required in the City? Should more flexible floorplates and building designs be encouraged to support new ways of working?



### Utilities Infrastructure

#### Overview of issue

- 3.8 It is essential that utilities infrastructure keeps pace with the changing needs of the City's business, resident and visitor communities. The term utilities infrastructure covers an increasing range of facilities and networks within a shifting pattern of needs. Demand management and early engagement between developers and utility providers should ensure that suitable services are available in a timely manner to meet existing and future customers' needs. More comprehensive strategic planning and investment in utility networks ahead of anticipated need would give developers and occupants greater confidence, reducing the current practice whereby some developments reserve greater infrastructure capacity than is actually required in order to guarantee a constant supply. Providing this strategic planning and confidence in an uncertain economic climate will not be easy.
- 3.9 Providing the right infrastructure for electricity, heating and cooling will be a key issue, particularly in high density areas such as the Eastern Cluster. Accurate identification of infrastructure requirements and funding mechanisms for their implementation are required. Co-operation between providers and collaborative provision are essential in the City to avoid sequential disruption of the City's streets, to minimise street clutter and to achieve the most efficient use of resources.
- 3.10 Future work styles will rely more heavily on mobile networks and digital connectivity. Identification of infrastructure requirements and funding mechanisms are needed to ensure the state-of-the-art wired and wireless connectivity within and outside buildings which is essential to maintain and enhance the City's competitiveness. Policy must be flexible to be able to respond to emerging technologies and trends. Greater sharing of access to goods and services has been enabled through the use of information technology (e.g. bike sharing). Open availability of data, including from sensors and monitoring devices, encourages the creation of innovative products to improve city life (e.g. air quality mobile phone app). This is likely to accelerate in the future with technological changes that we cannot currently envisage. There are amenity implications for the introduction of some enabling technologies, particularly around heritage assets and on congested streets and pavements.

3.11 The large construction sites in the City may require temporary electricity, water, sewerage and waste management infrastructure during the construction phase. Such infrastructure needs to be planned for and integrated with surrounding areas, in order to mitigate the impact on neighbours and to address potential air quality impacts, in line with City Corporation and Mayoral low emission requirements.

### **Utilities Infrastructure: Questions**

#### **Question 3.7**

How can we ensure that the necessary infrastructure is planned for and installed in a timely and cost effective manner? Could the City Corporation instigate a more strategic and collaborative approach to implementation and funding of utility infrastructure?

#### **Question 3.8**

How can we influence the development of digital connectivity infrastructure ensuring that it is effective but does not detract from the significance of heritage assets or obstruct streets and pavements?

#### **Question 3.9**

Are there further mitigation measures which could be considered to reduce the disruption caused by construction activity in the City? How can we influence the provision of suitable utilities infrastructure for construction sites, ensuring it does not result in unacceptable air quality, noise and vibration impacts or affect the utilities capacity available for neighbouring properties?

### Safety and Security

#### Overview of issue

- 3.12 As a world leading financial and business centre, addressing potential security risks is of critical importance. New development will result in an increasing number of workers, visitors and servicing vehicle movements being concentrated within a small area, particularly in the Eastern Cluster. Transport interchanges and certain streets are already crowded at peak times. The transport network and the public realm need to be designed to safely accommodate the projected increase in the numbers of people using them. The nature of security threats will influence the design of future developments in the City. It will also impact on the City's streets and provide challenges for the City in encouraging greater access to buildings. A key challenge is to minimise the risk of an incident while providing a safe and attractive environment with ease of movement.
- 3.13 The City of London Road Danger Reduction Plan seeks to reduce accidents and the risk of accidents in the City. Options include making areas of the City traffic free or time limited. Anti-social behaviour in the public realm needs to be kept to a minimum, addressing the impact of activities such as skateboarding and street drinking. We need to consider to what extent mitigating or reducing anti-social behaviour can be addressed through planning policy, including through design solutions.
- 3.14 Night-time entertainment is a key attraction for workers and visitors in the City. A greater mix of businesses, along with more retail and leisure facilities and the changing demographic of the City's workforce, means that the City is moving towards operating on a 24 hour basis, 7 days a week, with growing demand for night-time entertainment uses. Current Local Plan policy aims to strike a balance between providing vibrant but well managed night-time uses while minimising the impact on residential amenity. The impact of the Night Tube and the development of the Cultural Hub could be significant, increasing the number of visitors and extending visits until later in the evening. Issues that need to be considered include how to manage dispersal from night-time venues to transport networks, providing toilets in convenient locations and the impact of any emerging clusters of night-time venues on residential amenity.

**Safety and Security: Questions**

**Question 3.10**

What are the key issues concerning night-time entertainment? Should we identify areas of the City either to promote or restrict night-time entertainment uses? If so, which areas would you suggest? Would clear dispersal routes help to minimise the impact of night-time venues?

**Question 3.11**

How can buildings and spaces be designed to create a safe and permeable public realm while protecting against security threats?

**Question 3.12**

Should we include further planning policy measures to tackle crime and anti-social behaviour? If so, what measures?

## Section Four: Key City Places

- 4.1 Five Key City Places were identified in the adopted Local Plan as areas of the City where significant change was likely to occur. Many of the changes originally anticipated have now occurred, so it is appropriate to review the existing Key City Places to see if they remain relevant in the period covered by the next Plan.
- 4.2 We will consider if there are areas not previously identified as Key City Places which would benefit from a specific policy focus in the Local Plan review because of the particular opportunities or challenges presented in those areas. Views are also invited on the overall policy approach to Key City Places, including whether their name should be changed to 'Areas of Change' to better reflect their purpose.

### Key City Places: Questions

#### Question 4.1

Should the concept of Key City Places be retained in the new Local Plan? Should we continue to focus only on areas where significant change is expected? Should they be renamed as Areas of Change?

#### Question 4.2

Are there other areas of the City not mentioned in the questions below that require a particular policy focus? If so, please state why.

## The North of the City/Cultural Hub

### Overview of issue

- 4.3 The North of the City was identified as a Key City Place in the 2015 Local Plan to focus on changes to the area as a result of the construction and opening of Crossrail. By 2019 Crossrail will be open as the Elizabeth Line, with stations at Farringdon/Farringdon East and Liverpool Street/Moorgate, and much of the associated development and public realm enhancement will be complete.
- 4.4 The improved connectivity of this part of the City will coincide with, and help facilitate, its promotion as a Cultural Hub. The



North West of the City is already home to major arts and cultural facilities including the Barbican Arts Centre, Museum of London, Guildhall School of Music and Drama as well as being the home of the London Symphony Orchestra. Proposals to relocate the Museum of London to West Smithfield and to develop a new Centre for Music on the Museum's current site offer the opportunity to significantly enhance the City's cultural offer.

- 4.5 St Bartholomew's Hospital and Smithfield wholesale meat market are longstanding features of this area, creating a distinctive atmosphere. St Bartholomew's Hospital has undergone substantial change with significant investment to create a regional cancer and cardiac specialist centre. Smithfield has been the home of a meat market for hundreds of years and adds vibrancy to the area at particular times of the day and night but can result in traffic congestion, including from articulated lorries, affecting surrounding streets. We will need to reconcile the needs of the meat market with greater pedestrian pressure resulting from Crossrail and the emerging Cultural Hub.
- 4.6 The changes associated with the Cultural Hub will further develop the distinctive look and feel of this part of the City. An estimated two million additional visitors each year are likely to generate demand for more hotels, shops and restaurants, and a coordinated approach with areas immediately beyond the City's boundary would be required. The provision of new cultural and supporting facilities will need to be carefully planned to have regard to the amenity and historic significance of the City's largest residential area which spans the Barbican and Golden Lane estates, both of which are listed. There are numerous other heritage assets in this part of the City, which incorporates eight conservation areas, several grade 1 listed buildings at St Bartholomew's Hospital and many other listed buildings, Scheduled Ancient Monuments and a Registered Park and Garden at the Barbican.
- 4.7 The area around Liverpool Street Station and Broadgate is currently experiencing significant development activity. The opening of Crossrail is likely to result in increased pedestrian flows in and around this area and may stimulate demand for further development. There may be potential for further business intensification in this area, particularly linking with the Tech City area around Shoreditch and Old Street. The accommodation requirements for technology sector businesses may differ from those of traditional City occupiers.

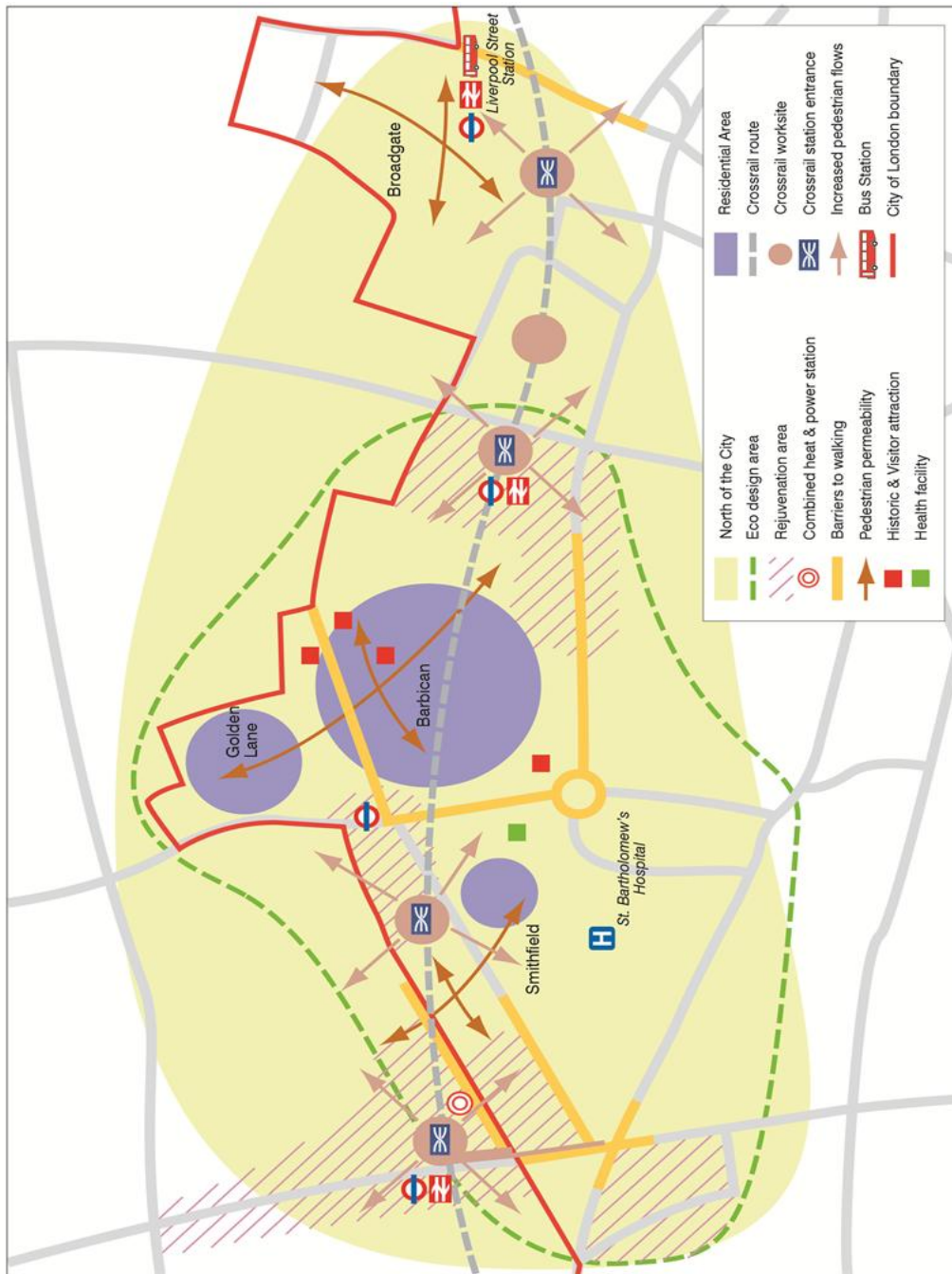


Figure 4: Adopted Local Plan North of the City diagram

**The North of the City/Cultural Hub: Questions**

**Question 4.3**

Should the North of the City continue to be considered as a single Key City Place, or should we focus attention on two specific Areas of Change; the Cultural Hub in the North-West and the Liverpool Street/Broadgate area in the North-East?

**Question 4.4**

What new issues will we need to consider in the Local Plan as the Cultural Hub develops? What other land uses and facilities will be required to support the emerging Cultural Hub, and how can these be accommodated whilst protecting residential amenity? How can we balance the needs of larger numbers of pedestrians with vehicles that are essential for the running of Smithfield and St Bartholomew's Hospital?

**Question 4.5**

How should the business environment around Liverpool Street be planned? Should there be increased support in the Local Plan for technology sector companies, particularly seeking to provide more flexible and adaptable workspaces? What challenges will this bring and how can they be addressed?



## Cheapside and St Paul's

### Overview of issue

- 4.8 The Cheapside & St Paul's Key City Place covers an area stretching from Paternoster Square in the west to the Royal Exchange in the east. Within this area are two of the City's most iconic buildings, St Paul's Cathedral and the Bank of England, making it one of the key visitor destinations in the City.

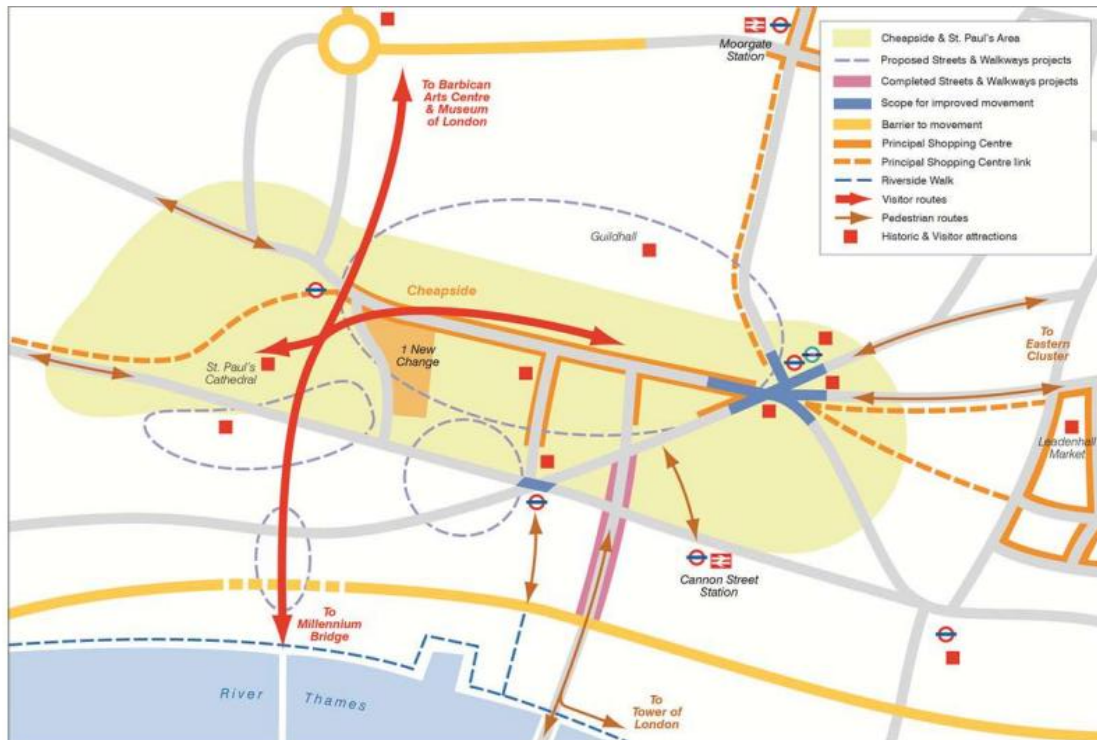


Figure 5: Adopted Local Plan Cheapside and St Paul's diagram

- 4.9 The main thoroughfare is Cheapside, which has the highest concentration of retail in the City and is the City's 'high street'. In 2010 the One New Change development was completed, adding a significant amount of retail floorspace. The public realm in Cheapside has been improved in recent years to make the environment more appealing for shoppers as well as safer for cyclists and pedestrians.
- 4.10 The area is one of the most accessible parts of the City of London, with access to 4 Tube stations - Bank, St Paul's, Mansion House and Cannon Street. There is good accessibility for pedestrians, with many visitors using the Millennium Bridge to cross from the South Bank and Tate Modern to visit St Paul's Cathedral and move north towards the Barbican and the Museum of London.

- 4.11 Alongside the retail and visitor provision Cheapside and St Paul's is a major office location with several large developments and refurbishments completed over the past few years.
- 4.12 Whilst major sites within Cheapside and St Paul's have been redeveloped in recent years there are still some key challenges and opportunities facing the area. The creation of a Cultural Hub, centred on the Barbican and Smithfield to the north, will make Cheapside an even more important waypoint for visitors, linking the Hub to the South Bank and Tate Modern. By the early 2020s, Bank Tube Station will have been upgraded, along with surface level improvements to remove much of the road traffic from Bank Junction. These improvements will significantly change the character of the area, potentially creating a new focal point at the eastern end of Cheapside, linking with the Royal Exchange.

### Cheapside and St Paul's: Questions

#### **Question 4.6**

Is there a need to retain a specific policy for Cheapside and St Paul's as a Key City Place? Should the area be modified? If so, how?

#### **Question 4.7**

How can the area provide greater appeal to visitors, workers and shoppers? How should it link to the proposed Cultural Hub to the north?

### Eastern Cluster

#### Overview of issue

- 4.13 Large scale redevelopment and intensification is occurring in the City's Eastern Cluster. This area has potential to accommodate more development and jobs and has fewer constraints on the development of tall buildings. The new office buildings currently under construction or planned could accommodate tens of thousands of additional workers. These new tall buildings will have a significant impact on the City skyline and lead to significant intensification of activity at ground level. Uncertainty following the decision to leave the EU could affect the development programme of current and proposed towers and a flexible approach to planning will be needed to ensure that appropriate development can continue to come forward in this area.
- 4.14 The streets and public spaces in the Eastern Cluster are already congested at peak times. Completion of Crossrail in 2018/19 will substantially improve public transport capacity and will increase footfall on the City's streets. New office development will result in a major increase in servicing vehicle movements. This will bring significant challenges including pressures on the street environment and traffic management, with implications for the public realm and open space, pedestrian movement, building design, servicing and consolidation, security measures and the mix of uses. Utility infrastructure capacity will need to keep pace with the specific needs of occupiers and increases in floorspace.
- 4.15 Recent schemes for major towers in the Eastern Cluster include proposals for consolidation centres. This will be vital in ensuring efficient delivery and servicing to buildings, and minimising the impact on other road users.
- 4.16 The City Corporation is undertaking 3-dimensional computer modelling of the Eastern Cluster to understand better the effect of existing planning policies for this area and its relationship to its environs and other parts of the City. This work is at an early stage but has already confirmed the limits of change in the Cluster that include impacts on the wider setting for the Tower of London. The Local Plan review will consider whether any changes should be made to the area of the Cluster or the current policy approach.

- 4.17 It is important to enable pedestrian movement through the Eastern Cluster to improve connectivity, particularly from Cheapside through to Aldgate. There is potential to prioritise streets in the Eastern Cluster as walking routes. This needs to be complemented by attractive open spaces, retail and leisure uses, while also creating spaces underneath and connecting through buildings and ensuring security risks are minimised.
- 4.18 An area-based approach to the management of the Eastern Cluster will be needed given the intensity of use within this area. This will include a joined-up approach to the public realm and to security measures. A Public Realm Strategy for the Eastern Cluster area is currently being prepared.



Figure 6: Adopted Local Plan Eastern Cluster diagram

**Eastern Cluster: Questions**

**Question 4.8**

Should further intensification be encouraged within the Eastern Cluster? Should the current policy area be retained or should it be modified? If so, where and how?

**Question 4.9**

What changes would be needed to existing infrastructure to accommodate further intensification in the Eastern Cluster?

**Question 4.10**

Should special emphasis be placed on the public realm to cope with increased pedestrian movement in the Eastern Cluster? Should we be pedestrianising streets in the Eastern Cluster and creating more open spaces through buildings? What routes through the Eastern Cluster should we improve?



## Aldgate

### Overview of issue

- 4.19 The Aldgate area has recently undergone a period of rapid change with the gyratory currently being removed and replaced with a two way street system and a new public open space. Transport connections, pedestrian links and public facilities are all being improved. Significant office and residential development in the adjoining borough of Tower Hamlets has also contributed to the creation of a lively mixed use area.
- 4.20 The Aldgate area is located between the Middlesex Street /Liverpool Street Station areas to the north and Tower Hill to the south. All three of these areas are undergoing change and development, resulting in a mix of residential, commercial, entertainment and tourism uses. The development of these areas will create further demand for restaurants, bars and entertainment facilities from workers, residents and visitors. Residential amenity is of particular concern in this part of the City, with the rapid development of a mix of uses creating potential disturbance to residents.

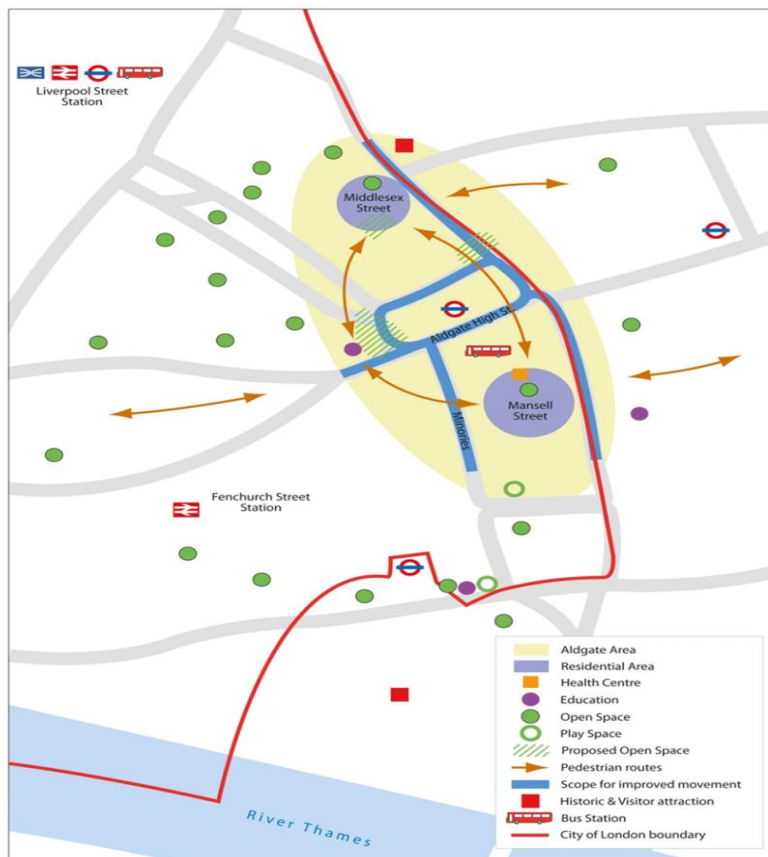


Figure 7: Adopted Local Plan Aldgate diagram

**Aldgate: Questions**

**Question 4.11**

Does the Aldgate area still merit its own Key City Place? If so, should the area be extended to become an East of City area including the area around Tower Hill and/or Middlesex Street? What should be the main policy focus of any newly designated area?

**Question 4.12**

How can the amenity of residents in the Aldgate area be protected within a lively mixed use environment?

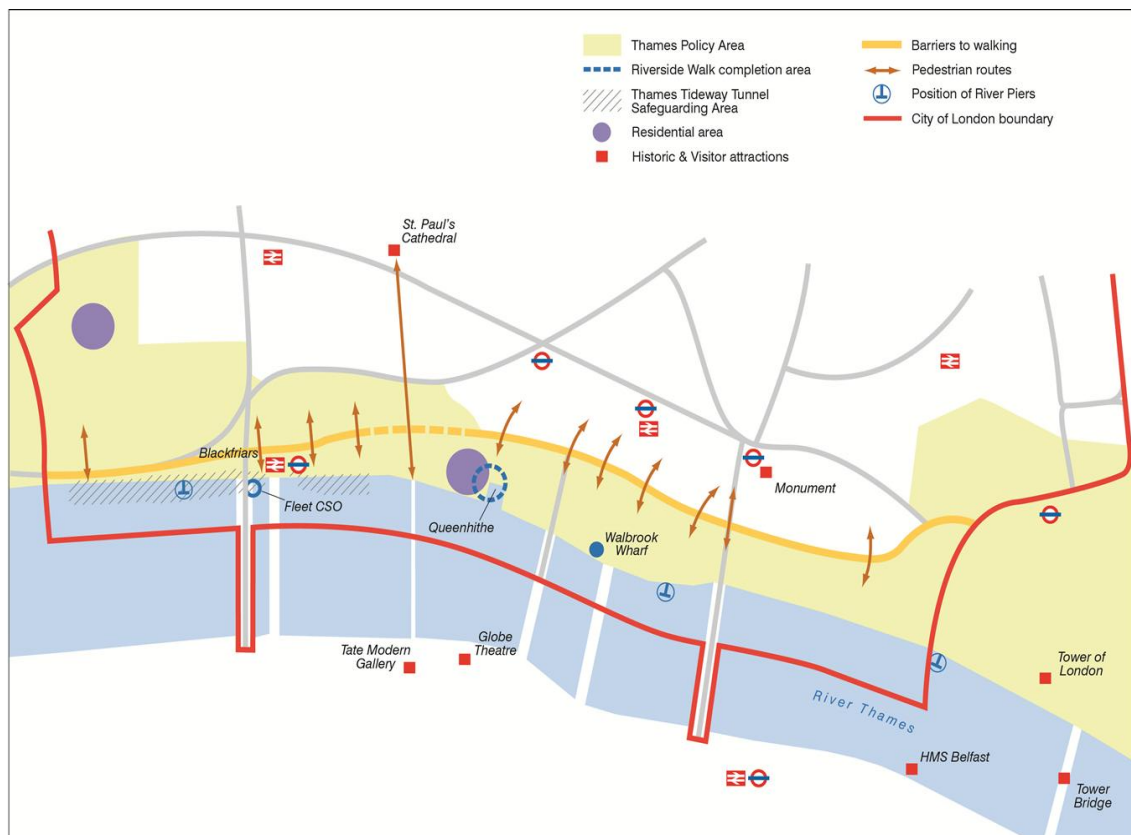


## Thames and the Riverside

### Overview of issue

- 4.21 The River Thames forms the southern boundary to the City and its riverside walkway provides an increasingly popular destination for workers, residents and visitors to relax. The predominant land use on the City's riverside is commercial offices although this is interspersed with a variety of other uses. Retail uses, including restaurants and bars, enliven the river front in places; hotels attract tourists and business visitors; the Temples legal quarter has a collegiate character; Walbrook Wharf retains the trading and warehouse feel which once dominated the City's riverside; and residential accommodation is provided at Temples, Queenhithe and limited sites elsewhere on the riverside. The adopted Thames Strategy Supplementary Planning Document provides guidance on the current policy approach set out in policy CS9 for the City's Thames riverside.
- 4.22 The future mix of uses on the riverside must support the business City whilst making full use of the benefits that the riverside location affords and retaining its historic environment and amenity value. Future land uses need to consider the increased accessibility and pedestrian numbers following the opening of the London Bridge staircase and proposed future development of the Garden Bridge, as well as the new public open space that will be created at Blackfriars foreshore as part of the Thames Tideway Tunnel project.
- 4.23 A key issue is whether the existing character and mix of uses should be retained, or whether policy should seek to encourage a greater concentration of uses that add vibrancy, such as retail and leisure uses, as has happened on the South Bank.
- 4.24 Passenger movement on the river is supported by Blackfriars Pier in the City, and Tower Pier and Bankside Pier in adjoining boroughs. Freight movement is enabled by Walbrook Wharf which acts as a transfer station for waste barges. Reinstatement of the redundant pier at Swan Lane could assist in realising the Port of London Authority's vision of doubling passenger numbers on the Thames by 2035. Temporary infrastructure sited within the river can enable river transport for construction and demolition materials, reducing the impact of construction traffic on the road network.

- 4.25 New moorings within the City could facilitate greater use of the river for transport and leisure, but may raise operational and environmental issues. Protection and enhancement of river transport infrastructure would provide for the movement of goods and passengers in a sustainable manner, helping to reduce congestion on central London's roads and eliminating associated detrimental air pollution, but there is pressure for other uses at some sites.
- 4.26 The City's flood defences that form the boundary between the riverside walk and the tidal river will need to be raised in future to account for sea level rise. Access for maintenance and for any works that may be needed to strengthen and raise flood defences is crucial for the protection of the City from river flooding, and must be planned in a strategic fashion. Current policy is to refuse development on or over the river except for structures which require a waterside location for river related uses. Continuation of this policy will protect the flood defences and safeguard the foreshore from encroachment enabling opportunities for biodiversity enhancement, but there is pressure for exploitation of the river's foreshore and tidal area for development.



**Figure 8: Adopted Local Plan Thames and the Riverside diagram**

**Thames and the Riverside: Questions**

**Question 4.13**

What mix of land uses will be appropriate on the City's riverside over the next 20 years? Should the Local Plan provide clearer, more prescriptive guidance on the development potential and appropriate uses of sites along the riverfront?

**Question 4.14**

Should we seek greater use of the River Thames for transport, for example by retaining and enhancing river transport infrastructure at Blackfriars Pier (when relocated) and Walbrook Wharf, and the reinstatement of infrastructure at Swan Lane Pier? Should we promote the use of the river for future servicing of buildings in the City?

**Question 4.15**

Should we continue to maintain the current openness of the river by refusing development on or over the river, reinforcing the flood defences and protecting the foreshore for biodiversity?

## Section Five: City Culture and Heritage

### Design

#### Overview of issue

- 5.1 The current Local Plan promotes a high standard of design and sustainable buildings, streets and spaces and seeks to create an inclusive and attractive environment. The Local Plan review provides an opportunity to consider whether the architectural quality of development in the City can be further improved and whether there are any design related issues that now require more emphasis or a different policy approach.
- 5.2 To achieve the highest levels of sustainability, it has to be integral to the design process from the beginning. The current Local Plan encourages the installation of green roofs and green walls in appropriate locations. Sustainability requirements such as those for energy and carbon emissions are set out separately from the design policies and it may be desirable to combine them.
- 5.3 The design of buildings, streets and spaces needs to consider whether they are accessible to all sections of the community, as well as improving the safety and security of the City. As with sustainability issues it is important to integrate access, safety and security requirements into the design from the earliest stages.
- 5.4 Design issues that often arise in the City include the impact of development on daylight and sunlight and the appearance of the roofscape, which is increasingly visible from above as tall buildings, public viewing galleries and amenity terraces are developed.
- 5.5 The Local Plan currently takes a restrained approach to advertising, reflecting the City's character. The review will need to consider whether there is a need to vary this approach.

#### Design: Question

##### Question 5.1

What are the new design issues for the City that we need to consider in the Local Plan review? Should more detail be included in the design policies?

### Visitors, Arts and Culture

#### Overview of issue

- 5.6 The City of London is not only the world's leading financial and business centre, but also attracts millions of visitors each year to its cultural facilities and events. Visitor numbers are expected to increase with the development of the Cultural Hub. Increased visitor numbers may increase the demand for street activities such as mobile food vendors. These, and other on-street activities, can create vibrancy and atmosphere but also cause congestion and generate litter.
- 5.7 While the majority of visitors are day-trippers, the City has seen strong demand for hotel accommodation in the last 10 years, and now has over 30 hotels, apart-hotels and hostels. There are hotel clusters near St Paul's and the Tower of London, but an absence of hotels in the Cultural Hub area. The development of additional cultural activities is likely to further increase the demand for leisure-related hotel accommodation. Business-related hotel demand will fluctuate with the economic success of the City, but there is likely to be increased demand over the period to 2036.
- 5.8 There is concern that hotel development may displace office accommodation and threaten the flexibility of the City's office market. However, hotels can support the business City by enabling ease of access to meetings, training and conferences, as well as short-term accommodation for staff.
- 5.9 Crossrail stations at Moorgate and Farringdon will result in a large increase in the number of people arriving in the northern part of the City, thereby making this a highly accessible location for new cultural facilities. This will bring amenity challenges given the sizeable residential communities in this part of the City. Arts and cultural activities bring benefits for City residents and workers as well as visitors, but there is the potential to cause disturbance to existing and future residents, unless well-managed.

**Visitors, Arts and Culture: Questions**

**Question 5.2**

Are there certain areas of the City where hotel development is inappropriate, or where hotels should be encouraged? Should these areas be identified in detail or more generally?

**Question 5.3**

Should we set a target for the number of new hotel bedrooms or hotels in the Local Plan? If so, what do you think that target should be?

**Question 5.4**

Should accommodation for business visitors to the City be prioritised over accommodation for tourists? If so, what role can the planning system play in ensuring this is delivered?

**Question 5.5**

Should the Local Plan encourage uses and activities which could attract more visitors? Should this include on-street activities? What type of activities would be appropriate in the City and what types would be inappropriate?

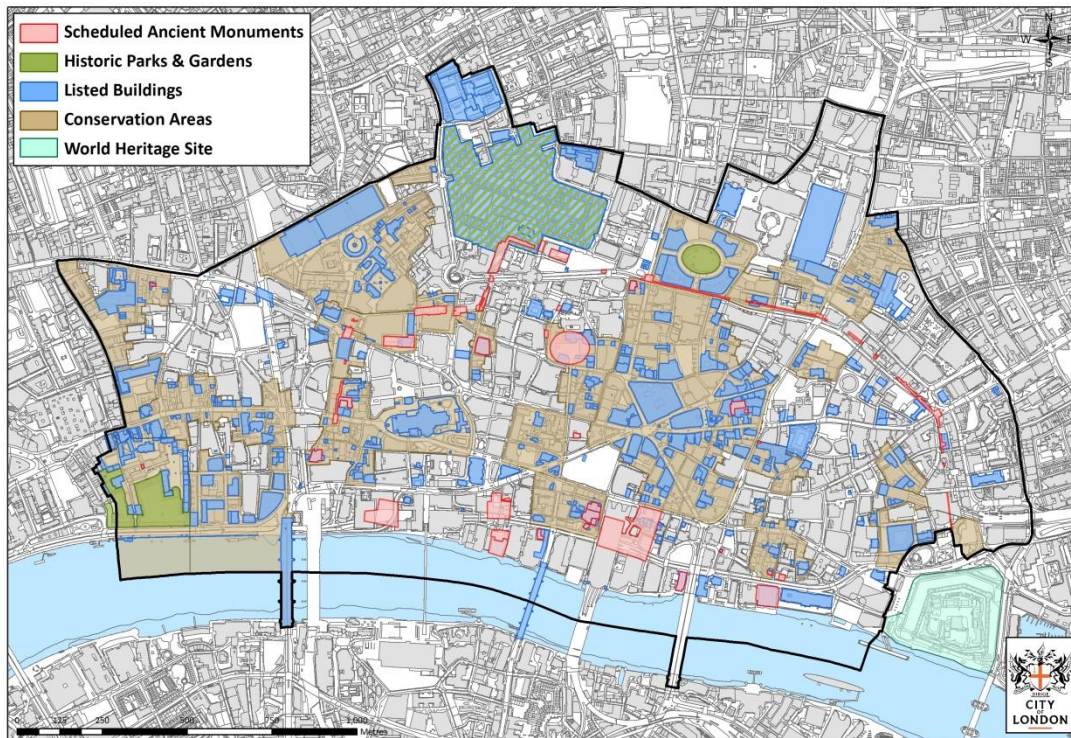


### Historic Environment

#### Overview of issue

- 5.10 The City has a varied and high quality historic environment including over 600 listed buildings, 26 conservation areas, 48 scheduled monuments and 4 historic parks and gardens. The Tower of London World Heritage Site lies just outside the City's eastern boundary. The City's rich variety of heritage assets, alongside contemporary architecture, defines the City as a unique place valued by businesses and visitors.
- 5.11 The NPPF encourages Local Plans to set out a positive strategy for the conservation and enjoyment of the historic environment. This includes managing positive change affecting heritage assets, including better revealing and enhancing their significance, adaptation to new uses and retaining and repairing buildings, structures and places. A positive strategy can diversify and enhance the City's building stock to meet the needs of a range of occupiers for different types of office accommodation, as well as enhancing the character of the City's townscape for residents, workers and visitors. Heritage assets can contribute significantly to a sense of place and well-being, and be better understood through enhanced interpretation and presentation.
- 5.12 The lighting of historic buildings in the City and associated light spillage is an issue that could be considered alongside more general lighting considerations in design and other policies.
- 5.13 National Planning Practice Guidance indicates that the inclusion of information about non-designated assets in Local Plans can be helpful. The City Corporation is preparing a Historic Environment SPD. We need to consider the inclusion of guidance on non-designated heritage assets and what level of detail is appropriate to the Local Plan and SPD.
- 5.14 The Local Plan review will need to consider any recommendations made by the UNESCO World Heritage Committee in 2016 concerning the Tower of London World Heritage Site, together with any implications this may have for historic environment policies. Implications arising from Historic England's revised Good Practice Advice notes will need to be considered. There is an opportunity to improve connectivity from the Tower through the City to the Cultural Hub.

Figure 9: Designated Heritage Assets



## Historic Environment: Questions

### Question 5.6

How can the Local Plan help new development conserve and enhance the significance of heritage assets? What should the Local Plan say about the setting of heritage assets? Should we include policies and guidance within the Local Plan on non-designated heritage assets?

### Question 5.7

How can heritage assets be used in the most adaptable and flexible way to boost their future relevance without harming their significance?

### Question 5.8

Should there be a specific policy that protects the setting and Outstanding Universal Value of the Tower of London World Heritage Site?

### Protected Views

#### Overview of issue

- 5.15 The Local Plan protects and enhances significant City and London views of important buildings, townscape and skylines by implementing the Mayor's London View Management Framework (LVMF) which designated strategic views of St. Paul's Cathedral and the Tower of London; protects and enhances local views of St. Paul's Cathedral together with views of and from the Monument, views of historic City landmarks and skyline features; and secures an appropriate setting of and backdrop to the Tower of London World Heritage Site.
- 5.16 Since 1937, the City Corporation has operated the 'St. Paul's Heights' code to protect and enhance important local views of the Cathedral from the South Bank, Thames bridges and certain points to the north, west and east. The long-term consistent and robust implementation of the Heights policy has enabled these views to be successfully protected and enhanced for nearly 80 years.
- 5.17 Only the City's local views policies are subject to amendment in the Local Plan. Responsibility for any amendments to the LVMF lies with the Mayor of London.
- 5.18 The new Local Plan will need to consider any recommendations made by the UNESCO World Heritage Committee in 2016 concerning the Tower of London World Heritage Site, together with any implications this may have for protected views policies.
- 5.19 The pressure to accommodate office floorspace and employment growth has led to an increase in tall building proposals and developments in the City that are outside of protected view policy areas.

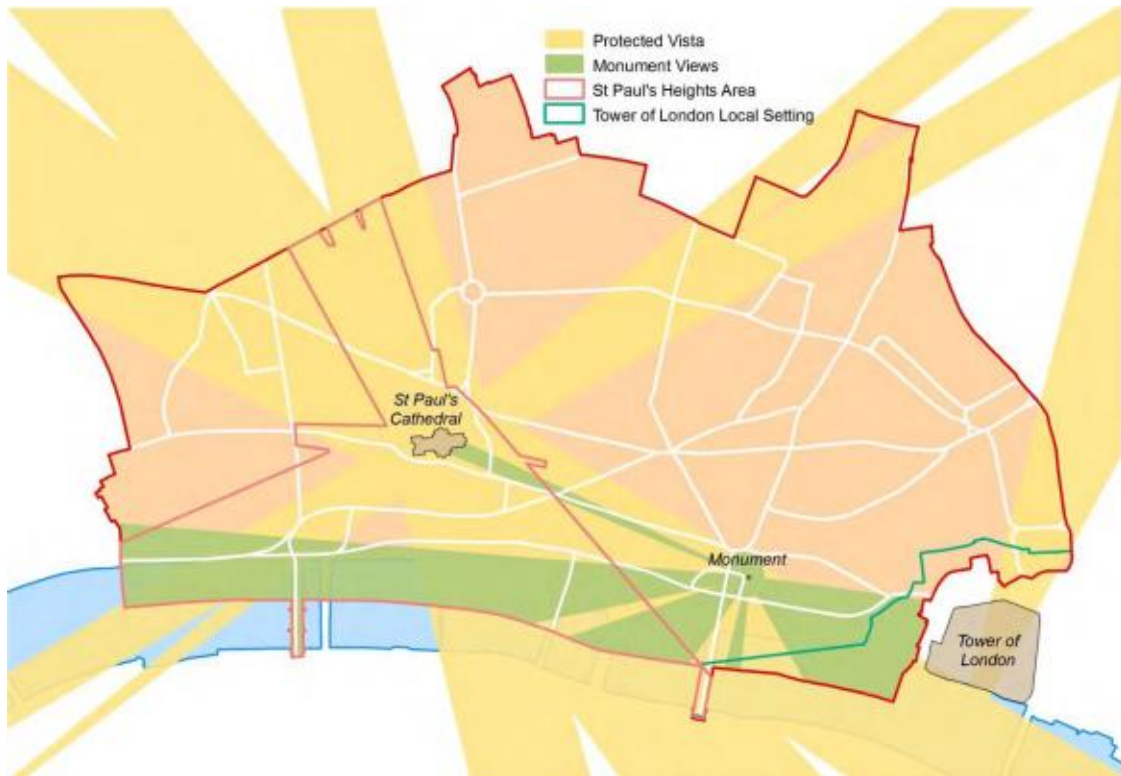


Figure 10: Protected Views Policy Areas

### Protected Views: Questions

**Question 5.9**

Should we maintain the current approach to local view protection in the City? If not, how should the approach be changed and which views should be affected?

**Question 5.10**

How do the current view protection policies affect development in the City? What would be the impact on development in the City if the view protection policies were changed?

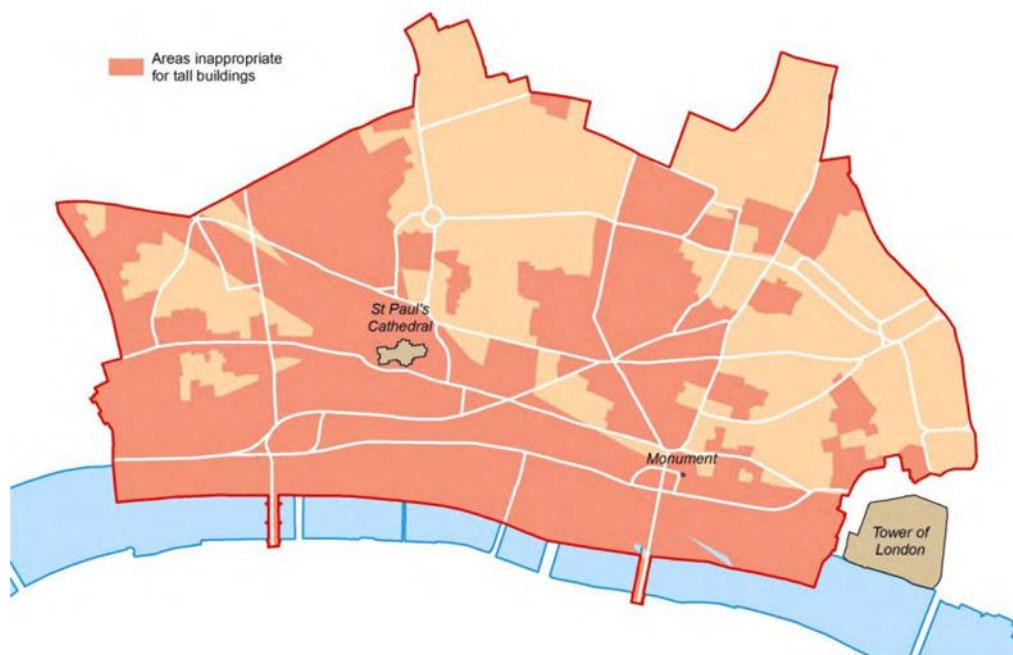
**Question 5.11**

Should we be recognising and protecting new views from publicly accessible locations? If yes, which ones?

## Tall Buildings

### Overview of issue

5.20 The Local Plan identifies those areas of the City where tall buildings would be inappropriate and allows tall buildings of world class architecture and sustainable and accessible design in suitable locations. Consideration is given to the impact of tall buildings on the character and amenity of their surroundings and specifically the significance of heritage assets and their settings.



**Figure 11: Areas Inappropriate for Tall Buildings**

5.21 The entire City is sensitive to tall building proposals and they are assessed against criteria within the Local Plan, the London Plan and Historic England Advice Note 4 Tall Buildings. In much of the City tall buildings are considered to be inappropriate due to constraints imposed by protected viewing corridors and conservation areas. There are fewer constraints in the Eastern Cluster and it is considered the most suitable location for tall buildings. Even in areas not identified as being inappropriate for tall buildings, other constraints, particularly the setting of listed buildings, restrict the potential for new tall buildings. The Tower of London World Heritage Site Management Plan is also a consideration in the eastern part of the City.

5.22 There has been a substantial increase in tall building developments in the last 10 years in the City and across other

parts of central London. There are currently 14 tall buildings in the development pipeline in the City. Further schemes are likely to come forward over the life of the new Plan. Tall buildings are not the only means of accommodating growth and other solutions need to be explored in areas where tall buildings are inappropriate.

### Tall Buildings: Questions

#### **Question 5.12**

Should we continue to promote tall building development in the City and should these buildings continue to be clustered? Should the current tall building cluster in the east of the City be altered? Are there any other areas of the City which could accommodate tall buildings without compromising its distinctive character and heritage?

#### **Question 5.13**

What more should we do to address the wider impacts of tall building proposals, such as pedestrian movement, public realm, micro-climate and wind mitigation? Are there any other factors to consider?

## Section Six: Environmental Sustainability

### Sustainability and Climate Change

#### Overview of issue

- 6.1 The built environment can make a major contribution to reducing carbon emissions thus assisting in meeting London-wide, national and international carbon reduction targets. The City's energy use and corresponding carbon emissions have not increased despite an increase in the City's workforce during the last 10 years<sup>1</sup>. Further employment growth over the period of the next Local Plan could result in higher emissions unless further mitigation measures are undertaken.
- 6.2 New development has to meet increasingly stringent carbon emission and other sustainability targets through Building Regulations, London Plan and Local Plan policies, albeit that adaptation and reuse of existing buildings is inherently more sustainable than demolition and rebuild. Standard assessment methods such as BREEAM and London Plan compliant energy statements should continue to be used to demonstrate the sustainability of individual buildings. Whilst on-site measures are important in meeting these requirements, wider infrastructure, such as district heating and cooling networks, smart grid technologies, green infrastructure and sustainable transport provide even greater opportunities to positively plan for a low carbon future for the City.
- 6.3 Environmental protection and improvement of the City's air quality, noise, light pollution, water quality and land contamination are key priorities. The City's central London location presents challenges, since many pollutants originate outside the City and must be addressed through coordinated strategic action across a much wider area. Traffic associated with City premises; demolition and construction activity in the City; light emanating from City buildings and rain water run-off from the City's paved urban landscape into the combined sewer network, all exacerbate background pollution levels both within and outside the City.
- 6.4 The London Plan and the Mayor's Supplementary Planning Guidance<sup>2</sup> provide a planning framework for environmental

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<sup>1</sup> DECC- Energy Trends sub national energy consumption statistics

<sup>2</sup> Mayor of London - Sustainable Design & Construction SPG and Control of Dust and Emissions SPG

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protection policies, which are supported by the Local Plan. Other plans and strategies, such as the City of London air quality, noise and contaminated land strategies, outline the wider efforts that are required to address environmental protection and enhancement. London-wide initiatives, such as the proposed Ultra Low Emission Zone from 2020, will help to improve the City's environment. The Local Plan review provides an opportunity to consider whether there are any specific local measures that should also be introduced to address the particular pollution issues that the City faces.

- 6.5 Of particular concern is poor air quality which is increasingly being recognised as having detrimental impacts on health. The City of London was declared an Air Quality Management Area (AQMA) in January 2001 for nitrogen dioxide and small particles (PM10) and, despite numerous initiatives to improve the situation, it remains an AQMA for these two pollutants. Tackling this issue could require more radical action to restrict the numbers or types of vehicles on the City's streets, reduce the emissions associated with combustion based heating and cooling systems or limit emissions linked with demolition and construction. The addition of green space and planting within the public realm can help to trap particulate pollution. The planning system could play a part in securing such measures.



**Sustainability and Climate Change: Questions**

**Question 6.1**

Should we identify and positively plan for infrastructure such as district heating and smart grid technologies to enable a more sustainable, low carbon future for the City? What technologies and infrastructure are likely to be viable and operationally feasible in the City? Should they be required in certain types of developments?

**Question 6.2**

What type of climate resilience measures should be incorporated into new development, refurbishment and the public realm? How should such measures be secured?

**Question 6.3**

Should we identify and encourage specific local measures to improve air and water quality, conserve water and minimise flood risk, minimise noise and light pollution and eliminate potential land contamination. If so, what should they include?

### Transport, Streets and Walkways

#### Overview of issue

- 6.6 The City is served by an extensive public transport network with six mainline railway stations, 12 underground and DLR stations and 54 bus routes. There are high levels of pedestrian flow in the City with many business journeys made on foot. Over 90% of journeys to work are made by public transport or active modes of travel such as walking and cycling.
- 6.7 Improvements are being made to public transport provision, particularly with the construction of the Elizabeth Line, which will operate trains to the City at Farringdon and Liverpool Street/Moorgate from 2018/19. The City Corporation will continue to work with Transport for London, Network Rail and the train operating companies to deliver further improvements to public transport.
- 6.8 Despite the current economic uncertainty, the City's working population is likely to continue to grow over the period of the new Local Plan and this will put even greater pressure on its streets, footpaths and walkways and the transport infrastructure in, to and from the City. Increasing numbers of people in the City will result in increased congestion on streets, footpaths and walkways unless more space is provided for pedestrians at peak periods. This is a particular issue in the Eastern Cluster where further development could result in intense concentrations of workers and service vehicles in a constrained area. Buildings with permeable ground floors can help alleviate such congestion by enabling pedestrian flow through street blocks. Transport for London has developed a matrix of street types which recognises the role of the street network in civic life and highlights areas under intense pressure. This type of categorisation could be used to identify a suitable approach for particular streets in the City.
- 6.9 Deliveries of goods, collections of wastes and servicing of premises contribute to congestion, especially in the areas of the highest density development and the narrowest streets. Retiming of deliveries and collections outside peak periods can reduce this contribution to congestion, as can consolidation of deliveries and collections onto fewer vehicles. While consolidation of deliveries would result in more efficient use of road space and fewer overall trips within the City, the use of larger vehicles requires more space within servicing bays for the parking and manoeuvring of those vehicles. Specialised consolidation

centres will almost always need to be located outside the City because of the costs of City land, and will therefore require the agreement of other London boroughs.

- 6.10 Provision of dedicated off-street servicing areas within buildings allows vehicles to be loaded or unloaded without obstructing other road users but takes up considerable space within buildings that cannot then be used for higher-value uses such as office or retail space. As a result, at present only large buildings are required to provide off-street servicing areas.
- 6.11 The City of London was declared an Air Quality Management Area (AQMA) in 2001 for nitrogen dioxide and small particulates (PM<sub>10</sub>) and remains an AQMA for these two pollutants today. Nitrogen dioxide is up to three times the recommended level for human health and PM<sub>10</sub> regularly breaches EU limits. Most air pollution is caused by vehicle emissions and the worst pollution corresponds with the busiest streets in the City such as Lower Thames Street. Restrictions on motor vehicles during the most congested periods may assist in improving the City's air quality. Air quality can also be affected by smoke, fumes, gases, dust, steam and odours.
- 6.12 Cycling in the City has increased significantly in recent years with the 2011 Census reporting that 3.8% of journeys to work in the City were made by cycle compared to 1% in 2001. The City Corporation supports the Mayor's Vision for Cycling in London. Cycle parking is currently required in office developments at a rate of 1 space per 125m<sup>2</sup> of gross floorspace, and the Local Plan review will provide an opportunity to consider if this standard should be amended in the light of increased cycle use. The rapid growth in cycling as a mode of transport has meant that there is not enough on-street cycle parking in the City to meet demand.
- 6.13 Motorcycles are a popular mode of transport in the City and are a more sustainable mode of transport than cars. However, they are more polluting than cycling or walking. Off-street motorcycle parking is currently required at a rate of 10 motor cycle spaces for every one car space, and the Local Plan review will consider whether or not this remains an appropriate standard.

## Transport and Motor Vehicles: Questions

### **Question 6.4**

What actions could the City Corporation take to reduce congestion in the City?

### **Question 6.5**

Should occupiers of large developments be required to only accept deliveries outside peak periods, including at night-time? Should medium-sized buildings be required to provide off-street servicing areas?

### **Question 6.6**

Should we promote consolidation centres, even though this may require the use of land outside the City and over which the Local Plan has no jurisdiction?

### **Question 6.7**

How can we reduce the impact of motor vehicle traffic on air quality? What measures could reduce exposure to pollution? Should we encourage alternative modes of travel, including electric vehicles, providing appropriate electric charging infrastructure without causing street clutter?

**Pedestrians, Cyclists and Motorcyclists: Questions**

**Question 6.8**

How can more open space and pedestrian routes be created in and around large developments? How can we create more space for pedestrians? Should certain streets in areas of high congestion be pedestrianised or time limited, or should certain types of vehicles be restricted in those areas?

**Question 6.9**

Should the requirements for cycling parking in developments be increased, remain the same or be decreased? Should large developments be required to provide off-street public cycle parking spaces?

**Question 6.10**

Should there be more on-street or off-street motorcycle parking in the City?

### Waste and the 'Circular Economy'

#### Overview of issue

- 6.14 The City Corporation is the waste planning authority for the City of London and is responsible for preparing a waste plan for household, commercial and industrial (C&I), construction and demolition (C&D), hazardous and other waste. The waste policies in the Local Plan will fulfil this requirement.
- 6.15 The London Plan household and C&I waste projections estimate that the City produces around 214,000 tonnes of waste per year, the majority of which is C&I waste. Much of this waste is managed by private contractors under commercial arrangements. Waste minimisation and 'circular economy'<sup>3</sup> principles will be needed to ensure that waste levels do not increase over the next 20 years. On some larger developments it may also be possible to incorporate an element of on-site management of waste within the buildings.
- 6.16 All development in the City takes place on previously developed land and this results in large quantities of construction and demolition waste. Reuse and recycling of waste should be improved to reduce the environmental impact of its transport and disposal.
- 6.17 Hazardous waste from premises such as St Bartholomew's Hospital forms a small fraction of the total waste generated in the City but its management must be appropriately planned.
- 6.18 The City Corporation has commissioned new research to look at current and future waste levels and the capacity of managing waste in the City, which will be used to inform the development of Local Plan policies.
- 6.19 The London Plan aims to achieve net self-sufficiency in waste management across London by 2026. The London Plan allocates London's total waste arisings across all London boroughs and the City, according to each area's capacity to provide waste management sites. The City's waste apportionment is currently 100,000 tonnes per year (although this is subject to review through the London Plan). Each local authority must identify sites with the capacity to manage their apportionment. Co-operation

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<sup>3</sup> A circular economy is an alternative to a traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life.

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between local authorities is necessary to ensure that sufficient sites are allocated in appropriate locations. The City Corporation has an agreement with the London Borough of Bexley to meet the City's 100,000 tonne apportionment. The City Corporation is committed to working with the South East London Waste Planning Group and other Waste Planning Authorities to ensure that appropriate arrangements continue.

- 6.20 Walbrook Wharf is the City's only designated waste site and consists of a river wharf waste transfer station which uses river barges to transport waste elsewhere for management. Walbrook Wharf is safeguarded as a waste site and as a river wharf. Any proposal for alternative use of this site would need to include re-provision of the waste site and evidence that the wharf was no longer required.

### Waste and the Circular Economy: Questions

#### **Question 6.11**

What measures could we include to secure waste reduction associated with development? Should we promote circular economy principles, zero waste plans and on-site management of waste for large developments?

#### **Question 6.12**

Should we continue to rely on waste management facilities outside the City? If so, how should we co-operate with other waste planning authorities to ensure adequate and appropriate planning for waste?

#### **Question 6.13**

Should we continue to safeguard Walbrook Wharf as a waste site? Are there any other sites in the City which could be used for waste management, reducing the need to export waste elsewhere?

### Flood Risk

#### Overview of issue

- 6.21 The City of London is at relatively low risk of flooding, with limited areas at risk from river flooding and surface water/sewer flooding during periods of heavy rainfall. Groundwater flooding is also a consideration in some parts of the City. Climate change is altering the flood risk from the tidal River Thames due to sea level rise and from surface water/sewer flooding due to changing rainfall patterns. The City of London Strategic Flood Risk Assessment provides details of flood risks from all sources, modelling the impacts of climate change on the various flooding risks.
- 6.22 The Local Plan ensures that vulnerable land uses, such as basement dwellings or premises requiring hazardous substance consent are not located in areas at risk of flooding. This approach, which reflects national policy, will be carried forward into the new Local Plan.
- 6.23 The existing policy requires the enhancement and protection of flood defences along the City's riverside. These flood defences will need to be raised by up to 0.5m by 2065 and 1m by 2100<sup>4</sup> to accommodate raised river levels as a result of climate change. This flood defence raising will benefit properties and public realm south of Thames Street along the riverside. Funding of flood defence improvements could be secured in association with development on the riverside, or through the Community Infrastructure Levy on development throughout the City.
- 6.24 Extreme weather events, which are becoming more frequent, have the potential to cause surface water flooding. The City is also vulnerable to sewer overflows as a result of intense rainfall across a wide area of north and west London entering the combined sewer network. The Thames Tideway Tunnel project is designed to tackle such overflows, but the installation of sustainable drainage systems (SuDS) will also help slow the rate of flow of rainwater into the sewer system. Policy will need to be updated to take account of national requirements for SuDS and drainage plans to be submitted with all major planning applications. This could be extended to cover smaller schemes which have a cumulative impact on rainwater run off to the sewers.

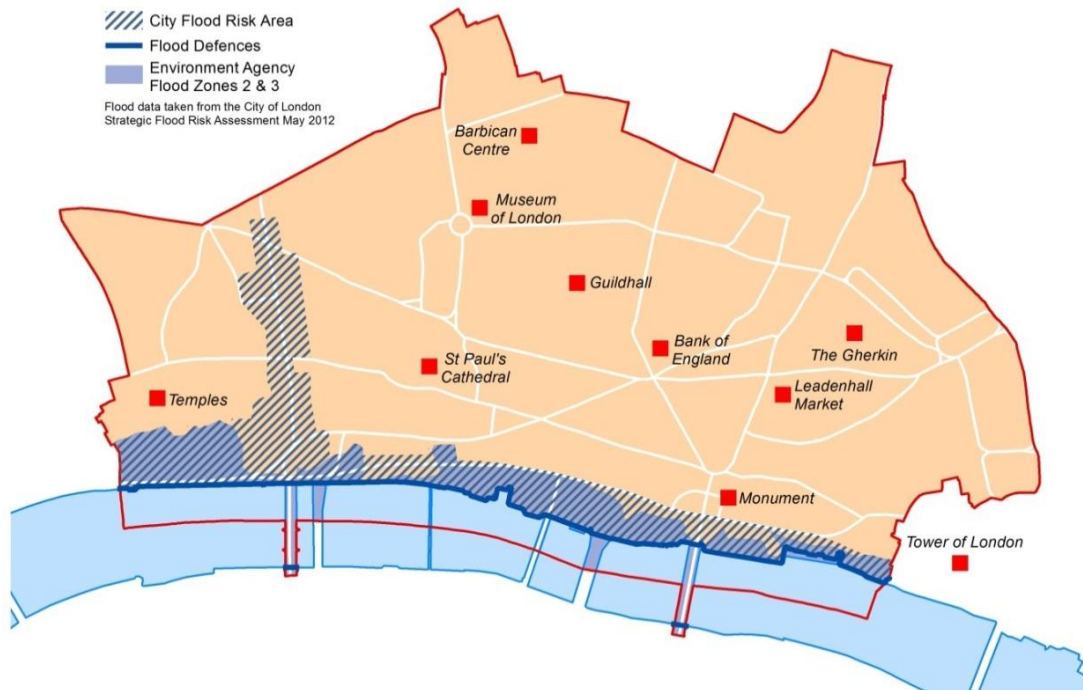
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<sup>4</sup> Thames Estuary 2100 Plan Nov 2014



- 6.25 The City Flood Risk Area is where properties are at risk of being flooded either from the river or surface water. Since it is impossible to completely remove the flooding risk, it is prudent to design flood resistance and resilience measures into buildings in these areas. Policy could require developers to provide evidence that their buildings will be resilient in the event of flooding or it could be left to building owners and insurers to manage such risk.

**Figure 12: City flood risk area**



### Flood Risk: Questions

#### Question 6.14

Should national SuDS standards continue to be applied to major development only or should we require smaller development to incorporate a certain standard of SuDS? If so, what type of smaller developments should be included?

#### Question 6.15

Should we require flood resistance and resilience measures for new development and refurbishment schemes within the City Flood Risk Area? If so what measures should be specified?

## Section Seven: City Communities

### Open Spaces and Recreation

#### Overview of issue

- 7.1 The City is densely built-up and has limited open space provision, most of which consists of small spaces that are dotted throughout the Square Mile. This open space is under increasing pressure due to further office development, an expanding workforce and growing visitor numbers. Further growth in office floorspace and employment over the next 20 years will add to this pressure. Large office developments offer the potential to create new spaces within buildings which are accessible to workers and/or the public. These spaces could include sky gardens, sports facilities, food growing opportunities, green walls and leisure planting, catering facilities and wildlife protection. Providing such spaces would help relieve the pressure on ground level open spaces and facilities.
- 7.2 Many open spaces in the City are of historic value (such as churchyards) while others are of more recent origin. New or improved spaces are created through a programme of public realm enhancements undertaken by the City Corporation and others. These new spaces may be public highway land or private space around buildings. They offer the opportunity to create areas which meet a range of needs. There is a need for additional open space in the City to help reduce the effects of pollution and climate change, to provide facilities for relaxation, tranquility, agile working, leisure and sport, and to increase biodiversity. The provision of greenery such as grass and trees can help to create an attractive environment for residents, workers and visitors, but this has to be balanced against the fact that spaces with harder surface materials are easier to maintain and are useable throughout the year.

**Open Spaces and Recreation: Questions**

**Question 7.1**

Should we continue to protect or enhance the existing open spaces in the City? How can we deliver more open space in the City?

**Question 7.2**

Should priority be given to greenery within open spaces or to harder surfaces that are easier to maintain? Should developers be required to contribute towards the future maintenance of new open spaces?

**Question 7.3**

Should we require buildings over a certain size to contain a proportion of public space and/or employee recreational space within the building, including roofspace?

**Question 7.4**

What type of outdoor open spaces and recreation facilities are most needed in the City? Should we specify what should be sought in new open spaces in terms of seating, planting and other facilities, depending on their location and character?

## Retailing

### Overview of issue

7.3 The Local Plan identifies 5 Principal Shopping Centres (PSCs) at Moorgate, Liverpool Street, Leadenhall Market, Fleet Street and Cheapside. These are also recognised in the London Plan as 'CAZ Frontages' lying within the Central Activities Zone. The Local Plan sets out a sequential approach to new retail development, requiring developers to look for sites firstly within the PSCs, then for sites on the edge of the PSCs or in the Retail Links, and only then to consider sites elsewhere in the City. Within the PSCs priority is given to shop (A1)<sup>5</sup> uses.



**Figure 13: Principal Shopping Centres and Retail Links**

<sup>5</sup> The Town and Country Planning Act classifies land and buildings into different categories, retail use is separated into five different classes, as described below;

A1 Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.

A2 Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies.

A3 Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.

A4 Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).

A5 Hot food takeaways - For the sale of hot food for consumption off the premises.

- 7.4 There is considerable variation in the character of each PSC; Cheapside has the look and feel of a high street, including a shopping centre with international stores and brands. Other PSCs, such as Fleet Street and Leadenhall Market have different characters and these areas may not be suited to the same policy approaches. There are many areas of the City that have large retail offers which are not currently identified as PSCs, most notably in Eastcheap, Ludgate and Holborn.
- 7.5 The purpose of the Retail Links is to encourage movement between the PSCs by improving the retail offer along these routes. In practice this may not be how people shop and retail uses have spread throughout much of the City in response to market demand and the desire from developers to have a mix of commercial uses in new buildings. Current Local Plan policy protects isolated and small groups of retail units that form an active retail frontage, unless it is demonstrated that they are no longer needed.
- 7.6 Retailing in the City includes many daytime, convenience uses such as sandwich bars and coffee shops that cater for workers daily needs. This offers a limited appeal to weekend shoppers, or visitors, who may have different needs. Although the Local Plan encourages 7 day a week trading, this is not widespread, with many retail units closed at weekends. Having temporary street markets could increase the variety of retail within the City of London as well as adding interest at weekends, but could cause conflict with retailers who see them as unfair competition.
- 7.7 The nature of how people shop is changing, with more online shopping, greater use of retail outlets for collection of goods ordered online and a blurring of the distinctions between different retail uses. The City hasn't seen many vacant retail units but as online retailing continues to grow, there could be lower demand for retail stores in the future, especially for units providing comparison rather than convenience goods. The Local Plan review will need to consider whether A1 shop uses should continue to be prioritised within the PSCs, and the criteria against which proposals for the loss of A1 units in PSCs will be assessed.

**Retailing: Questions**

**Question 7.5**

Should the number or role of PSCs be modified and/or should the boundaries of existing PSCs be amended? Is it still an appropriate policy objective to prioritise A1 units over other retail uses in PSCs?

**Question 7.6**

Do the retail links still serve a clear purpose or should we allow retail uses throughout the City? Should isolated retail units continue to be protected?

### Housing

#### Overview of issue

- 7.8 The City has a small but growing permanent residential population of approximately 8,000, which is proportionally more elderly than elsewhere in central London. There are also an estimated 1,400 second home owners. Most residential units are concentrated around the edge of the City in four estates (the Barbican, Golden Lane, Middlesex Street and Mansell Street), along with some smaller areas identified in the Local Plan. There are a smaller number of units scattered around the City.
- 7.9 The Local Plan makes provision for a minimum annual requirement of 110 additional residential units up to 2026, but the London Plan now requires the City to provide an additional 141 units on average each year. Our monitoring of housing land supply in the City shows this is an achievable target over the next 10 years without compromising the primary business function of the City. In the longer term, the capacity of the City to accommodate new housing may reduce. The City Corporation has commissioned a Strategic Housing Market Assessment to consider future housing needs. This suggests that there is an annual need for 125 residential units a year. We will need to consider how to reconcile this need with the requirement in the London Plan when setting a new target in the Local Plan.
- 7.10 Due to the size and character of the City, new housing has come forward on mainly small sites through redevelopment or conversion of existing buildings, without the need to allocate sites in the Local Plan. Residential development is encouraged to locate in or near existing residential clusters, where reasonable residential amenity consistent with a city centre location can be achieved. This approach has proved to be relatively successful in reducing disturbance to residents within the housing clusters and avoiding potential conflict with commercial uses. Dwellings outside these clusters can suffer from more noise nuisance from a variety of sources including pubs and clubs, evening servicing and deliveries. The residential clusters are shown indicatively rather than with specific boundaries in the Local Plan.
- 7.11 The severe housing shortage across London and the increasingly crowded transport network has meant that new forms of housing tenure are being explored and developed, such as institutional investment in private rented housing and rental units with communal working and services in the same building. Housing to

meet the needs of the City's growing elderly population needs to be considered, as well as hostel accommodation and student housing.

- 7.12 The City of London is an expensive part of London in which to live. The current Local Plan requires 30% of new housing to be affordable and provided on-site. Exceptionally, off-site provision or commuted payments may be acceptable, based on the equivalent of 60% of the proposed development. In practice, given high land and development costs in the City, commuted sum payments have been accepted from both residential and commercial development to fund the provision of a greater number of affordable houses on sites elsewhere in London, including on City Corporation-owned housing estates.
- 7.13 Government housing and planning policy enables a range of types of affordable housing including social rented, private rented, shared ownership, low-cost market housing and affordable rented accommodation. The Housing and Planning Act 2016 contains a new duty on local planning authorities to promote the supply of 'starter homes' and amends the definition of affordable housing to include these homes. Detailed regulations setting out how starter homes will be delivered have not yet been published, but draft regulations suggest that the Government will require 20% of new housing to be starter homes. This is likely to significantly restrict the ability to deliver other forms of affordable housing on sites in the City, or through commuted payments. In preparing the Local Plan, we will need to consider what level of affordable housing would be viable and whether the total affordable housing requirement should be increased to reflect the impact of starter homes.
- 7.14 The Housing and Planning Act 2016 introduces 'permission in principle' (PIP) for housing-led development on land that is allocated for such development in a local plan, a neighbourhood plan or on a 'brownfield register' of land suitable for housing. The intention of this change is to provide greater certainty about the development potential of residential sites, as once a PIP is established only technical details would need to be approved rather than a full planning application.



**Housing: Questions**

**Question 7.7**

Should we define the boundaries of existing residential areas more clearly to indicate where in the City further residential development would be permitted? Or, should residential development be permitted anywhere in the City as long as the particular site is not considered suitable for office use and residential amenity consistent with a city centre location can be achieved?

**Question 7.8**

Should we plan to meet the London Plan housing target, or the level of need identified in the Strategic Housing Market Assessment? Is there a need to exceed the London Plan housing target to address wider London housing need?

**Question 7.9**

Is it feasible in the City for residential units to be successfully incorporated in a building with non-residential uses? Or would co-existence undermine the operation of City businesses and/or residential amenity?

**Question 7.10**

Are there types of housing to suit specific needs that we should encourage in the City e.g sheltered housing for the elderly or new forms of rental accommodation?

**Question 7.11**

Should the level of affordable housing required in the City be increased to allow the supply of rented affordable housing to be retained alongside starter homes? Is the approach to seeking commuted sums and delivering affordable housing acceptable?

**Question 7.12**

Are there any areas of land in the City that should be considered suitable for 'permission in principle' for housing-led development through the Local Plan review?

## Social and Community Infrastructure

### Overview of issue

- 7.15 The way social and community services are funded and delivered is changing to adapt to the needs of an ageing population, the changing burden of disease, and rising patient and public expectations. Public funding for health and social care is under pressure and this is likely to continue. However, the working population of the City will increase over the period of the new Local Plan and this will increase the demand for services such as health and wellbeing clinics, dentists, physiotherapists, mental health facilities, and counselling. Workers are now able to register at GP surgeries near their place of work, which may also add to demand for these services in and around the City.
- 7.16 The City's permanent resident population is currently projected to increase to 10,400 by 2036, a 26% increase from 2016, with increases in the proportion of both children and the elderly. There will be an increased need for health services, educational facilities, childcare and sheltered accommodation. Some existing facilities, such as libraries, may need to adapt the services they provide in order to remain relevant to the local community.
- 7.17 The City is an intensely built up area, surrounded by boroughs with large residential communities. There may be instances where it would be a more efficient use of resources to locate a social or community facility outside the City and share it with residents in neighbouring local authorities. For example the City Corporation is jointly facilitating a health centre in Tower Hamlets which will be used both by residents in the City and Tower Hamlets. The City Corporation is also working with Islington to deliver a new primary academy just outside the City's boundary. Other options include locating health services in pharmacies.

**Social and Community Infrastructure: Questions**

**Question 7.13**

What type of facilities and services would be appropriate to meet the needs of current and future City workers? Are these different to the facilities needed by residents? How can facilities for workers and residents be best delivered?

**Question 7.14**

Should we plan to meet the need for social and community services in full within the City, or work with partners in neighbouring boroughs?



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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation Committee.	26 07 2016
Planning & Transportation Committee	26 07 2016
<b>Document Reference Number:</b> <i>WLOF/0004</i>	
<b>Subject:</b> ESRI(UK) Contract Waiver	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision and Information</b>
<p><b>Summary</b></p> <p>The City of London uses ESRI as the supplier of its GIS (mapping) software. The number of licences currently available is insufficient for our business needs and rather than purchasing individual licences it is cheaper and more effective to enter into a three year Enterprise Licence Agreement which allows us to expand our licence pool as business needs develop.</p> <p>The annual value is within the amount that can be approved by a Chief Officer but because the total for the three years exceeds that threshold Committee approval is required,</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"> <li>• Approve the waiver of regulation 9 of the Corporation’s Procurement Regulations; and</li> <li>• Approve the award of the contract for the ESRI Enterprise Licence Agreement to ESRI(UK) for a value of £40,000pa for the period of 3 years (£120,000 in total).</li> </ul>	

## Main Report

### Background

1. In 2004 the City of London contracted with ESRI(UK) to provide, as prime contractor, an integrated solution that provides the back office functionality for processing planning applications & building control applications; an internal and public facing document management system for planning applications (to meet regulatory requirements) and a mapping system (GIS).
2. As a result of the increase in use of the GIS across the City of London since 2004, and government requirements to publish spatial data in map formats, there is now a need to increase both the number of desktop licences and the number of web publishing server licences.

3. The most cost effective way of acquiring the necessary licences is by an enterprise Licence Agreement (ELA). An ELA can only be granted by ESRI(UK) (on behalf of ESRI Inc.) and a waiver is therefore required to allow for a Sole Supplier. This approach was approved by the Category Board on 8 Jun 16.

### **Current Contract (if applicable)**

4. In 2004 the City of London contracted with ESRI(UK) to provide, as prime contractor, an integrated solution that provides the back office functionality for processing planning applications & building control applications; an internal and public facing document management system for planning applications (to meet regulatory requirements) and a mapping system (GIS).
5. This contract is not time limited.
6. In addition to the planning, building control and Highways Management systems that use data stored in the GIS we are currently licenced for one spatial database server, 15 concurrent desktop users, 2 fixed desktop users and one web publishing server. For the GIS products we are currently paying annual maintenance of £19,063 pa.

### **Procurement Strategy**

7. As a result of the increase in use of the GIS across the City of London since 2004, and government requirements to publish spatial data in map formats, there is now a need to increase both the number of desktop licences and the number of web publishing server licences.
8. There are two ways of acquiring additional licences (a) by purchasing individual licences (and then, after the first year, paying an annual maintenance charge); or (b) by purchasing an Enterprise Licence Agreement (ELA) that lasts for 3 years and will, for that period, allow the City of London the use as many desktop and server licences as needed with no additional maintenance charges.
9. For option (a) the minimum we would need to purchase is one new server licence; one “advanced” desktop licence and four “standard” desktop licences. The cost of purchase and 2 years maintenance of the server licence would be £42,326 and the cost of purchase and 2 years maintenance for the desktop licences would be £65,578.

We would also continue to incur the current £19,063 annual maintenance for our existing software.

Over the next 3 years without the Enterprise Licence Agreement the cost to the City would be £165,093 (£19,063pa for existing software plus £65,578 + £42,326).

10. For option (b) the cost would be £40,000 pa giving a “total cost of ownership” over 3 years of £120,000.
11. The ELA would therefore result in a saving to the City of at least £45,093 over three years.
12. At the end of the ELA we would have the option to (i) enter a new ELA; or (ii) continue to use all the licences products (including those acquired under the ELA) on payment of the standard annual maintenance.

### Options

13. Since this is an Enterprise Licence Agreement (ELA) to use ESRI software the licence can only be granted by ESRI. A tender would therefore not be appropriate.
14. Extension of the existing contract would be possible by the purchase of the necessary licences – however the cost would be greater than under an ELA.

### Proposal

15. To approve a Sole Supplier waiver to provide an ESRI ELA.

### Summary of Recommended Proposal(s)

- 16.

<b>Name of supplier/select list</b>	<i>ESRI(UK)</i>
<b>Length of contract:</b>	<i>3 years</i>
<b>Contract start date:</b>	<i>As soon as practicable</i>
<b>Contract end date:</b>	<i>3 years from start date</i>
<b>Total Contract Value:</b>	£120,000
<b>Annual Contract Value:</b>	£40,000
<b>Estimated Total Savings:</b>	£45,093 (as cost avoidance)
<b>Estimated Annual Savings:</b>	£15,031 (as cost avoidance)

### Reason for Waiver

	Reason for Waiver	Further information
1	<b>Sole Supplier</b>	Since this is an Enterprise Licence Agreement it can only be granted by ESRI Inc, in this instance, acting through ESRI(UK)

### Subsequent Procurement following Expiry of Waiver

17. We will explore the market to determine if there is a realistic alternative supplier taking into account the degree of integration with third party systems.

### Responsible Procurement Implications

18. Accurate and reliable mapping is central to the responsible management of our assets and in particular the management of our Open Spaces. Maps give

Open Spaces staff the ability to see their world spatial so they can clearly manage areas of degradation, making the best decisions for the environment based on all the available evidence - resulting in environmental improvement.

19. ESRI(UK) also has a significant Corporate Social Responsibility programme ([www.esriuk.com/csr](http://www.esriuk.com/csr)). They work with local & national charities including Walking with the Wounded; MapAction (the only NGO with a capacity to deploy a fully trained and equipped humanitarian mapping and information management team anywhere in the world); The Outward Bound Trust; the Canal and River Trust; & the Field Studies Council.

### **Comments**

20. Legal Comments

Approval is sought subject to negotiation by the Comptroller & City Solicitor of acceptable licence terms.

21. Financial Comments

The proposed contract is the most economical means of meeting service requirements and the costs can be met from within existing local risk resources.

22. Category Board Chairman's Comments

The approach requesting a sole supplier waiver from Planning & Transportation Committee was considered at the IT Category Board on 8 Jun 16 and approved.

23. Chief Officer's Comments

The Director of the Built Environment supports this request.

### **Conclusion**

24. The ESRI Enterprise Licence Agreement (ELA) offers better value for money and business flexibility than individual licence purchases. An ELA can only be obtained from ESRI and therefore a waiver for a Sole Supplier and award of the contract to ESRI is recommended.

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<b>Committees:</b>	<b>Dates:</b>
Projects Sub Committee, for information	29 June 2016
Open Spaces and City Gardens Committee, for decision	18 July 2016
Planning and Transportation Committee, for decision	26 July 2016
<b>Subject:</b>	<b>Public</b>
Development of a Churchyards Enhancement Programme	
<b>Joint Report of:</b>	
The Director of Open Spaces and the Director of the Built Environment	
<b>Summary</b>	
<p>This report sets out a proposal to develop a programme to enhance the churchyards in the City.</p> <p>The churchyards are historic open spaces and have collective significance as a cultural asset. They form the setting for the numerous listed churches and ancient monuments, providing a refuge from the City's intensity and are essential places for workers, visitors and residents to rest and enjoy. Many are popular green spaces, however, others are underutilised, uninspiring and in need of improvement.</p> <p>In the future, the public realm will need to support an increasing City population as a result of new development and the churchyards are a vital public amenity in this context. The establishment of the Churchyards Enhancement Programme will address the need for improvements to the churchyards in order to support the Future City.</p> <p>It is proposed to develop the programme, working closely with the Diocese of London and St Paul's Cathedral as partners. The vision is to enhance the churchyards to provide attractive, safe and inclusive spaces. Primarily, the programme will:</p> <ul style="list-style-type: none"> <li>• Respond to the projected increase in worker, visitor and resident numbers in the City by providing enhanced areas to sit, eat lunch, play or relax, including accommodating 'agile working' (working outside the office);</li> <li>• Reduce pressure on current maintenance budgets by delivering new spaces that require less maintenance and identifying efficiencies;</li> <li>• Secure external funding for the enhancement of churchyards;</li> <li>• Prioritise the enhancement of those churchyards in most need, or of most strategic importance to the City.</li> </ul> <p>Land ownership issues, restrictive covenants, byelaws, maintenance agreements planning and other regime issues (including consultation requirements) will be reviewed and different functions for the spaces will be evaluated.</p> <p>The programme is an essential tool to enable the delivery of change in the most efficient and coordinated manner. A programme board is proposed to be established to help drive the programme forward to realise the benefits, whilst resolving strategic and directional issues between projects, including recommending priorities.</p>	

Given that the City's churchyards are a community resource and public amenity, it is proposed to utilise funds from the Community Infrastructure Levy (CIL) to develop the programme which will include identifying particular issues with specific churchyards. Individual projects will then be initiated and progressed through the City's project gateway process as usual. It is envisioned that projects will be funded from a variety of sources including CIL, the Diocese and grants.

### **Recommendations**

Members of the Projects Sub-Committee are asked to:

- Note the report and note that the programme will lead to a number of individual projects that will be initiated through the gateway process.

Members of the Open Spaces and City Gardens Committee are asked to:

- Approve the initiation and development of the programme.

Members of the Planning and Transportation Committee are asked to:

- Approve the initiation and development of the programme, utilising £85,000 from the CIL Public Realm and Local Transport Improvements pot.

## **Main Report**

### **Background**

1. Over the years, the City has incrementally carried out repairs and improvements to its Churchyards in order to maintain them to a good standard. However, the transformational impact of the award-winning St Andrews Holborn Garden project has shown the wide-ranging benefits that such enhancements can achieve, particularly given the context of the growing City population.
2. Officers organised a workshop to identify the issues and opportunities around the City churchyards in October 2015. This involved representatives from St Paul's Cathedral, the Diocese of London and officers from various City departments. This workshop helped to create a comprehensive list of objectives for the enhancement of the City's churchyards.

### **Current Position**

3. Churchyards form the setting for the City's listed churches and ancient monuments, are the burial places of past City communities and are part of a rich ecclesiastical, architectural and social heritage.
4. There are over 50 churchyards in the City and these vary greatly in size, condition and character. Many are popular green spaces or 'hidden gems' that provide much-needed places for rest and enjoyment. However, others are underutilised, lacklustre and in need of improvement.
5. In the future, the public realm will need to support increasing working, visitor and residential populations as a result of new development. The City's churchyards are an essential public amenity and enhancing these assets to

make them relevant and usable is vital for the benefit of the community and the Future City.

6. There are several key issues that affect the churchyards as follows:
  - Churchyards need to retain their individuality and high quality, robust design principles should be applied to their enhancement.
  - Some churchyards are not fully accessible to all members of the community, often due to their historic development and density of burials.
  - Some churchyards are vulnerable to anti-social behaviour or are used for rough sleeping.
  - There is a need to assess the use of some churchyards, including opportunities for events or commercial activity, to ensure that the right balance is achieved. It is recognised that a number of churchyards currently have restrictions which inhibit opportunities for events or commercial activities taking place.
  - Planting should be reviewed to ensure it is of a sufficient quality and easily maintainable.
  - There is an increasing problem of littering and in particular smoking-related litter to be addressed.
  - Maintenance regimes need to be reviewed to ensure they are fit for purpose and to secure efficiencies where possible.
  - Enhancements and repairs ought to be coordinated where possible.
  - There is a need for a common approach to signage, interpretation and marketing across a currently fragmented and diversely managed asset for the benefit of City visitors in particular.
  - There are a variety of different land ownership issues, restrictions, byelaws and legal agreements connected to the City's churchyards. Most churchyards are publicly accessible private land and are either maintained by the City by formal or informal agreement. The freehold often rests with the individual parish and ownership by the parishes has been a major issue in developing maintenance agreements and in progressing improvements.

## **Proposal**

7. The following vision statement for the programme has been prepared:

*'Through a programme of improvement projects and working with our stakeholders, we will seek to enhance the City's churchyards to provide high quality and inspiring spaces that help ensure attractive, flexible, safe, sustainable and inclusive places that support social cohesion and promote a cultural asset for all the City's communities, today, and for the future.'*

8. Programmes provide an umbrella under which individual projects are coordinated. The benefits of such a programme to the City Corporation include the ability to:

- Respond to the projected increase in worker, visitor and resident numbers in the City by providing enhanced areas to sit, eat lunch, relax or play;
  - Accommodate 'agile working' (working outside the office) or active uses such as small scale community or corporate events (in those churchyards where such uses are permissible or compatible with the space);
  - Provide inclusive access (wherever possible) to enable disabled people to use the spaces, and improve connections and signage;
  - Reduce pressure on current maintenance budgets by delivering new spaces that require less maintenance and including funds for future maintenance within project budgets;
  - Bid for and secure external funding for the enhancement of churchyards;
  - Prioritise the enhancement of those churchyards in most need, or of most strategic importance to the City, recognising that the latter are often the churchyards with restrictions or complex land ownership or other factors that may restrict or influence their use.
9. The programme development will include identifying particular issues with specific churchyards which will then lead to the design and implementation of improvements. Stakeholders and the local community, including Parishes and users, will be consulted in the development of the programme. A communication strategy will be developed at the outset that will set out details of how consultation and communication will take place throughout the programme.
10. A programme board is proposed to be formed to give guidance and inform decision making throughout the life of the programme. This board will consist of senior officers from the various departments, who are responsible for, or influence, the City's churchyards. The Diocese of London and St Paul's Cathedral will also be represented.
11. Key tasks for the programme board will include:
- Ensuring the programme delivers within its agreed boundaries (cost, benefits realisation and timescales);
  - Resolving strategic and directional issues between projects;
  - Maintaining focus on objectives.
- In particular, guidance and decisions will be needed on the following:
- Criteria and determination of the prioritisation of enhancements and recommending funding sources;
  - Consideration of the land ownership, restrictions and byelaws issues which affect their use, and some of which relate to public access and maintenance;
  - Review and agreement of maintenance regime and responsibilities;

- Review and recommendations in relation to use and income generation within churchyards where such use and income generation is currently possible.
12. After the programme is developed and agreed, it is proposed that individual projects will be initiated and progressed through the City’s project gateway process as usual. The programme board will remain in place to provide direction and monitor schemes as they are implemented and benefits are realised. Regular programme monitoring reports will be presented to relevant Committees to provide an overview on progress.

### **Corporate & Strategic Implications**

13. The proposed programme will support the Corporate Plan’s strategic aim: “To provide valued services, such as education, employment, culture and leisure, to London and the nation”, by improving the physical environment around our cultural assets and providing safe, secure, and accessible Open Spaces.
14. The City of London Local Plan 2015, policy CS19, seeks to increase the amount and quality of open space in the City, ensuring that the current ratio of publicly accessible open space to the daytime population is maintained. The Plan seeks to improve public access to open spaces and increase the biodiversity of these spaces.
15. The Open Spaces Strategy was adopted in January 2015 as a supplementary planning document (SPD). It sets out a vision for open space in the City as follows:  
 “The creation of a network of high quality and inspiring open spaces which helps ensure an attractive, healthy, sustainable and socially cohesive place for all the City’s communities and visitors”.
- A key issue that the SPD highlights is the need to develop and agree formal maintenance agreements for churchyards maintained by the City Gardens team.
16. The latest Open Spaces Business Plan includes the Churchyards Programme as a key priority. The following Business Plan objectives are of relevance to the Churchyards Programme:
- Protect and conserve the ecology, biodiversity and heritage of our sites
  - Embed financial sustainability across our activities by delivering identified programmes and projects
  - Enrich the lives of Londoners by providing high quality and engaging educational and volunteering opportunities
  - Improve the health and wellbeing of community through access to green space and recreation
17. The Department of the Built Environment Business Plan includes the Churchyards Programme as a key priority. The following strategic aims are of relevance to the programme:

An inclusive future world class sustainable City that offers:

- diverse culture, amenities and leisure that make the City more than a business centre;
- highly accessible central location with efficient travel on City streets upon arrival;
- high quality architecture and public realm that responds to new development and enhances the historic environment
- healthy, safe and resilient environment for workers, visitors and residents;

### Financial Implications

18. Publicly accessible open space and public realm enhancements are both listed as “Infrastructure to be funded by CIL” in the City’s “Regulation 123 List”. The City churchyards are a community resource and cultural asset and, subject to remaining open to the public, may be considered as “publicly accessible open space” and “public realm”. The Community Infrastructure Levy (CIL) may therefore be used to fund the works. In terms of funding the development of the programme, programme development will comprise an assessment of the churchyards to identify specific enhancement requirements to support development, and the development of proposals for specific churchyards to meet those identified requirements. While policy and strategy preparation is not “infrastructure” on which CIL may be spent, the development of a works programme which is required to enable the CIL to be applied may be funded from CIL.
19. The Diocese and the Cathedral will be committing staff resources to the programme development. They are also planning a joint bid to the Heritage Lottery Fund to help fund the proposed enhancements and it should be noted that, if the bid is successful, the National Lottery Commission rules will affect the structure, timeline and delivery of the programme.
20. The estimated cost of developing and managing the programme is £85,000 (CoL staff costs and fees). This includes programme management, site surveys and assessments and development of options for enhancements, use and maintenance. It is anticipated that this work will be completed within approximately 12 months. The programme board staff costs and facilities will not be covered by the CIL funds, but will be funded through the City’s local risk budgets, the Diocese and Cathedral.

**Table A:** Estimated cost of developing the Churchyards enhancement programme.

<b>Item</b>	<b>Cost (£)</b>
Fees (surveys and site assessments)	15,000
Staff Costs (Open Spaces)	25,000
Staff Costs (DBE)	45,000
<b>Total</b>	<b>85,000</b>

21. One of the key work-streams for the programme will be the development of a funding strategy which will need to take into account any costs of related

negotiations, consultations, or legal process (such as revocation of byelaws) and any agreements to be reached in relation to relaxing any restrictions on use. It is envisioned that individual projects that flow from the programme will be funded from a variety of sources including CIL the Diocese and grants.

### **Legal Implications**

22. Churchyards have individual and complex land ownership issues. Only a small number are managed under the Open Spaces Act 1906. Most are publicly accessible private land and either maintained by the City by formal agreement under Section 5 of the CoL (Various Powers) Act 1952 pursuant to the Burial Act 1855 or by informal agreement. The freehold generally rests with the individual parish rather than the Diocese.
23. Many churchyards have either restrictive covenants, byelaws, maintenance agreements or other arrangements which affect the types of improvement or the activities which can take place on them, in particular, those churchyards of strategic importance to the City. There are few which currently permit commercial or income generating activities. As there is no uniformity, each churchyard's legal background will need to be checked prior to designing any proposed activity beyond maintenance. The costs incurred in undertaking this work will be met through local risk budgets. In some cases, negotiations, legal applications, and consultations (either with owners, frontagers or with the wider public) may be required in order to relax restrictions which affect their use. Consultations alone are likely to be protracted e.g. where involving frontagers or where any applications are necessary to revoke and re-make byelaws. The cost implications will need to be considered on a case by case basis (i.e. where public consultations are involved there may be more objections to change in the case of some churchyards, compared with others). Planning considerations will also be relevant as will be, for example, amenity issues.

### **Conclusion**

24. The City churchyards have a collective significance as a community resource and cultural asset. The proposed Churchyards Enhancement Programme will seek to enhance the City's churchyards to provide attractive and inclusive places which are safe and sustainable and better support the Future City.

### **Appendices**

- Appendix 1 – plan of City Cemeteries and Churchyards

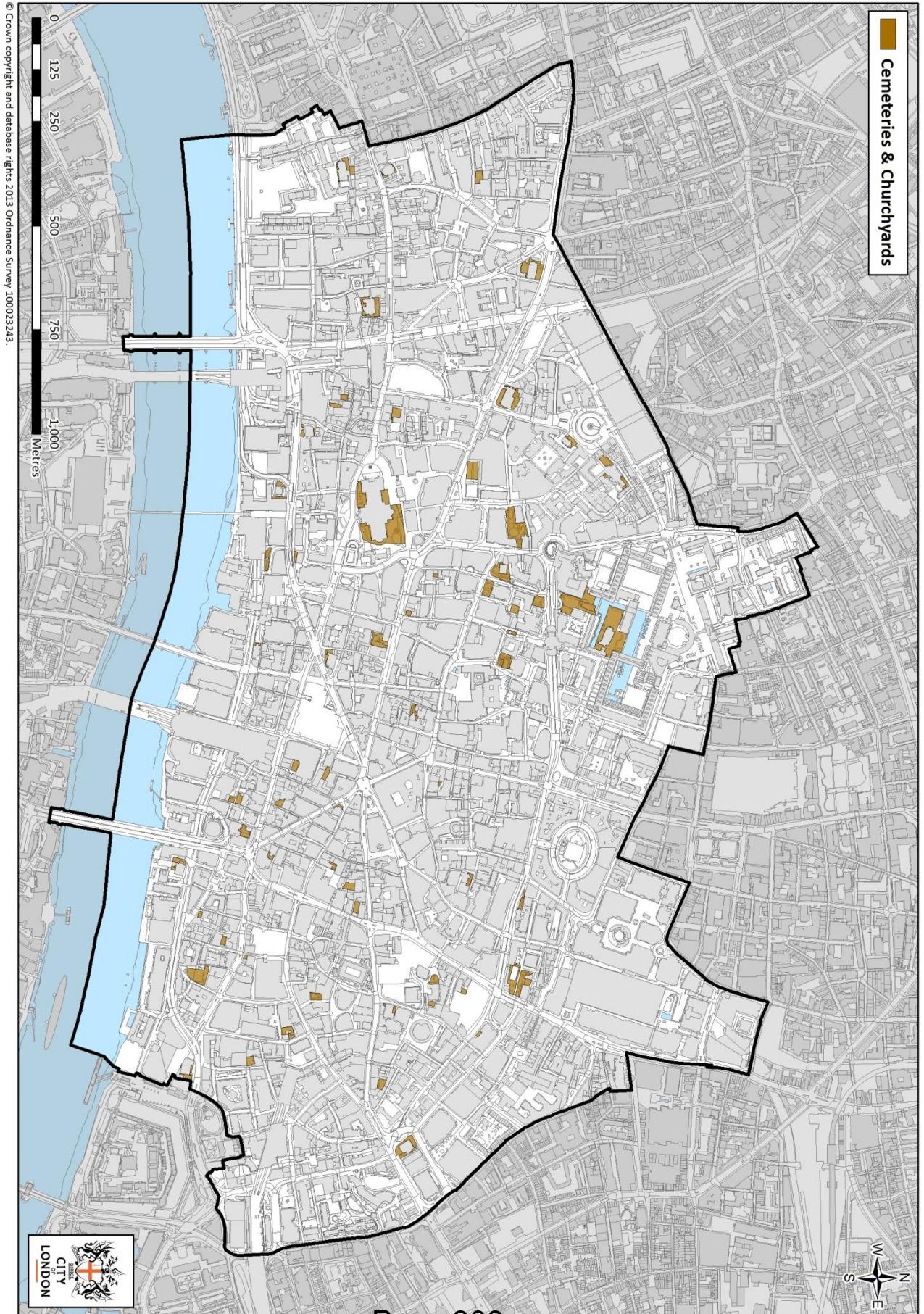
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# Appendix 1 – Plan of City Cemeteries and Churchyards





<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation Committee	26 <sup>th</sup> July 2016
<b>Subject:</b> Department of the Built Environment Business Plan 2015/16: End of Year Update and Financial Outturn Report	<b>Public</b>
<b>Report of:</b> <b>Director of the Built Environment</b>	<b>For Information</b>
<b>Summary</b>	
<p>This report sets out the progress against the 2015/16 Business Plan and the Financial Outturn Report for the Department of the Built Environment. It shows what has been achieved, and the progress made over the last year against our departmental objectives and key performance indicators.</p> <p>The 2015/16 year end outturn position for the Department of Built Environment services covered by Planning &amp; Transportation Committee reveals a net underspend for the Department of £371k (4%) against the overall net local risk budget of £9.1m for 2015/16. Appendix B sets out the detailed position for the individual services covered by this department.</p> <p>The Director of Built Environment has requested to carry forward the majority of this underspend into 2016/17, along with underspends within other Committees she supports. These requests will be considered by the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee.</p>	
<b>Recommendation(s)</b>	
Members are asked to:	
<ul style="list-style-type: none"> <li>• note the content of this report and the appendices</li> <li>• receive the report</li> </ul>	

## **Main Report**

### **Background**

1. The 2015/16 Business Plan of the Department of the Built Environment was approved by this committee on 14<sup>th</sup> April 2015. As agreed, quarterly progress reports have been provided.

### **Key Performance Indicators**

2. Performance against the 21 key performance indicators (KPIs) related to the work of this Committee (Appendix A) is good with those not meeting their targets discussed below.
3. On KPI TPR3a/b, as in previous quarters, road casualty figures provided by Transport for London are provisional.
4. While this number remains an area of concern it is worth noting that the total number of casualties in 2015/16 has reduced slightly (390 casualties to 381 casualties) compared to 2014/15. Also while still above the KPI target, the number of KSI casualties in 2015/16 is reduced compared to 2014, from 55 to 44. The Road Danger Reduction strategy (received by this committee in February) is very much a live programme, and we continue to benefit from a close working partnership with the City Police.

### **Achievements**

5. The Corporate GIS Team completed the River Wall project to map ownership of the wall as part of our duty under the Flood and Water Management Act. This provides key information through the GIS map to our customers.
6. Two of our technical staff in the District Surveyors office have achieved their technical membership of the Chartered Association of Building Engineers in recognition of their expertise in the area.

### **Promotion of the City of London**

7. Annie Hampson, Chief Planning Officer, spent a week with Brent Borough Council as part of their Peer Challenge Review team. This review benefited both Brent and the City of London, as best practice was shared, ideas discussed and a programme of continuous improvement identified. Annie also appeared in *The Planner* as one of the most Influential and Important Women in Planning.
8. Bill Welch, District Surveyor participated in the major incident exercise at Littlebrook Power Station in March of this year, along with colleagues from the City of London Police. As the Local Authority Liaison Officer (LALO) this training exercise gave Bill the opportunity to experience a large scale major incident, and learn lessons which will be applicable were there to be an incident of similar magnitude in the City.

9. Gwyn Richards, Assistant Director (Design), along with a colleague were interviewed for the BBC's One Show to discuss Wind and Microclimate issues in the City. A full update on these issues will be brought before this Committee later in the year.
10. The City has been represented by staff presenting, and being part of panel discussions at a number of high profile events this quarter including MIPIM, the NLA's Tall Building Conference; Local Authority Building Control conference; City of London Crime Prevention Association; Centre for Protection of National Security Infrastructure and National Counter Terrorism Security Office.
11. Staff from across the department shared best practice and skills sharing with a recent study trip to Stuttgart working with local Planning teams on key infrastructure and regenerations issues. The District Surveyor's Office arranged a tour of the Leadenhall Building in February for Members and staff, which was well received. Additionally, staff have led a number of City tours for postgraduate students from Oxford Brookes University.

### Financial and Risk Implications

12. The 2015/16 year end outturn position for the Department of Built Environment services covered by Planning & Transportation Committee reveals a net underspend for the Department of £371k (4%) against the overall net local risk budget of £9.1m for 2015/16. Appendix B sets out the detailed position for the individual services covered by this department. The table below details the summary position by Fund.

Local Risk Summary by Fund	Final Budget	Revenue Outturn	Variance from Budget	
			(Better) / Worse	
	£'000	£'000	£'000	%
<b>City Fund</b>	8,835	8,465	(370)	(4%)
<b>Bridge House Estates</b>	254	253	(1)	0%
<b>Total Built Environment Services Local Risk</b>	<b>9,089</b>	<b>8,718</b>	<b>(371)</b>	<b>(4%)</b>

13. The Director of Built Environment has requested to carry forward the majority of this underspend into 2016/17, along with underspends within other Committees she supports. The total carry forward requested is £345k, of which £260k relates to P&T Committee activities and £85k to Port Health & Environmental Services Committee activities. These requests will be considered by the Chamberlain in consultation with the Chairman and Deputy Chairman of the Resource Allocation Sub Committee

14. The better than budget year end position of £371k (4%) was due to the following main underspends:
- On-Street Parking (£381k) underspends mainly due to delays in obtaining Committee approval to undertake the upgrade work on the pay & display machines and salary savings on vacant posts.
  - Drains & Sewers (£124k) underspends due largely to additional income for Thames Water contract reimbursements and increases in pipe-subway opening fees.
  - Building Control (£109k) underspends due to salary savings as a result of difficulties in recruiting.
  - Town Planning service (£93k) underspends due mainly to additional staff time recharged to the Thames Tideway Tunnel SLA and various other running cost savings.
15. The year end underspend was partly offset by the following overspends:
- Transportation Planning service £185k and Highways £82k overspends due mainly to under recovery of staff costs due to vacancies and time allocated on shadow capital schemes and other non-recoverable higher priority corporate projects, although this was partly reduced by additional highway administration fee income for recoverable works issued in the year.
  - Off-Street Parking £74k overspend due to reduced income from season tickets and increased maintenance contract costs.
- Traffic Management service £62k overspend due to a shortfall in road closure licence fees, which were partly offset by salary savings on vacant posts and additional hoarding & scaffold licence fee income.

## Appendices

- Appendix A – Q4 KPI results
- Appendix B – Finance Report

## Background Papers:

DBE Business Plan 2015-18

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## Departmental Key Performance Indicators

	This indicator is performing to or above the target.
	This indicator is a cause for concern, frequently performing just under target.
	The indicator is performing below the target.

		Target 15/16	Q1	Q2	Q3	Q4	Annual figure
<b>Transportation &amp; Public Realm</b>							
LTR2	Percentage of valid PCN debts recovered.	80%	82%	81%	82%	82%	81%
LTR3a	Respond to percentage of PCN correspondence within 10 days.	90%	100%	100%	100%	100%	100%
TPR2	No more than 3 failing KPI's, per month on new Highway Repairs and Maintenance contract.	<9 per quarter	0	0	0	0	0
TPR3a	To reduce the number of persons killed or seriously injured in road traffic collisions to a three-year rolling average of 32.9 casualties per annum	32.9 casualties per annum by 2016	12	11	9	12*	44
TPR3b	To reduce the total number of persons injured in road traffic collisions to a three-year rolling average of 294.9 casualties per annum	294.9 casualties per annum by 2016	96	109	87	89*	381

**Comments:**

While this number remains an area of concern it is worth noting that the total number of casualties in 2015/16 has reduced slightly (390 casualties to 381 casualties) compared to 2014/15. Also while still above the KPI target, the number of KSI casualties in 2015/16 is reduced compared to 2014, from 55 to 44. (\*The figures for Q4 are provisional).

The Road Danger Reduction strategy (received by this committee in February) is very much a live programme, and we continue to benefit from a close working partnership with the City Police.

		Target 15/16	Q1	Q2	Q3	Q4	Annual figure
<b>District Surveyor's (Building Control)</b>							
LBC1	To monitor targets for approval turnarounds for both standard applications and report to committee quarterly. (90% within 19 working days).	90%	94%	100%	100%	100%	98%
LBC2	To monitor targets for approval turnarounds for non-standard applications and report to committee quarterly. (90% within 26 working days).	90%	97%	97%	89%	96%	94%
LBC3	To issue a completion certificate within 10 days of the final inspection of completed building work in 90% of eligible cases.	90%	92%	91%	81%	92%	89%
<b>Comments:</b> LBC3 a slight dip in Q3 figures due to staff shortages and delays in recruitment, but as you will see we are back on track for successful delivery of this KPI.							
<b>Planning Policy</b>							
PP1	Implement and keep under review the City's Community Infrastructure Levy (CIL) and s106 planning obligations to support the City's economic role and statutory local authority functions	Review April 2016	Ongoing	Ongoing	Ongoing	Ongoing	On track
PP2	Scope the need for review or alteration to the Local Plan by Oct 2015, adopting revised Local Development Scheme and Statement of Community Involvement by March 2016.	March 2016	Ongoing	Scoped Sept.; report to Oct P&T cttee	Local Plan review agreed in principle Oct; revised LDS agreed Dec	Initial scoping considered by Sub- Comm March	On track

		Target 15/16	Q1	Q2	Q3	Q4	Annual figure
						2016	
PP3	Publish development pipeline information bi-annually (June & Dec) and publish monitoring reports on Local Plan policies by Oct 2015.	October 2015	Published development info June 2015	Local Plan monitoring ongoing	Development Info published Nov 2015	Local Plan monitoring ongoing	On track
PP4	Submit address and street gazetteer updates to the national hub at new Bronze standard and maintain Green status for development monitoring submissions to the London Development Database.	New Bronze standard Green status	Bronze standard and Green status	Bronze standard and Green status	Bronze standard and Green status	Bronze standard and Green status	On track
PP5	Ensure internal and public-facing GIS services are available 98% of the working day (excluding IS service disruptions) and implement a "mobile friendly" GIS for use internally and externally.	98%	100%	100%	98.5%	100%	99%
PP6	Process all standard land charge searches within 6 working days.	100%	100%	100%	100%	80%	95%
<b>Comment:</b> PP6 was low for Q4 due to long term staff absence, this is now back on track for Q1							
<b>Development Management</b>							
DM1a	Process 65% of minor planning applications within 8 weeks	65%	70%	61%	98%	96%	81%
DM1b	Process 75% of other planning applications within 8 weeks	75%	66%	80%	88%	96%	82%
DM1c	Negotiate with applicants such as to be in a position to recommend 95% of all planning applications	95%	96%	98%	98%	95%	96%
DM6	Provide access observations to 95% planning applications within 14 days of receipt of information	95%	95%	98%	80%	67%	85%
DM7	To manage responses to requests	85%	100%	97%	95%	95%	96%

		Target 15/16	Q1	Q2	Q3	Q4	Annual figure
	under Freedom of Information within 20 working days.						
DM8	Investigate 90% of alleged breaches of planning control within 10 working days of receipt of complaint.	90%	90%	90%	90%	90%	90%
<p><b>Comment:</b> DM6 due to delays in recruitment this KPI has slipped in the last two quarters. New staff are in place and we are confident this KPI will be back on track shortly.</p>							



**Department of Built Environment Local Risk Revenue Budget - 1st April 2015 to 31st March 2016**  
**(Income and favourable variances are shown in brackets)**

**Appendix B**

	Final Budget 2015/16			Revenue Outturn 2015/16			Variance (Better) / Worse		Notes
	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	£'000	%	
<b>Planning &amp; Transportation (City Fund)</b>									
Town Planning	2,967	(537)	2,430	2,896	(559)	2,337	(93)	(4)	1
Planning Obligations Monitoring	118	(118)	0	113	(113)	0	0	0	
Transportation Planning	2,727	(2,255)	472	2,973	(2,316)	657	185	39	2
Road Safety	302	(60)	242	265	(50)	215	(27)	(11)	
Street Scene	279	(279)	0	279	(279)	0	0	0	
Building Control	1,493	(1,456)	37	1,387	(1,459)	(72)	(109)	(295)	3
Structural Maintenance & Inspection	491	(39)	452	454	(41)	413	(39)	(9)	
Highways	4,675	(1,289)	3,386	4,812	(1,344)	3,468	82	2	4
Traffic Management	942	(2,179)	(1,237)	911	(2,086)	(1,175)	62	5	5
Off Street Parking	2,427	(2,470)	(43)	2,442	(2,411)	31	74	172	6
On Street Parking	2,799	(34)	2,765	2,420	(36)	2,384	(381)	(14)	7
Drains & Sewers	608	(277)	331	578	(371)	207	(124)	(37)	8
	<b>19,828</b>	<b>(10,993)</b>	<b>8,835</b>	<b>19,530</b>	<b>(11,065)</b>	<b>8,465</b>	<b>(370)</b>	<b>(4)</b>	
<b>Planning &amp; Transportation (BHE)</b>									
London Bridge	81	0	81	83	0	83	2	2	
Blackfriars Bridge	53	0	53	53	0	53	0	0	
Southwark Bridge	47	0	47	47	0	47	0	0	
Millennium Bridge	73	0	73	70	0	70	(3)	(4)	
	<b>254</b>	<b>0</b>	<b>254</b>	<b>253</b>	<b>0</b>	<b>253</b>	<b>(1)</b>	<b>(0)</b>	
<b>TOTAL PLANNING &amp; TRANSPORTATION COMMITTEE</b>	<b>20,082</b>	<b>(10,993)</b>	<b>9,089</b>	<b>19,783</b>	<b>(11,065)</b>	<b>8,718</b>	<b>(371)</b>	<b>(4)</b>	

**Notes:**

- 1. Town Planning** - favourable outturn mainly due to staff time recharged to Thames Tideway Tunnel SLA and various running cost savings, in particular reduced payments for General Development Order notices and printing charges.
- 2. Transportation Planning** - year end overspend was due mainly to under recovery of staff costs due to vacancies, and time allocated on shadow capital schemes and other non-recoverable higher priority corporate projects.
- 3. Building Control** - favourable outturn was mainly due to salary savings as a result of difficulties in recruiting.
- 4. Highways** - year end overspend was due mainly to under recovery of staff costs due to vacancies, and time allocated on shadow capital schemes and other non-recoverable higher priority corporate projects. This was partly offset by additional administration fee income charged for recoverable highway works.
- 5. Traffic Management** - year end overspend was mainly due to a shortfall in income for road closure license fees, which were partly offset by salary savings on vacant posts and additional hoarding & scaffolding licence fee income.
- 6. Off Street Parking** - year end overspend mainly due to reduced income from season tickets and increased maintenance contract costs.
- 7. On Street Parking** - favourable outturn mainly due to delays in obtaining Committee approval to undertake upgrade work on the pay & display machines, salary savings on vacant posts, reduced pay & display machine maintenance costs, and reduction in rental and telemetry charges due to the withdrawal of card payment facilities.
- 8. Drains & Sewers** - favourable outturn as a result of additional income from Thames Water contract reimbursements and increases in pipe-subway opening fees.

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# Agenda Item 8

<b>Committee</b>	<b>Dated:</b>
Port Health and Environmental Services Planning and Transportation Health and Wellbeing Board	19 July 2016 26 July 2016 16 September 2016
<b>Subject:</b> Report to Audit and Risk Management Committee on Air Quality	<b>Public</b>
<b>Report of:</b> Director of Markets and Consumer Protection	<b>For Information</b>
<b>Report author:</b> Ruth Calderwood, Port Health and Public Protection Service	

## Summary

The City of London Corporation has identified eleven corporate risks, four of which are considered the most serious in terms of likelihood and impact, so are ranked as 'red'. Air quality is one of the four red corporate risks.

Five actions have been identified to demonstrate how the City Corporation is mitigating the risk associated with poor air quality:

- Implement policies in the City of London Air Quality Strategy
- Review and assess air quality in line with statutory obligations
- Become an Exemplar Borough for air quality
- Develop a communications strategy
- Develop and implement a plan for reducing the impact of diesel vehicles

The Audit and Risk Management Committee requested a deep dive review into how air quality is being handled by the City Corporation and the performance against the criteria which have been selected to demonstrate risk mitigation. The Committee was satisfied with the action being taken to address this issue and this report summarises the discussion held at the meeting. The deep dive report into air quality is available as background paper.

## Recommendation

Members are asked to note the report.

## Main Report

### Background

1. The City of London Corporation has identified eleven corporate risks. Four of these are ranked as red risks, which are considered the most serious in terms of likelihood and impact. Air quality is one of the four red corporate risks.
2. The air quality risk is financial and reputational. There is also the potential for legal action against the City Corporation if it is considered that insufficient action

has been taken to mitigate the problem, and the consequent impact on public health.

3. The European Commission has commenced infraction proceedings against the United Kingdom for its failure to take sufficient action to deal with the pollutant nitrogen dioxide. This could lead to fines of £300million per annum. The Localism Act 2012 enables part of the fine to be passed to local authorities if it can be demonstrated that they have not taken appropriate action.
4. A recent report in the Sunday Times and on the BBC radio 4 Today programme detailed the case of a woman who is preparing to sue the Mayor of London and Lewisham Borough Council for failing to take sufficient action to improve air quality which she believes may have contributed to her daughter's death from asthma. Her lawyers are gathering clients for a potential class action.
5. The Audit and Risk Management Committee requested a deep dive review into how air quality is being handled across the City Corporation and the performance against the criteria which have been selected to demonstrate risk mitigation.

#### **Air quality deep dive report**

6. The Director of Markets and Consumer Protection presented the air quality deep dive report to the Audit and Risk Management Committee at their meeting on 14 June 2016. The report is available as a background paper via the [Audit & Risk Management Committee webpage](#).
7. The Director outlined that the City Corporation has an effective, proactive Air Quality Strategy that addresses the issue over and above statutory requirements. He also highlighted that the City Corporation is highly regarded by all stakeholders and that there is strong support from Members, residents and businesses to tackle the issue.
8. The Director detailed the importance that the recently elected Mayor of London has placed on improving air quality and that the City Corporation will continue to support the Mayor and play a major role in developing and implementing effective air quality policy across the Capital. It was noted that the Mayor of London had chosen to make his announcements on air quality at Sir John Cass Primary school. This was due to the air quality work undertaken with the school by the City Corporation.
9. The need for continued, effective cross-departmental collaboration was stressed and it is necessary for the issue to be tackled at all levels throughout the City Corporation.
10. An oral update was provided on a number of key initiatives. This included progress with aspects of the actions below that were chosen to demonstrate risk mitigation in this area:
  - Implement policies in the City of London Air Quality Strategy
  - Review and assess air quality in line with statutory obligations

- Become an Exemplar Borough for air quality
- Develop a communications strategy
- Develop and implement a plan for reducing the impact of diesel vehicles

11. The Chairman and Members thanked officers for an excellent, insightful report and for the productive debate which it facilitated.

### **Corporate & Strategic Implications**

12. The work on air quality supports Key Policy Priority KPP3 of the Corporate Plan: 'Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health'.

### **Conclusion**

13. The City Corporation is taking a wide range of actions to deal with air pollution and its effect on health. The Audit and risk Management Committee was satisfied with the measures being taken to address the associated risks.

**Background Papers** – Report of the Director of Markets and Consumer Protection to the Audit and Risk management Committee – Air Quality Deep Dive

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<b>Committee(s)</b>	<b>Dated:</b>
Port Health and Environmental Services – for decision	19 July 2016
Planning and Transportation – for information	26 July 2016
Health and Wellbeing Board – for information	16 September 2016
<b>Subject:</b> Draft City of London Noise Strategy 2016 – 2026	<b>Public</b>
<b>Report of:</b> Director of Markets and Consumer Protection	<b>For Decision</b>
<b>Report author:</b> Rachel Sambells, Pollution Team Manager	

## Summary

The City of London Corporation published its first Noise Strategy in 2012. The Strategy, approved by the Port Health and Environmental Services Committee on 1<sup>st</sup> May 2012, expires in 2016.

A draft Noise Strategy for 2016 to 2026 has been produced and is appended to this report. It contains 59 actions grouped into 5 key work areas to manage and minimise exposure to excessive noise whilst striving to enhance the quality of the acoustic environment and soundscape of the City of London.

The draft Noise Strategy will help ensure that the City Corporation fulfil its statutory obligations for managing and minimising exposure to excessive noise. It also reflects the priority placed on the effects of reducing the impact of unwanted sound and the provision of areas of respite from the noisy urban environment on the health of residents, workers and visitors as detailed in the City and Hackney Joint Strategic Needs Assessment.

## Recommendation(s)

I recommend that your Committee approves the proposal set out in paragraph 12 that the attached draft Noise Strategy (Appendix 1) undergo external consultation until 17<sup>th</sup> October 2016, subject to any comments received at your meeting and a further report will be presented to your 24<sup>th</sup> January 2017 meeting to approve the subsequent new strategy.

## Main Report

### Background

- Noise can have short and long term effects on health e.g. annoyance, sleep disturbance, interruption of speech and social interaction, disturbance of concentration (affecting learning and long-term memory), and hormonal and cardiovascular effects.

2. The City Corporation has a statutory responsibility to manage and minimise exposure to excessive and sometimes unnecessary noise, whilst ensuring that the City can continue to function as a modern world-class business centre.
3. In 2012, the City of London produced an innovative Strategy outlining its approach to fulfilling its statutory obligation to manage and mitigate excessive noise and made recommendations for improving the way that the City controls noise and made proposals for protecting and enhancing areas of relative tranquillity.
4. The strategy considered four key areas: mitigating noise from new developments, reducing noise from transport, servicing and street works, dealing with noise complaints and incidents and protecting and enhancing tranquil areas reflecting the concerns of residents, workers and visitors to the City of London.
5. The strategy balanced the needs of the Business City (particularly construction sites) and the City Corporation to undertake noisy works, with the expectations of residents and neighbouring businesses who wish for disturbance to be minimised. In particular, City Corporation officers gave consideration to balancing the authority's statutory noise responsibilities and traffic management needs in relation to minimising disruption from streetworks and the extent to which City night time activities, such as deliveries, refuse collection and street cleansing have been facilitated.
6. An update on the actions of the Noise Strategy 2012 to 2016 was presented to your committee on the 19 June 2015 and a further update on these actions is included as an appendix to the refreshed draft Noise Strategy 2016 – 2026.

### **Key Policies and Proposals**

7. The City of London draft Noise Strategy brings together and updates policies and programmes that are already in place to manage and mitigate noise. In particular, the draft Noise Strategy will help deliver one of the key themes of the Local Plan to “protect, promote and enhance our environment” whilst contributing to the wider policy context of maintaining a world class city that supports our diverse communities and remains vibrant and culturally rich.
8. There are 59 actions contained within the strategy that are divided into the following five key policy areas:
  - Background and evidence base
  - New developments
  - Transport and streetworks
  - Dealing with noise complaints and incidents
  - Protecting and enhancing the acoustic environment and soundscape.



9. The draft Noise Strategy encourages a new approach to the management of “soundscape” (the aural equivalent of “landscape”) in outdoor spaces and hybrid indoor-outdoor places in the City. The Strategy outlines support for measures to promote iconic sounds, lost and disappearing sounds, wanted sounds, added sounds, sound walks, and sound art installations. We will also continue our ongoing initiative regarding the identification of relatively tranquil areas in the City and the development of policies to protect and enhance these spaces. We will be seeking opportunities to encourage both new and existing partners to support soundscape initiatives.
10. The Strategy reflects the concerns of residents, workers and visitors to the City who have previously been interviewed and consulted about the City’s acoustic environment. We will continue to seek feedback and hope to undertake a further survey to monitor the success of the measures we are taking. It is our intention that the policies and actions proposed will help to ensure that the City Corporation fulfils its statutory obligations for noise management, as well as seeking to improve the health and well-being of the City’s residential and business communities.
11. This revised draft Strategy ensures that the City of London’s approach continues to be suitable and appropriate for a world class City.

### **Proposals**

12. I propose that, subject to comments received at your meeting, the attached draft Noise Strategy is published for consultation until 17 October 2016. A further report will be presented to your 24 January 2017 meeting to approve the new strategy.

### **Financial Implications**

13. Work related to ‘Dealing with noise complaints and incidents’ contained within the strategy will be funded using existing resources from within the Port Health and Public Protection Service. Assistance will be required to implement actions relating to ‘new developments’ and ‘Transport and Streetworks’ from the Department of Open Spaces and the Department of the Built Environment (DBE).
14. Opportunities for collaboration, funding and grants will be sought for project work and to encourage both new and existing partners to support soundscape initiatives to fulfil the actions in Chapter 5, ‘Protecting and enhancing the acoustic environment and soundscape’.

### **Corporate and Strategic Implications**

15. The work on noise sits within Strategic Aims 1 and 2 (SA1) (SA2) and of the Corporate Plan: ‘To support and promote The City as the world leader in international finance and business services’ and ‘To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors’.

## **Consultees**

16. Consultation has been carried out internally (Open Spaces, Department of the Built Environment, Town Clerks and Comptrollers) and the results of this have been considered in this draft.
17. The strategy will undergo full external consultation e.g. Residents, businesses, City stakeholder groups and neighbouring boroughs until the 17 October 2016 and consultation comments will be incorporated into the final strategy where appropriate.

## **Conclusion**

18. The City Corporation has produced a refreshed and updated Noise Strategy to meet the statutory responsibility to manage and minimise noise exposure to excessive noise, whilst ensuring the City can continue to function as a modern world class business centre. Subject to comments received at your meeting, the Noise Strategy will be published for public consultation until 17 October 2016.

## **Background Papers:**

The City of London Noise Strategy 2012 to 2016  
Report on Enhanced Working Hours for Street works in the City - Port Health and Environmental Services Committee November 13 2102  
Report on Mitigation of Environmental Impacts from Developments - Port Health and Environmental Services Committee April 30 2013  
Report on Noise Service Delivery Policy/Noise Complaint Policy - Port Health and Environmental Services Committee July 2 2013  
Report on Port Health and Public Protection Out of Hours Noise Service - Port Health and Environmental Services Committee March 1 2014  
Report on Noise Strategy Update of Actions Port Health and Environmental Services Committee 19 June 2015

## **Appendix:**

The City of London Draft Noise Strategy 2016 – 2026 – available [online](#) and via hard copy in the Members' Reading Room

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# City of London Noise Strategy 2016 to 2026



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Page 2

## **FOREWORD**

Noise is part of the everyday experience for residents, workers and visitors to the City of London. It is an inevitable consequence of modern society, the density of development, the intensity of activity and sometimes conflicting needs of different communities in such a small area.

The noise resulting from the vibrancy of the City for many is iconic, invigorating and an essential element or 'buzz' of the City 'soundscape'. However for others City noise can detract from enjoyment, be an annoyance, or detrimental to health and well-being.

Noise is an issue of concern for both City residents and workers and most want action to reduce it. However noise is a challenge as business activity intensifies, the night time economy expands and the number of City residents grows.

Sustainable reduction of noise is complex, and requires a long term strategic approach entailing action from a wide range of City Corporation departments, businesses and other organizations.

This strategy brings together and refreshes the different strands required to bring about noise avoidance, mitigation and hopefully reduction. It sets the strategic direction for noise policy within the City of London until 2026 and outlines steps that the City Corporation will take, and has taken, to maintain or improve the City's noise environment.

The document aims to achieve balanced, relevant and integrated noise management across the City Corporation and its partners through implementation of the policies and actions.

In so doing it should contribute to health and well-being for the City's communities and support businesses by minimising or reducing noise and noise impacts. It also aims to take account of the sometimes differing needs of those communities and of the need to provide a built environment to meet City business growth and maintain its infrastructure.

I hope that we can all work together to achieve a better soundscape for residents, workers and visitors across the Square Mile.

Wendy Mead CC

**Chairman of the Port Health and Environmental Services Committee**

## **CONTENTS**

**Executive summary**

**Key aims**

- 1. Background and evidence base**
- 2. New developments**
- 3. Transport and streetworks**
- 4. Dealing with noise complaints and incidents**
- 5. Protecting and enhancing the acoustic environment and soundscape**

**Appendix 1 Review of progress with 2012 Noise Strategy actions**

**References**

Acknowledgement

The City of London Corporation would like to thank Colin Grimwood (CJG Environmental Management) for collaborating with the Pollution Control Team in the production of this strategy.

## EXECUTIVE SUMMARY

Being located at the heart of London, the City of London inevitably experiences relatively high levels of noise. Managing noise in the City is a considerable challenge due to density of development and the vast transport network that caters to the large daytime worker population and the increasing numbers of visitors who come to enjoy our many attractions. At the same time the sounds of the City are also regarded by many as a vibrant and exciting reflection of a thriving urban centre.

The main noise sources of concern in the City are from building works, street works, road traffic, leisure activities, and other commercial activities such as deliveries, plant and equipment. High levels of noise not only cause disturbance to residents in their homes, but can also disrupt business activity in the City and spoil the visitor experience. The City Corporation has a statutory responsibility to manage and minimise exposure to excessive and sometimes unnecessary noise, whilst ensuring that the City can continue to function as a modern world-class business centre.

The City of London Noise Strategy brings together and updates policies and programmes that are already in place to manage and mitigate noise. It is essentially an update and a continuation of the innovative approach that we began with our first Noise Strategy published back in 2012. It will run for a period of ten years from 2016 – 2026, with an interim progress review envisaged in mid-term. The Noise Strategy includes new measures which will work alongside our existing approaches to improve the management of the acoustic environment in the City. In striving to enhance the quality of the acoustic environment of the City we will help to deliver the vision and policies for shaping the future of the City as contained in the Local Plan (City of London Local Plan, 2015). In particular, the Noise Strategy helps deliver one of the key themes of the Local Plan to “protect, promote and enhance our environment” whilst contributing to the wider policy context of maintaining a world class city that supports our diverse communities and remains vibrant and culturally rich. Our Noise Strategy supports policies included by the Mayor of London in the London Plan and in the Mayor’s Ambient Noise Strategy (Mayor of London, Sounder City, March 2004 - due to be updated during 2016/17).

The following specific areas are addressed in this Noise Strategy:

- Noise associated with new developments
- Noise associated with transport and street works
- Noise complaints from residents, visitors and businesses
- Protecting and enhancing the acoustic environment and soundscape

Managing noise from new developments is primarily through early engagement with developers and the implementation of appropriate planning and licensing policies. The main aim is to avoid any significant noise impacts and to ensure that activities associated with new developments mitigate and minimise noise impacts and do not result in complaints of noise nuisance. Similarly, we will also seek to mitigate the impact of existing noise on new noise sensitive developments such as housing, hotels, offices and any new public open spaces. Our approach is to engage both at the strategic planning stage as well as through the planning consent process. We will seek to incorporate noise issues into City planning policies and work more closely with developers before planning applications are submitted to influence building design and layout.

Transport noise, particularly from road traffic is the dominant noise source in many parts of the City. Tackling the environmental impact of road traffic, including excessive levels of noise, requires a co-ordinated and long term approach. The gradual introduction of quieter low emission vehicles offers a number of opportunities for environmental improvement. We will seek to co-ordinate any noise management measures with policies in other relevant strategies such as the upcoming Freight Strategy and the City Air Quality Strategy.

Street works can be a source of disturbance in noise sensitive areas and as a consequence need to be carefully managed. This Strategy proposes measures to minimise the noise impacts of street works, whilst ensuring that the duration of the works is minimised to reduce disruption to traffic.

The City Corporation has a statutory obligation to investigate and take action on complaints of noise nuisance. Despite the numerous proactive measures to deal with the potential for excessive noise, the City Corporation now receives around 1,100 noise complaints per year (up from around 750 per year in 2011). The Strategy outlines a range of actions aimed at improving the way noise complaints are addressed. These include improved liaison with the City police and the safer City partnership, and implementing current and emerging guidance on good practice for managing noise contained in relevant codes of practice.

There are requirements in the NPPF and the London Plan for local planning policies to improve and enhance the acoustic environment and to promote appropriate soundscapes (including protecting areas of relative tranquillity). Such measures are particularly relevant in the City in order to promote health and well-being and to provide areas of respite from the noisy urban environment. Careful management of the acoustic environment will also help to deliver wider aims of the Local Plan. This Strategy therefore encourages a new and logical approach to the management of soundscape in outdoor spaces and hybrid indoor-outdoor places in the City. The Strategy outlines our support for measures to promote iconic sounds, lost and disappearing sounds, wanted sounds, added sounds, sound walks, and to support sound art installations. We will also continue our ongoing initiative



regarding the identification of relatively tranquil areas in the City and the development of policies to protect and enhance these spaces. We will seek opportunities to encourage major new developments to support such measures.

The Strategy reflects the concerns of residents, workers and visitors to the City who have previously been interviewed and consulted about the City's acoustic environment. We will continue to seek feedback and hope to undertake a further survey to monitor the success of the measures we are taking. It is our intention that the policies and actions proposed will help to ensure that the City Corporation fulfils its statutory obligations for noise management, as well as seeking to improve the health and well-being of the City's residential and business communities.

## TEN KEY AIMS FOR THE NEXT TEN YEARS

The City of London Noise Strategy supports local, regional and national policy and aims to take into account the guiding principles of sustainable development and to:

- Avoid noise, and noise impacts, which could significantly adversely affect the health and well-being of City residents, workers and visitors
- Mitigate and minimise noise, and noise impacts, which could otherwise adversely affect the health and well-being of City residents, workers and visitors
- Support the City Corporation to fulfil statutory obligations for local noise management and assist others in fulfilling theirs
- Commit the City Corporation to provide joined-up regulation on environmental, neighbourhood and neighbour noise issues and to take account of this Strategy in policy development and delivery of its various activities within the City
- Balance the mitigation and minimisation of noise and noise impacts with the need to improve and update City infrastructure
- Encourage measures which will reduce noise emissions in the Square Mile
- Build corporate, business and public awareness, understanding of noise issues and noise management good practice
- Recognise, reward and disseminate good practice
- Work in partnership with other organisations, and to take a lead where appropriate, in order to help shape local and regional policy
- Protect, and where possible enhance, the acoustic environment and soundscape in suitable parts of the City in such a way that any measures will contribute to an improvement in health and quality of life/well-being of City residents, workers and visitors. (This will include seeking opportunities for the enhancement of the acoustic environment, for the promotion of soundscape initiatives, and for the protection of relatively quiet and tranquil places when and where such measures are supported by the local community)

# 1. BACKGROUND (Evidence Base)

## 1.1 WHY NOISE IS A CONCERN AND WHAT ARE THE SOURCES?

### 1.1.1 How noisy is the City?

As London's principal business location, the 'Square Mile' inevitably experiences relatively high levels of noise. Noise levels tend to be higher during the working week than at weekends. Traffic noise dominates the City during the day, while at night and at weekends building service noise (e.g. air handling plant) is more prevalent. Noise from construction sites and street works can also be dominant in the City, though this tends to be more transient.

In 2009, 24-hour noise monitoring was carried out at various locations across the City. This was to assess how noise varies and to provide a benchmark for further improvements to the noise environment. The locations chosen were schools, city gardens, riverside and street locations. Weekend readings included residential areas.

In the 2009 noise monitoring survey, average noise levels in the City during the week day were found to be between 53dB  $L_{Aeq,T}$  at the center of Barbican to 74dB  $L_{Aeq,T}$  at Bank junction. At night, noise levels at the Barbican reduced to 50dB  $L_{Aeq,T}$  and to 72dB  $L_{Aeq,T}$  at Bank junction. Noise levels at the Barbican were very similar at weekends although in general weekends tend to be quieter in the City than the working week. Previous government funded National Noise Incidence Surveys (NNIS 2000) have found that, on average, noise levels at residential locations in England & Wales typically drop by around 10 dBA at night which confirms that night time noise levels may be unusually high in some parts of the City.



In 2010, a small noise attitude survey was undertaken in the City. In total 173 residents and 283 workers were asked how loud they thought noise levels were in the City. The results are shown below (in Figure 1), with 57% of workers, and 60% of residents considering that the City was either 'loud' or 'very loud'.

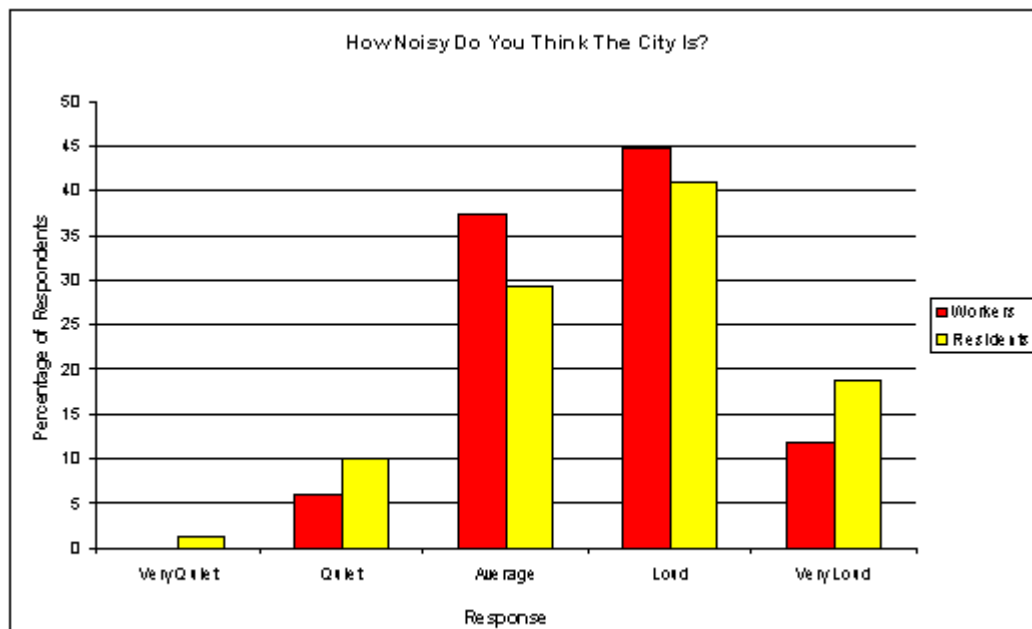


Figure 1: How noisy is the City? Responses from workers and residents.

A more recent government funded National Noise Attitude Survey with over 2,000 respondents (SoNA 2013) found that the majority of people interviewed did not think that noise spoilt their home life, with 82% reporting that noise did not at all or not very much spoil their home life. However, 6% of respondents to the national survey reported that noise spoilt their home life either quite a lot or totally. Also, one-sixth of the national sample (17%) reported that they or someone in their household had made a complaint or taken action about a noise issue within the past five years. The national survey, which was confined to householders, confirmed previous findings that only a small proportion of noise problems come to the attention of the relevant local authorities. The views of workers and visitors have not been obtained at the national level, although we consider that reflecting the views of all City stakeholders will be important to future noise policy in the Square Mile.

### 1.1.2 Noise sources and problems

The M&CP Pollution Control Team receives a large number of noise complaints every year. When the 2012 Strategy was being prepared the average from 2009 – 2011 was around 750 noise complaints per annum. The results below (Figure 2) show the main sources of noise and their proportion of the total complaints received for the three years to 31 December 2011. During this period around 30% of the noise complaints were received outside office hours, at night or at weekends and bank holidays.

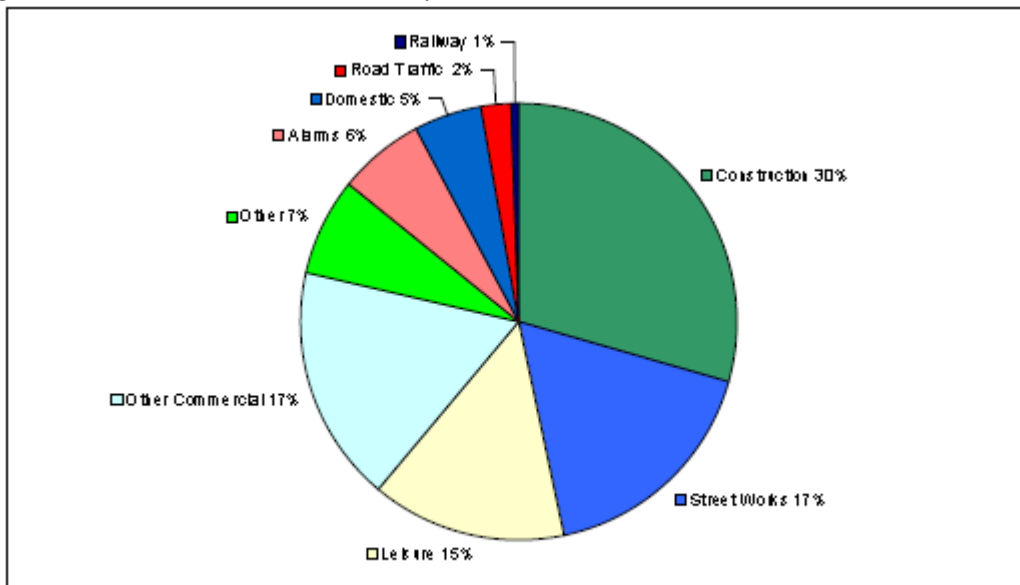


Figure 2: Source of noise complaints made to City of London 2009-2011.

As part of the preparation for this Strategy we have reviewed the noise complaints received since 2011. The total number of complaints received, presented by source and by year, is shown below (in Figure 3). The relative proportions of total complaints by source over the period 2012 to 2016 are also shown below (in Figure 4).

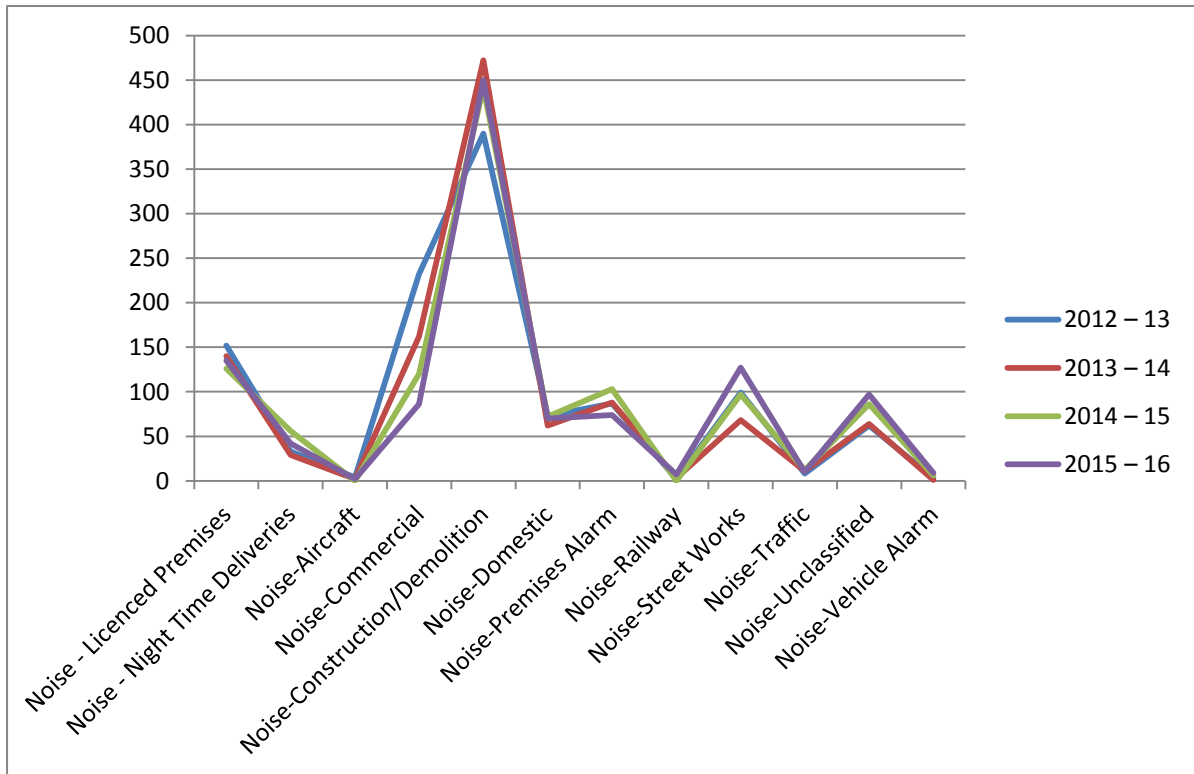


Figure 3: Number of noise complaints by source for years 2012 to 2016.

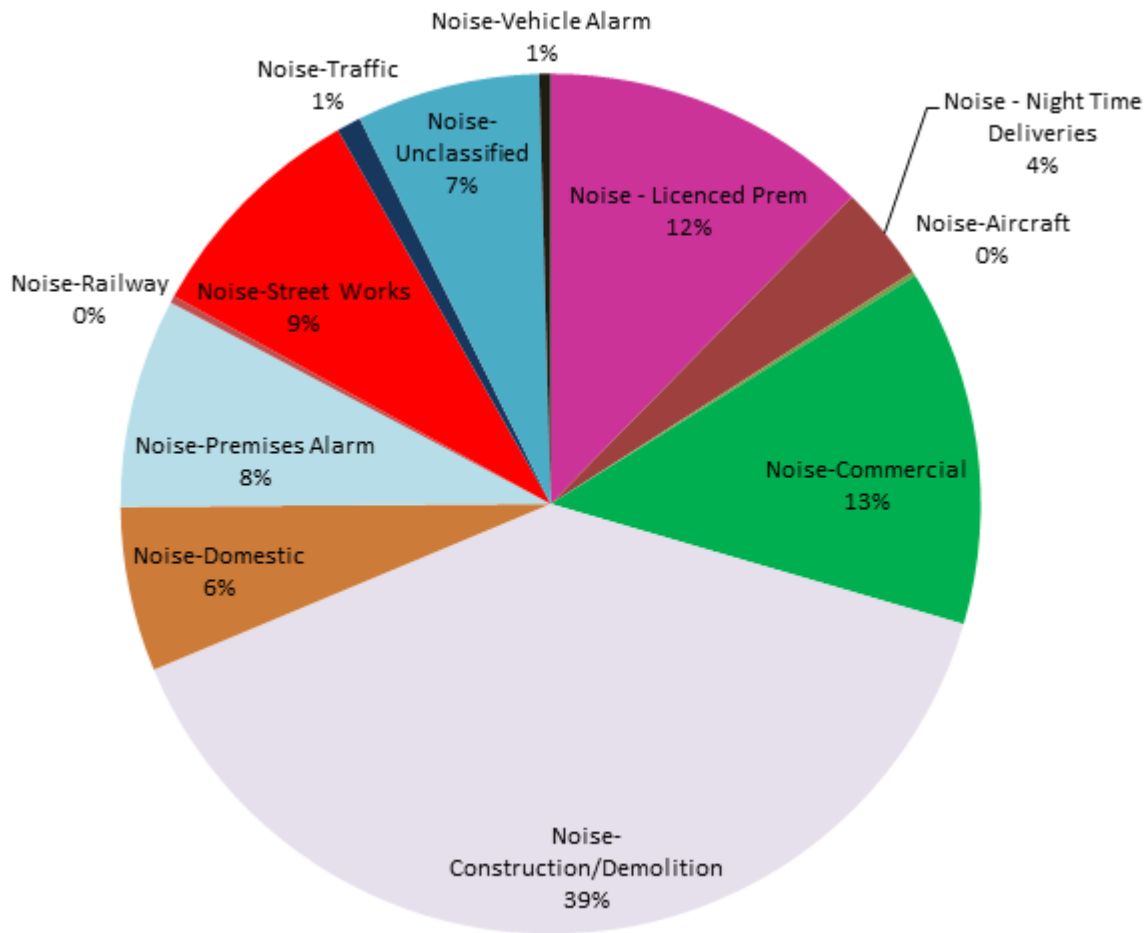


Figure 4: Source of noise complaints made to City of London 2012 – 2016.

The annual number of complaints received has increased to around 1,100 a year in 2015-16, representing around a 45% increase in requests for this service since 2011. However, the proportion of complaints attributable to the various sources has stayed fairly similar over this same period. For the year 2015-2016 487 (42%) of the total noise complaints were received outside office hours, at night or at weekends and bank holidays.

It should be noted that there could be many reasons behind an increase in noise complaints to the Pollution Control Team and that further research is required to determine the reasons

behind this trend. For example, the trend may be because the City has become a noisier place, or because there are now more people living here, it may be that residents and workers are more aware of their rights, it may be that expectations have changed, it may be that our service has improved and that we are receiving more requests to help as a result, or it could simply be a consequence of changes and improvements in the way we are recording complaints.

In the 2010 City noise attitude survey, a selection of residents, visitors and workers were interviewed about the type of noise that they notice in the City; 98% of residents and 87% of workers questioned noticed some form of noise. The noise source most evident was traffic and building works as shown below (in Figure 5); 16% of residents also noticed noise from other people and 15% from pubs and bars. Residents were disturbed by a wider range of noise sources than workers.

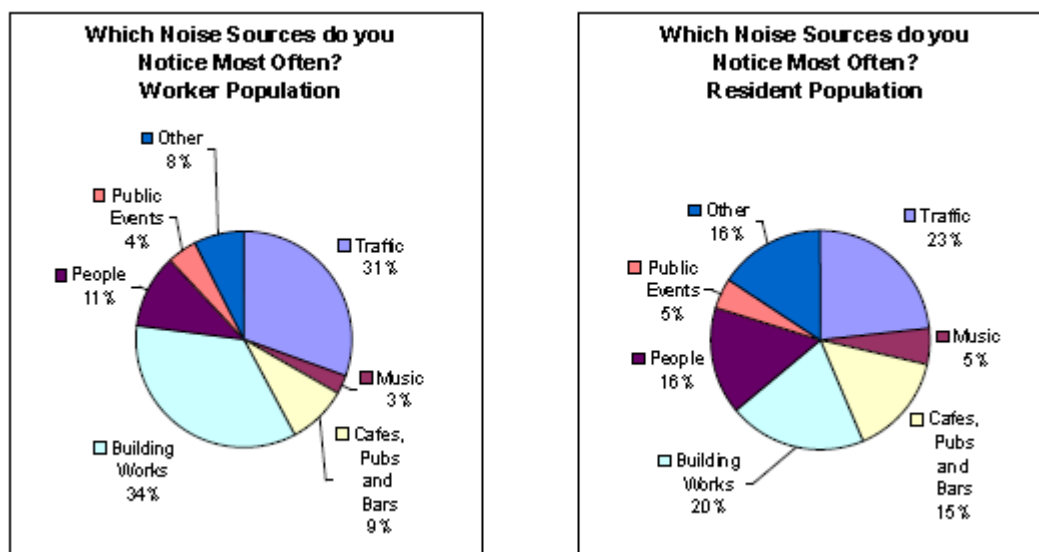


Figure 5: Noise sources noticed most often. Responses from workers and residents

Considering both the nature of complaints received by the Pollution Control Team and the City noise attitude survey results, the following noise sources remain of main concern:

- Building construction and demolition
- Street works
- Road traffic
- Leisure activities, particularly 'people' noise associated with licenced premises



- Noise from other commercial premises activities e.g. deliveries, plant and equipment noise, alarms
- To a lesser extent, neighbour noise (e.g. music / TV), alarms, other transport (e.g. aircraft, railways)

This list is not exhaustive and other sources of noise may well become important issues from time to time during the life of this Strategy. We will continuously review our approach to handling and responding to noise complaints in order to reflect local needs and priorities in addition to meeting our statutory responsibilities.

High levels of environmental and neighbourhood noise can also interfere with the conduct of business activities in the City and may spoil the visitor experience. According to the same survey, the majority of both residents and workers would like to see action to reduce noise levels in the City as shown below (in Figure 6).

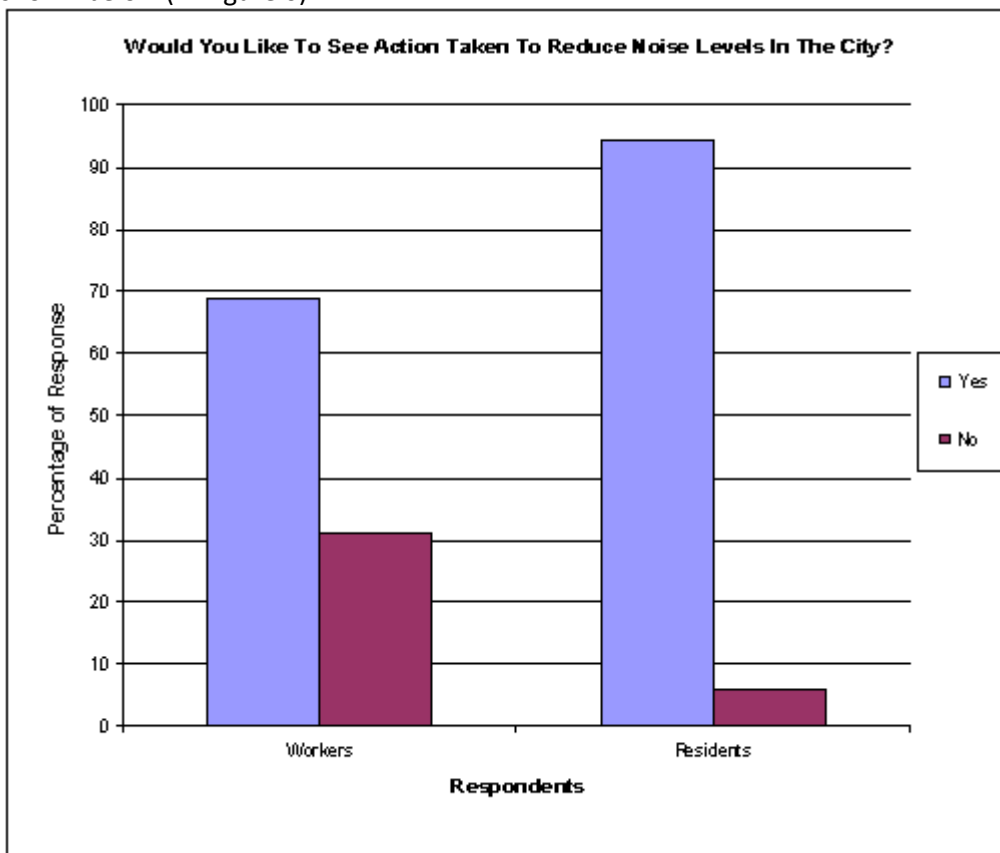


Figure 6: Should action be taken to reduce noise levels in the City? Responses of workers and residents.

### 1.1.3 Impact of noise on health and well-being

The relationship between noise exposure and health effects at the typical noise levels experienced in the everyday environment is not straightforward. Hearing loss does not occur from typical exposure to environmental noise and is more commonly associated with occupational exposure to much higher noise levels (above 75 dB(A)) over long periods, or exposure to very high noise levels (above 120 dB(A)) for a few minutes. Hearing loss is also associated with aging, certain diseases, head injuries, accidents and hereditary factors.

However, there is accumulating evidence of the impacts of everyday levels of environmental noise on health, well-being and quality of life. In the everyday environment, the response of an individual to both sound and noise is more likely to be behavioural or psychological (i.e. non-auditory) than physiological. The Health Protection Agency published an overview report in 2010 (Environmental Noise and Health in the UK, July 2010). The report cites examples of non-auditory health effects which have been linked to environmental noise including annoyance, sleep disturbance and other night time effects, cardiovascular and physiological effects, mental health effects, reduced performance, communication and learning effects.

Annoyance is the most frequently reported problem caused by exposure to transportation noise and is often the primary outcome used to evaluate the effect of noise on communities. There is some evidence that the attitudes and opinions of residents towards some sources of transport noise has been changing over the past twenty or thirty years.

Studies have shown that noise can effect sleep in terms of immediate effects (e.g. arousal responses, sleep state changes, awakenings, body movements, total wake time, autonomic responses), after-effects (e.g. sleepiness, daytime performance, cognitive function) and long-term effects (e.g. self-reported chronic sleep disturbance).

It has been shown that long term exposure to road traffic noise may increase the risk of heart disease, which includes heart attacks. Both road traffic noise and aircraft noise have also been shown to increase the risk of high blood pressure. It has been noted that there are few studies that exist regarding the cardiovascular effects of exposure to rail traffic noise. Although environmental noise is not believed to be the direct cause of mental illness, studies suggest that it can accelerate and intensify the development of latent mental disorders. Studies on the adverse effects of environmental noise on mental health cover a variety of symptoms which include anxiety, emotional stress, nausea, headaches as well as general psychiatric disorders e.g. neurosis, psychosis and hysteria.

Three European research studies have investigated possible cognitive impairment in

schoolchildren from transportation noise. There is evidence from two of these studies of an association between aircraft noise exposure and cognitive performance in schoolchildren (reading comprehension and recognition memory), but the same association was not seen for road traffic noise. Neither aircraft noise nor road traffic noise affected sustained attention, self-reported health, or mental health. It has been suggested that the intensity, location of source, variability and unpredictability of aircraft noise is likely to result in a greater effect on children's reading than road traffic noise, which was of a more constant level in the studies.

Vulnerable groups are thought to be generally under-represented in current research studies. According to the WHO (Community Noise, 1995; Guidelines for Community Noise, 1999) vulnerable groups may include the old, ill or depressed people; people with particular diseases or medical problems; people dealing with complex cognitive tasks, such as reading acquisition; people who are blind or who have hearing impairment; babies and young children; and the elderly in general. The WHO suggest that such people "may be less able to cope with the impacts of noise exposure and be at greater risk for harmful effects".

Specifically regarding night time noise levels, which are known to be high in many parts of the City, the WHO (Night Noise Guidelines for Europe, 2009) state that "children are less sensitive to night noise due to a higher awakening threshold, however for other effects children seem to be equally or more reactive than adults. Children also spend more time in bed and as such are exposed to more night noise levels. Elderly people are more vulnerable to disturbance due to sleep structure becoming more fragmented with age. A similar situation occurs with pregnant women and with people who are ill. Shift workers also are at risk due to their sleep structure being under stress due to the changes in their circadian rhythm".

According to the WHO, 'In some situations, but not always, noise may adversely affect the health and well-being of individuals or populations'. More recently, the WHO has stated that 'Environmental noise is a threat to public health, having negative impacts on human health and well-being'.

## **1.2 NOISE MANAGEMENT ROLES AND RESPONSIBILITIES**

The City Corporation recognizes that the effective management of noise requires a coordinated and long term approach that encompasses the actions of many relevant bodies and many aspects of modern society. This is also made clear in the government's Noise Policy Statement for England (NPSE, March 2010). The City of London Noise Strategy provides the framework for a longer term approach and our longer term aims will underpin our day to day decision making.

Within the Square Mile we have previously identified a number of particularly relevant bodies:

**The City Corporation Department of Markets and Consumer Protection (M&CP) Pollution Control Team** is the main City regulator of environmental, neighbourhood and neighbour noise. The team takes proactive action, responds to complaints and, in conjunction with the **Department for the Built Environment (DBE)**, provides a 'round the clock' outside office hour's service. The team is also consulted on licence and planning applications.

**The M&CP Port Health Service** deploys its officers and launches on the Thames, particularly during summer months, to monitor and control night time activity noise, taking enforcement action as required.

**The City of London Police** receives and share noise and noise related Anti-Social-Behaviour complaints and assist M&CP with enforcement.

**The City Planning Officer (DBE)** initiates planning policies and area strategies, determines planning applications and conditions, negotiates Section 106 agreements and takes planning enforcement action.

**City Housing Management and Registered Social Landlords e.g. Guinness Trust**, sets and enforces tenancy conditions related to neighbour noise and behaviour and has involvement in neighbour complaints.

**The City Corporation Licensing Authority** processes applications for premises Licences, investigates and enforces breaches of noise related licensing conditions.

**Highways Authorities** – Both the City Corporation (**DBE**) and **TfL** have responsibilities for the environmental impact of road traffic and also commission highways and street scene improvement works with associated control over the permitting of other street works (e.g. utilities works), on their respective road networks.

**The Civil Aviation Authority, Ministry of Defence and Airport Authorities** maintain noise complaints data, and responses, about aircraft and helicopter movements over the City of London.

**Other City Organizations** are responsible for ensuring that the noise generating activities they have control over are managed to prevent nuisance and minimise impacts on residents and businesses:

- Managed Premises Facilities or Event Managers including City Corporation premises e.g. Barbican Centre, Museum of London, Barbican Exhibition Centre
- Contract and Project Managers for City Corporation departments e.g. City Surveyors' works, refuse collection and street cleaning contracts, infrastructure and street works etc.
- Contractors for City of London Corporation 'outsourced' services e.g. waste collection and street cleaning
- City Corporation contractors for 'structures', highways maintenance and improvement, and street scene enhancement
- Businesses, Utility Companies, construction and development companies, site management
- Crossrail, Network Rail, London Underground

### **1.3 LIST OF POLICIES - EVIDENCE**

**POLICY EVIDENCE 1:** The City Corporation will maintain an evidence base that provides an overview of noise levels and the overall quality of the acoustic environment in the Square Mile and to use the information to review, update and prioritise our overall approach to noise management.

**POLICY EVIDENCE 2:** The City Corporation will from time to time assess community attitudes to noise, including obtaining views from residents, businesses and visitors and to use this information to review, update and prioritise our overall approach to noise management.

**POLICY EVIDENCE 3:** The City Corporation will continue to provide a 24/7 noise complaint response service that will be made available to residents, businesses, workers and visitors alike.

**POLICY EVIDENCE 4:** The City Corporation will work with relevant bodies, including both internal and external organisations and departments, in order to facilitate the effective implementation of the City Noise Strategy.

### **1.4 LIST OF ACTIONS - EVIDENCE**

- 1.** To seek opportunities to support the installation and maintenance of a permanent noise monitoring network in the Square Mile including a real time web based interface that will provide information on the acoustic environment to all interested stakeholders.
- 2.** To repeat aspects of the previous City noise measurement survey during the life of this Strategy, including 24-hour noise measurements at the same or similar locations to last time, in order to assess trends over time and to help determine priorities.
- 3.** To explore the potential use of data derived from noise modelling and noise mapping initiatives within the City to improve the available evidence base that underpins the Noise Strategy.
- 4.** To investigate the potential for undertaking GIS based analysis of noise levels in the City in combination with other available datasets to seek new insights on the acoustic environment of the Square Mile and its relationship with other policy issues.
- 5.** To undertake a repeat noise attitude survey during the life of this Strategy in order to obtain the views of residents, workers and visitors and to help update this Strategy and to determine priorities.
- 6.** To seek the inclusion of relevant questions about noise and the acoustic environment in any stakeholder surveys being undertaken by the City Corporation.

- 7.** To continue to monitor and respond to complaints about environmental, neighbourhood and neighbour noise in accordance with our statutory duties and any current agreed local policies.
- 8.** To undertake further research to better understand the reason behind the apparent significant increase in complaints to the Pollution Control Team in recent years.
- 9.** To review the current system used to collect noise complaint statistics to see if it can be improved. For example, we will consider recording more details on the type and time and resolution of noise complaints and whether they originate from residents, workers or visitors.
- 10.** The M&CP Pollution Control Team will promote this Strategy and lead a review of current arrangements for the identification of, and liaison between, relevant internal and external bodies, aiming to produce revised MoU's and improved working arrangements where necessary.

## 2. NEW DEVELOPMENTS

### 2.1 OVERALL AIMS - PLANNING/NEW DEVELOPMENT

To take into account the guiding principles of sustainable development and to:

- Avoid noise, and noise impacts, which could significantly adversely affect the health and well-being of City residents, workers and visitors
- Mitigate and minimise noise, and noise impacts, which could otherwise adversely affect the health and well-being of City residents, workers and visitors
- Protect, and where possible enhance, the acoustic environment and soundscape in suitable parts of the City in such a way that any measures will contribute to an improvement in health and quality of life/well-being of City residents, workers and visitors.

### 2.2 INTRODUCTION

The City of London has a highly complex, densely developed and intensively used built environment in which space is at a premium and where multiple activities occur in very close proximity. Therefore the effective management of noise impacts applies to both new development that introduces noise and new development that is sensitive to noise, and should always have regard to the longer term consequences and the intended future acoustic environment of the City.

Offices currently make up around 70% of all buildings in the City. Office based business and financial related services are the dominant activities, however the City is also a place where people live. The resident population is currently around 9,000 and is expected to grow slowly in the coming decade to around 10,000, with those aged 65 years and over contributing most to this growth. The workday population is currently around 373,000 and is expected to grow to around 428,000 over the same 10 year timescale. The workday population predominantly uses public transport to travel to work has a transient, male and younger (20 to 50 years old) age profile. The City has a number of locations which have particular noise sensitivities, for example our residential areas, educational and health service sites as well as the City open spaces. Some of the existing noise challenges can be traced back to the historic origins of the City, whereas others are a legacy from previous planning policies and decisions.

The level and rate of new development, including redevelopment of existing buildings, continues to be high. The Local Plan anticipates continuing economic growth for the City, predominantly business and financial services led and identifies “significant competing demands between the need to

accommodate new office development alongside the need for new housing, social and community facilities and improved transport infrastructure”.

The Local Plan identifies five “Key City Places” where there are specific pressures for development over the next 20 years. These *Key City Places* present both challenges and opportunities for the acoustic environment:

- **The North of the City** – addressing the impact of, and accommodating the growth resulting from Crossrail, whilst maintaining a mix of uses and protecting noise sensitive areas such as the main residential areas of the Barbican, Golden Lane, Barts Square and St Barts Hospital; opportunities to promote soundscape initiatives in the proposed cultural hub around the Barbican.
- **Cheapside and St Paul’s** – which is becoming the City’s pre-eminent retail area with the success of One New Change; possible opportunities to promote soundscape initiatives centred on St Paul’s Cathedral and the large number of visitors arriving across the Millennium Bridge.
- **Eastern Cluster** – will see significant office growth, there will be a number of new tall buildings, greater street level congestion and pressure on open space, a need to ensure a safe and attractive environment and to deliver a suitable acoustic environment for the people working in and commuting to this small area.
- **Aldgate** – expected to undergo significant improvements to the highway and public realm with promotion of social, environmental and business regeneration; this area currently suffers from high traffic levels, yet contains the Middlesex Street and Mansell Street residential estates and Sir John Cass’s Foundation Primary School.
- **Thames and the Riverside** – encouraging a mix of commercial uses and increased accessibility; increased use of the river including a potential increased role in moving construction and deconstruction materials; promoting vibrant areas with offices and hotel development, managing noise affecting housing at the Temples and around Queenhithe; protecting and enhancing areas of higher soundscape quality such as existing relatively tranquil open spaces, specific riverside locations and addressing the acoustic quality of the riverside walk to promote recreation and enjoyment.

The intensive use of land, anticipated future economic growth and mixed uses of some of the *Key City Places* pose distinct and challenging noise management issues. It is particularly important to ensure that occupiers of commercial and residential buildings, hotels, serviced apartments, schools and hospitals have adequate protection against noise. At the same time, it is also important to protect and enhance the acoustic environment and soundscape when such opportunities arise.



The prevention and minimisation of noise associated with the construction and demolition (we often use the term “deconstruction” to reflect a more careful managed process) of premises is also an essential amenity consideration for residents, businesses and visitors. Furthermore, it is not just major developments which have potential for noise impact; even minor works can cause significant local problems if they are not managed properly.

Planning and noise is a complex field in which a number of national, regional and local documents play an important role. These include the Local Plan, the London Plan, the NPPF, this Noise Strategy and the NPSE. These key documents together with relevant examples of national and/or international good practice will provide the basis for the management of noise and the enhancement of the acoustic environment relating to new development in the Square Mile. Our approach will be supported by more detailed policies contained in Supplementary Planning Documents (SPDs), including the updated Environment SPD as well as other relevant City policy documents.

Noise impacts and solutions need to be considered within the broader framework of sustainable development, and in conjunction with other associated environmental impacts of development such as increased carbon emissions and air pollution.

### **2.3 THE MANAGEMENT OF NOISE RELATED TO NEW DEVELOPMENT**

The main noise sources related to new developments in the City are:

- Construction and deconstruction work and associated activities e.g. piling, heavy goods vehicle movements, utilities street works
- Building services plant and equipment e.g. ventilation fans, air-conditioning, emergency generators
- Leisure facilities and licenced premises e.g. people and amplified music
- Servicing activities e.g. deliveries, window cleaning and building maintenance

The most common noise sensitive developments in the City are:

- New residential developments, hotels, serviced apartments and offices.

For noise sensitive developments we will seek confirmation of appropriate acoustic standards at the design stage.

### **2.3.1 Demolition and construction**

The high level of intensive development in the City, including major office redevelopments in the east and infrastructure projects such as Bank Station Capacity Upgrade, Thames Tideway and Crossrail, can have significant environmental impacts on occupiers of nearby noise sensitive premises. Protecting City businesses, residents and other noise sensitive premises (e.g. schools) from noise and vibration impacts of construction sites is essential to the City's continuing reputation as an excellent place to live, to visit and to work and do business.

Developers will continue to be required through planning consent conditions to obtain approval for and adhere to Environmental Management Plans which comply with the requirements of the City of London Code of Practice for Deconstruction and Construction Sites.

Use of s106 and Community Infrastructure Levy agreements and planning conditions for monitoring and the mitigation of noise associated with large developments will continue to be negotiated with developers at sites close to noise sensitive premises such as housing and schools.

For the ongoing large infrastructure projects (e.g. Crossrail, Bank Station Capacity Upgrade, Thames Tideway Tunnel), we will continue to make representations and actively engage with the relevant bodies to avoid significant adverse impacts and to minimise noise and amenity loss.

### **2.3.2 Building services plant and equipment**

Mechanical plant and other equipment used for providing building services will emit noise which, if not controlled, can be detrimental to the amenity of an area or cause a nuisance to residents or businesses. Noise from these sources contributes to the overall ambient noise levels in the City and sometimes can adversely affect the acoustic environment of open spaces and otherwise relatively tranquil locations. The density, size, design and number of commercial buildings in the City have resulted in very large numbers of building services installations in a particularly compact area. In order to prevent nuisance and loss of amenity, to protect the acoustic environment and to minimise the upwards creep of ambient noise levels, developers will be required to demonstrate that there will be no increase in pre-existing background noise levels resulting from new plant, equipment or machinery.

### **2.3.3 Leisure facilities and licenced premises**

The style and character of many licenced premises has changed significantly in recent years. Both existing and new premises seek longer operating hours, often to the early hours of the morning, providing live or recorded amplified music. This is an inherent part of the buzz of the City and is

supported by the GLA's Night Time Commission and facilitated by the forthcoming Night Tube. However, some of these premises are close to residential accommodation and result in complaints about disturbance and nuisance from excessive noise, particularly from people drinking and smoking outside, arriving or leaving. Planning policies are being developed to minimise the noise impact of new licenced premises. Guidance is provided to licence applicants in the City of London Statement of Licensing Policy on preventing public nuisance from noise. Representations can be made to the Licensing Authority in connection with new licence applications or variations on the grounds of preventing public nuisance.

#### **2.3.4 Servicing**

The concentration of businesses in the City necessitates the regular delivery and collection of equipment, materials, foods and solid waste to sustain their operations. This includes the City of London's waste collection service. For this purpose, a vast number of commercial vehicles enter and leave the City. Where vehicles are involved in noisy servicing in noise sensitive locations outside business hours e.g. early morning when close to residential accommodation, then disturbance resulting in a statutory nuisance can result.

Deliveries and collections close to residential accommodation which are likely to cause disturbance, loss of amenity or a nuisance will continue to be discouraged between 23:00–07:00 weekdays and Saturdays, with no deliveries permitted on Sundays and Bank Holidays.

However, some essential services such as refuse collection may continue to need to take place outside these times e.g. on Sundays or Bank Holidays. Additionally where parking or other restrictions prevent loading and unloading during workday working hours, flexibility in the application of the above times will be needed.

Where there are no alternatives to servicing taking place outside the above times businesses will be encouraged and, if necessary, required to use quiet delivery methods to minimise disturbance or nuisance.

Noise minimisation from servicing activities will be managed by the use of planning conditions, advice and encouragement, and, if necessary, enforcement of noise nuisance and other relevant law (e.g. Environmental Protection Act 1990, Licensing Act 2003, Noise Act 1996).

The use of consolidation centres to reduce the overall number of servicing and delivery movements in the City is being actively encouraged as is the use of acoustically considered loading bays which may facilitate 24 hour servicing.

### **2.3.5 New residential development**

Housing is a key determinant of health. The provision of adequate housing is likely to be a growing challenge for London in the coming years. As it is primarily a business district the City has an unusual housing and household profile. There were just over 6,000 dwellings in the City as of March 2011, 83% are owner occupied or in the private rented sector. More than 50% of households comprise one person, and 80% of households have no children. Around half of dwellings in the City have two or fewer “habitable rooms”, and around 20% have only one habitable room. Private gardens are extremely rare. The number of dwellings was projected (in 2011) to increase by around 110 per annum. The unusual nature of most City households has implications for noise management and, in particular the need to ensure good internal acoustic conditions in bedrooms and the need to protect and enhance the acoustic conditions of our open spaces.

The majority (around 60%) of the City’s housing units are located in the north of the City, particularly at the Barbican Estate, Smithfield and Golden Lane. This spatial concentration of housing units has implications for noise management and these are the areas where many noise complaints are received.

We will seek to ensure good acoustic design of all new residential development in the City by the incorporation of suitable planning policies in the Environmental SPD. We will pay particular attention to acoustic design where new residential development is likely to be exposed to high levels of environmental and/or neighbourhood noise either now or in the foreseeable future.

## **2.4 LIST OF POLICIES – NEW DEVELOPMENTS**

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

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

- a) Influence and provide advice on design and layout of new developments at pre- application stages e.g. to require the good acoustic design of all new residential development, to minimise noise from servicing commercial buildings affecting residential premises, to encourage better building design to favour quieter plant and equipment where technically possible, to encourage internal layouts which provide protection from internal noise transmission and external noise and to encourage suitable noise screening where appropriate.

- b) Prevent nuisance, loss of amenity and minimise creeping ambient and background noise levels from developments. Developers will continue to be required to demonstrate that noise levels from new plant, equipment or machinery do not increase background noise levels. Developers will be encouraged to achieve the lowest achievable noise emissions.
- c) Continue to limit and contain noise and vibration from construction and deconstruction activities through the Planning Consent process, based on the latest edition of the City of London Code of Practice for Deconstruction and Construction and other relevant standards. This includes requiring through planning conditions the approval and implementation of Environmental Management and Construction Logistics Plans where appropriate.
- d) For mixed use sites or developments, planning policies will generally encourage physical separation of noise generating activities from noise sensitive premises as long as this is compatible with good acoustic design of the site. Where necessary, conditions to minimise noise and noise impacts through mitigation and / or limiting hours of operation will be sought.
- e) Prevent the introduction of noise sensitive uses into areas close to commercial developments with high noise levels where the achievement of acceptable standards for quiet living conditions are not technically practicable.
- f) Place limits on the hours of operation of servicing and noise generating activities at developments where noise sensitive premises are likely to be adversely affected. Existing limits for hours of servicing (permitted between 07:00 – 23:00, Monday – Saturday, except Bank Holidays) to be applied; where this is not practicable a plan to minimise noise from servicing will be required to be approved and implemented.
- g) Resist the introduction of noise generating activities such as leisure or entertainment venues into areas with strong residential character. Where this is not compatible with wider planning objectives for the area, to limit noise impacts by placing appropriate conditions including constraints on activities and limits on hours of operation.
- h) Seek opportunities in connection with new development for the enhancement of the acoustic environment, for the promotion of soundscape initiatives and for the protection of quiet and tranquil places when and where such measures are supported by the local community.
- i) Encourage and promote good acoustic design, soundscape initiatives, good practice in noise reduction and control in the design of street scene and open spaces enhancement schemes including the public realm.

- j) Seek to use community infrastructure funding for monitoring and mitigation of noise and the enhancement of the acoustic environment and soundscape, particularly in relation to large developments at sites close to noise sensitive locations such as housing, schools and open spaces.

#### **2.4.2 Premises Licence policies, conditions and enforcement**

**POLICY DEVELOPMENTS 2:** The City Corporation will seek to manage noise emissions and impacts of new leisure and entertainment premises through the development, application and enforcement of appropriate, consistent and effective policies, procedures and conditions within the framework of the City of London Statement of Licensing Policy, and in particular:

- a) Resist the introduction of noise generating activities from leisure or entertainment venues into areas where there is a strong likelihood that these activities will result in public and / or statutory nuisance. Where this is not compatible with wider planning objectives for the area, to limit noise impacts by promoting the City of London Statement of Licensing Policy to ensure noise from licensable activities are adequately managed e.g. sound insulation, operational management measures and limits on hours of operation.
- b) Where appropriate, making representations to the City Licensing Authority as one of the Responsible Authorities (e.g. Pollution Control Team, City Licensing Service, Development Control and City of London Police) on licences and licensing applications.
- c) Where appropriate, supporting applications for review of licences by responsible authorities (e.g. Police or Fire) or 'other persons' (e.g. residents or businesses).
- d) Recognising that existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of recent changes in nearby land uses.

#### **2.4.3 Infrastructure projects**

**POLICY DEVELOPMENTS 3:** The City Corporation will continue to work pro-actively to manage noise impacts of major developments and infrastructure projects through:

- a) Lobbying and technical representation.
- b) Use of Development Control Orders or planning conditions e.g. requiring provisions of Environmental Management Plans for prior approval.

- c) Promoting a flexible approach to compliance and good practice contained in the City of London Code of Practice on Deconstruction and Construction Sites.
- d) Where necessary, use of enforcement measures under the Control of Pollution Act 1974, Environmental Protection Act 1990 and other relevant legislation.

#### **2.4.4 Engagement, advice and guidance**

**POLICY DEVELOPMENTS 4:** The City Corporation requires the Pollution Control Team to continue to provide in-house advice, support and guidance on managing noise impacts arising from proposed City Corporation development activities.

**POLICY DEVELOPMENTS 5:** The City Corporation requires the Pollution Control Team to continue to provide advice, support and guidance on minimising noise and managing noise impacts of street and other open space events planned in the City.

**POLICY DEVELOPMENTS 6:** The City Corporation will expect the Pollution Control Team to work proactively with the leisure, hospitality, construction and other business sectors to ensure noise and other environmental impacts of new developments are adequately managed and minimised.

**POLICY DEVELOPMENTS 7:** The City Corporation will support Pollution Control Team activities to liaise with developers and other relevant bodies regarding potential soundscape initiatives in the Square Mile (see Section 5 for more detail).

#### **2.5 LIST OF ACTIONS – NEW DEVELOPMENTS**

- 1.** Continually review and update planning conditions and informatives relevant to noise and the acoustic environment to ensure they are fit for purpose and reflect the policies and aims of the NPPF and associated national guidance, the Local Plan, other City Policy documents, the NPSE and this Noise Strategy.
- 2.** Develop appropriate planning policies in the emerging Environment SPD and other City policy documents to reflect the policies and aims of this Noise Strategy.
- 3.** Consider the acoustic environment and soundscape issues in environmental enhancement area strategies as consultations emerge.
- 4.** Implement the revised guidance to construction businesses on noise considerations and content relating to Environmental Management Plans.

5. Engage with Defra, DCLG and relevant professional organisations regarding the development of suitable guidance on planning and noise that is relevant to the unique conditions found in the Square Mile.
6. Work to influence Licensing Policy through the proposed review of the City of London statement of Licensing Policy and procedures.
7. Continue to lobby major infrastructure providers for support to enable us to provide an effective process and a timely response to all consent applications.
8. Continue to provide ad hoc advice on noise and soundscape issues to a wide range of City Corporation Departments e.g. DBE project works, facilities and housing stock management, waste collection, and events promotion and management, Barbican Centre.
9. Continue to consider noise impacts (and any opportunities for soundscape initiatives) relating to City events and filming through the Safety Advisory Group (SAG) and also via direct consultation with M&CP Pollution Control Team.



## 3. TRANSPORT AND STREET WORKS

### 3.1 OVERALL AIM - TRANSPORT AND STREET WORKS

*Aim: To promote and support the management of noise and noise impacts as a result of transport and street works, including noise minimisation, mitigation and reduction where possible, whilst recognising the importance of transport infrastructure and essential maintenance work.*

### 3.2 INTRODUCTION

The City of London needs and promotes an efficient transportation system that allows commuters to get to and from work, as well as couriers and goods vehicles to make essential deliveries and collections.

The City is located at the heart of London's public transport system. Seven of the eleven London Underground lines and the Docklands Light Railway serve the City via thirteen underground stations with night tube proposed for the Central Line in the short term. There are six mainline rail stations, four of which are major rail termini. Approximately fifty bus routes serve the City's streets. Approximately 370,000 people commute to the City each weekday and around 90% of them use public transport. The Local Plan predicts that City employment will increase significantly over the next decade with a corresponding increase in commuting. Crossrail is due to commence operation in 2018 and further capacity improvements are expected to the Northern Line.

Additional information is now available on noise levels from major roads, and noise levels from major railways, derived from two rounds of computer noise modelling that has been undertaken by Defra in response to the Environmental Noise Directive. Figure 7 below shows the estimated levels of road traffic noise in the City according to the strategic noise mapping. Figure 8 shows the Noise Action Planning Important Areas (IAs) for roads (blue) and railways (black). These IAs represent some of the noisiest areas in the City and can provide a framework for local management of transport related noise pollution. It is possible to supplement this information with the location of Air Quality Management Areas (AQMAs) to allow a more co-ordinated approach to transport related pollutants. Linking this newly available geographical information with other datasets may also provide useful new insights.

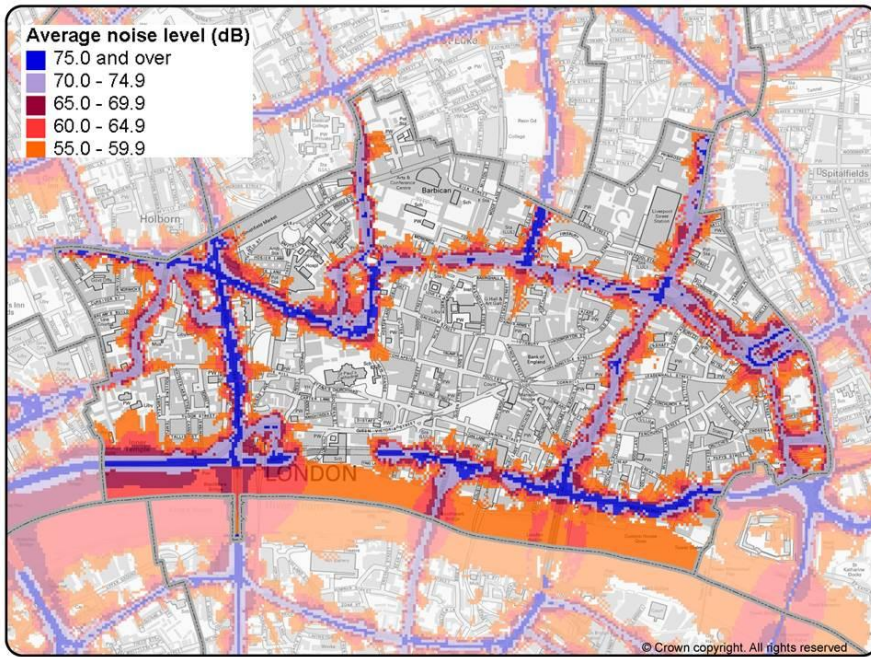


Figure 7: Average noise level (dB) from major roads in the City, according to Defra strategic noise mapping

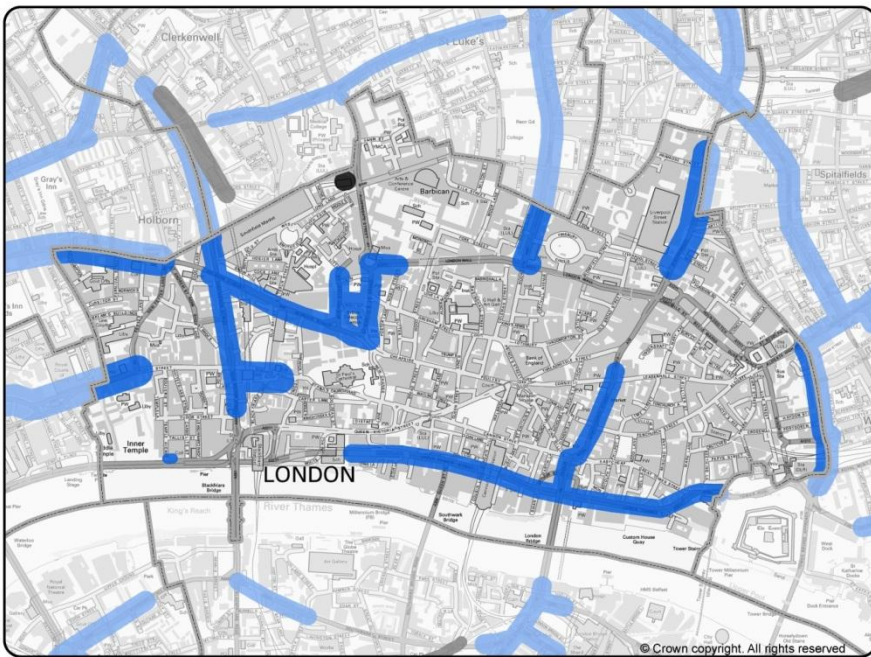


Figure 8: Noise Action Planning Important Areas in the City, according to Defra strategic noise mapping

[Figures 7 and 8 provided by Extrium Ltd, more information available at <http://www.extrium.co.uk/noiseviewer.html> ]

Road traffic noise is the most prevalent source of environmental noise in the City, and it is known to result in adverse impacts on health and quality of life, but it is less frequently a source of complaint. Furthermore, very few complaints are received about other sources of transport noise such as from aircraft, the rail and underground networks. This may be because transport infrastructure is regarded as an inevitable aspect of City life, or because there is a perception that nothing can be done. Street works currently result in more noise complaints than any other transport related activity. Previous City noise attitude surveys have shown that the majority of residents consider the City to be a noisy place to live. Attitudes to transport noise could change in the future with the more widespread adoption of low emission and low noise vehicles, with an increase in cycling and with the promotion of pedestrian movement within the City. We will undertake regular noise attitude surveys/ensure that noise is included in City attitude surveys so that we can monitor trends.

### **3.3 THE MANAGEMENT OF NOISE FROM TRANSPORT AND STREET WORKS**

#### **3.3.1 Road traffic noise**

The strategic road traffic noise mapping undertaken by Defra estimates that a small number of City residents living next to identified busy roads may be exposed to adverse levels of noise. The Noise Action Plan for Agglomerations (that now covers all major cities in England) requires the assessment and, where appropriate, the implementation of noise management measures by relevant Highways Authorities. We will work with Defra and the relevant Highway Authorities, primarily TfL in the City, when opportunities arise to ensure that any nationally identified road traffic noise hotspots in the Square Mile are tackled effectively (see Figure 8).

Action will need to be considered to assess and manage road traffic noise exposure at other noise sensitive locations in the City. The Defra noise modelling is deliberately strategic and may need to be supplemented by additional detailed noise modelling, predictions and measurements in order to provide information that can be used to determine priorities and assess noise management options across the wider road network.

Road traffic noise in the City results from a number of different vehicular sources, primarily public transport and private vehicles such as lorries, coaches, vans, cars and motorbikes.

However, noise from commercial vehicles is also significant particularly on Transport for London 'red routes'. There is a significant amount of commercial vehicle and Hackney cab activity related to servicing the business and development needs of the City.

Freight accounts for a significant proportion of traffic in the City of London (20% between 07.00 and 19.00) and freight vehicles compete for scarce road space with other priority and vulnerable road users such as buses, cyclists and pedestrians.

Planning and transport policies to minimise disturbance to residents currently restrict night time and weekend commercial vehicle movements through the City. However, various TfL initiatives mean that the existing protections are likely to become more flexible to enable deliveries to take place outside traditional restricted periods. These arrangements need to be carefully considered against the needs and expectations of City residents and workers. This will involve close liaison with TfL regarding TfL roads and with DBE regarding City roads. We will work with TfL to pursue relevant future initiatives and good practice case studies seeking to control road traffic noise from commercial vehicles.

Road traffic noise is usually assessed in terms of its impact on residential properties. This is the sole focus of the Defra Noise Action Plan for Agglomerations. In the City, road traffic noise also impacts on businesses and the increasing numbers of pedestrians in some parts of the City. We will work with colleagues in TfL and DBE to consider whether there may be opportunities for wider initiatives on road traffic noise management, particularly in the proximity of principal roads and 'red routes'. Wherever possible, we will seek synergies with other initiatives, such as on safety and air quality. In addition any opportunities to reduce cumulative impacts of noise and vibration from all forms of transport will be considered together.

Existing planning and transportation policies, in particular the City of London Core Strategy 2011, promote walking and cycling and improvements in air quality. In doing so they support development of improved environmental quality for pedestrians, cyclists and residents, including a potential for reduced noise from road traffic in some locations.

The use of sirens at night by the emergency services causes disturbance in some residential areas of the City. Although mostly unavoidable, we will work with the GLA/TfL, and relevant City bodies such as the City of London Police, to seek improvements in current practice if possible.

### **3.3.2 Other Transportation**

**Rail and Underground:** The Noise Action Plan for Agglomerations identifies the Barbican Underground station as an 'Important Area' which requires DfT and the ORR to assess and consider

what actions if any could be taken to manage railway noise and to implement those actions. In addition, the Pollution Control Team receives occasional complaints about noise from underground trains and, about alleged excessive noise from station announcements. We will make representations to relevant bodies when complaints are received and as any noise management proposals emerge.

**Helicopter use:** Low flying and hovering helicopters over residential areas can cause disturbance and annoyance particularly at weekends and at night. However some emergency service helicopter movements are considered to be essential to the proper functioning of a modern city. We will work with the GLA and other London LAs to identify any potential improvements that can be made.

**River traffic:** Occasional complaints are received about noise from river traffic, the most common being excessive noise from party boats. We already work alongside other Riparian Boroughs to monitor complaints and consider appropriate remedial measures and will continue to do so. In addition we will host future meetings of the Riparian Steering Group.

### **3.3.3 Street Works**

As well as actively promoting public transport, cycling and walking, the City Corporation and TfL seek to keep traffic flowing by effectively planning and managing the highway network. The City Corporation is also committed to ensuring that utility services continue to meet the demands of the world's premier financial centre. A permitting system exists for utility companies and other contractors (including those contracted to work for the City) who need to carry out street-works. At noise sensitive locations, one or more measures are usually necessary to minimise noise impacts on businesses and / or residents. These include restricting times when noisy work is permitted, effective communications, using less noisy methods and using noise barriers.

Residential accommodation is now distributed more widely through the City and has increased the spread and number of noise sensitive locations, this has constrained the opportunities for carrying out noisy work on the highway at night time when traffic volumes are low.

Highways Authorities have a statutory obligation to seek to prevent traffic disruption and the City Corporation has a duty to take statutory action to remedy noise nuisances and prevent disturbance to residents. There is thus a potential for tension between conflicting roles when undertaking street works. We will continue to aim to strike an appropriate balance through the promotion and application of the City of London Code of Practice: Minimising the Environmental Impact of Streetworks. This requires the use of best practical means for noise control and restricts the times during which noisy activities are permitted in the City for the benefit of both residents and businesses. An example of recent application of a more balanced policy is that the City of London

have agreed to a presumption that street works may take place for certain periods ('extended hours working') outside of the City's normal 'Standard Hours' at certain locations where disturbance to residents is deemed unlikely.

Effective consultation and communications with affected residents and businesses are key measures to minimise complaints. If the purpose, times and durations of noisy works are known (or agreed) in advance, noise and disruption is more likely to be tolerated. Good communications can also help to resolve problems quickly without the need to involve law enforcement or other legal action. We will always encourage good communication with local residents, local businesses and the provision of adequate information to pedestrians.

### **3.4 LIST OF POLICIES – TRANSPORT & STREET WORKS**

#### **3.4.1 City of London Noise Receiving Authority Function**

**POLICY – TRANSPORT 1:** The City Corporation will meet any ongoing obligations as a "Noise Receiving Authority" in the Defra noise action planning process. This will involve close liaison with Defra and TfL regarding TfL roads and with DBE regarding City roads. It may also require liaison with relevant rail authorities.

**POLICY – TRANSPORT 2:** The City Corporation will consider the creation of a central co-ordination point for the handling of all complaints relating to noise from all transport sources and from street works whilst acknowledging that currently available powers of the Pollution Control Team are limited. This will allow the scale of the problem to be assessed, help to determine future priorities, and enable the Pollution Control Team to more effectively engage with responsible transport bodies and organisations.

**POLICY – TRANSPORT 3:** The City Corporation will seek opportunities to influence transport noise policy across London in order to secure improved conditions in the Square Mile, this will include liaison with DfT, Defra, the Mayor of London and TfL.

#### **3.4.2 City of London Highways Authority Functions**

**POLICY TRANSPORT 4:** The City Corporation will manage the noise impacts of street works having regard to the latest relevant City of London Code of Practice and wherever possible consider the available alternative arrangements to minimise duration of works and disruption to traffic.

**POLICY TRANSPORT 5:** The City Corporation requires the Pollution Control Team to continue to work closely on street works noise issues with the relevant City Corporation Departments, TfL, Utilities and contractors.

**POLICY TRANSPORT 6:** The City Corporation will promote, seek funding for and support the use of effective community communication strategies to help to manage noise disturbance from street works.

**POLICY TRANSPORT 7:** The City Corporation will integrate noise management considerations into policy, planning and design of City Corporation’s transport, cleansing, planning, highways management and improvement activities across the city.

**POLICY TRANSPORT 8:** The City Corporation will integrate noise management considerations into our internal procurement processes and contract specifications for highways maintenance and improvement, engineering, transportation and cleansing activities.

**POLICY TRANSPORT 9:** The City Corporation will incorporate noise management considerations for in-house schemes, including good design practice, when considering improvements or changes to road transport planning, traffic and pedestrian routes.

**POLICY TRANSPORT 10:** The City Corporation will honour its obligations as a Highways Authority in the Defra noise action planning process. This will require action by DBE regarding City roads. We will also seek to ensure that TfL delivers on its obligations regarding TfL roads in the Square Mile.

#### **3.4.3 Advocacy**

**POLICY TRANSPORT 11:** The City Corporation will strive to influence relevant bodies such as TfL, Utilities companies, Network Rail, Crossrail, Civil Aviation Authority, Police Authorities and other emergency services, wherever possible to reduce noise and vibration and to better manage noise impacts from their operations for the benefit of City residents, workers, businesses and visitors.

#### **3.4.4 Night Time Servicing**

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

#### **3.4.5 General**

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

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

### **3.5 LIST OF ACTIONS – TRANSPORT & STREET WORKS**

1. Continue to work with DBE, contractors and utility companies to manage noise impacts and seek to facilitate reduced traffic disruption (e.g. extended working hours) due to street-works.
2. Review options for reducing traffic disruption while minimising noise impacts for residents and businesses including review of the current ‘quiet hours’ requirements in the CoL Code of Practice for Deconstruction and Construction.
3. Lobby TfL to build flexible arrangements into their proposed ‘lane rental’ scheme to prevent nuisance and disturbance to City residents in sensitive locations of the TfL network within the City.
4. Develop formal liaison protocols on relevant transport noise issues with TfL.
5. Work with relevant City of London Departments to provide advice and support on reducing noise and managing noise impacts from their transport and highways related operations.
6. Review and develop working arrangements between DBE and M&CP for integration of noise considerations where required into strategic and service planning and delivery.
7. Contribute to the inclusion of noise management considerations into any revision of the City of London Manual for Sustainable Streets.
8. Integrate noise management considerations in relevant City Corporation procurement processes and contracts e.g. specifications.
9. Noise Action Planning:



- a) Ensure completion of all necessary investigations at road and rail noise “Important Areas” in the City.
- b) Seek the implementation of all agreed measures to reduce noise levels at any “Important Areas” where the Corporation are the relevant Highways Authority
- c) Similarly, use lobbying and other means to ensure that TfL, DfT and ORR meet their obligations to tackle the Important Areas where they are the relevant noise making authority.
- d) Consider updating Defra noise maps to make them more useful for local noise management purposes.
- e) Consider seeking formal designation for any special Quiet Areas in the City and make all relevant authorities aware of the implications for noise management.

**10.** Seek funding for additional transport noise modelling and noise measurement surveys to gather improved baseline noise data on road traffic noise levels in the City.

**11.** Continue discussions with major infrastructure providers and their contractors to minimise noise impact of their construction, including any tunnelling activities, and of the subsequent operational movements.

**12.** Continue to enforce and raise awareness of the City approach to night time deliveries in noise sensitive areas.

**13.** Where appropriate, promote TfL’s Code of Practice for Quieter Deliveries within the City. Review implementation and revise policies and procedures as required.

**14.** Continue to promote the use of quieter (and low emission) vehicles and other measures to reduce the number of road vehicles on City streets, through supporting and reinforcing measures contained in the Local Plan, City Corporation Cycling Plan and Air Quality Strategy etc.

**15.** To promote and facilitate the use of consolidation centres for deliveries to the City including the publication of a supplementary planning document.

**16.** To facilitate and contribute to the Riparian Noise Steering Group and input to any update of the Guidance for Control of Charter Cruise Noise on the Tidal River Thames.

## 4. DEALING WITH NOISE COMPLAINTS AND INCIDENTS

### 4.1 OVERALL AIM – NOISE COMPLAINTS AND INCIDENTS

To resolve noise complaints and incidents through a coordinated noise response, enforcement and information sharing network.

### 4.2 INTRODUCTION

Despite pro-active measures to prevent and manage noise, disturbance can still sometimes occur and become a problem. The City Corporation and its partners need to have the arrangements in place to respond, assess and take action to minimise and prevent recurrences of unacceptable noise.

The City of London Corporation Department of Markets and Consumer Protection's (M&CP) Pollution Control Team regulate and respond to noise complaints. Information presented in Section 2 shows that the number of noise complaints received is now around 1,100 a year, and that there has been a significant increase in requests for this service since 2011. In addition, the Team receives a similar number of requests for advice and assistance. The Port Health Service respond to noise complaints relating to leisure craft on the river, especially those hosting private parties and events.

Where noise is excessive and is actually causing disturbance at the time of the complaint, then we aim to provide a rapid response, often within an hour e.g. noise from street works affecting business activities on weekdays or affecting residents on Sundays.

Residents and businesses expect noise issues affecting them and referred to the City of London to be promptly resolved. A significant number of complaints are resolved through informal action and good-will, however where formal action is required our options are limited by statutes and regulations which can sometimes result in unmet expectations.

Not all noise complaints are necessarily made directly to the City Corporation. Some are received by the City of London Police, or are made directly to noise perpetrators or contractors through 'Helplines' such as those operated by infrastructure projects or construction sites.

Other City Corporation functions which can become involved with noise related enforcement issues are licensing, housing management, Barbican Centre, Highways Authority (permitting) and development management (planning).

Other agencies which also have powers and responsibilities for noise issues include:

- City of London Police

- Registered Social Landlords
- Transport for London
- Civil Aviation Authority and Airport Authorities
- Ministry of Defence

We have certain formalised joint working arrangements through e.g. M&CP and City of London Police Memorandum of Understanding and the Anti-Social Behaviour (ASB) information sharing protocol, the Planning and Environmental Health Enforcement Protocol, the Licensing Liaison Partnership, Environmental Health and Highways Liaison and weekly elected Member Bulletins. However, in some cases the current complaints liaison arrangements between organisations remain informal. Complaints information generated and held by City Corporation departments and other public organisations are formally shared and exchanges of information and intelligence occur in response to issues as they arise.

There is still further scope for strengthening and improving current levels of co-ordination and cooperation between those agencies with noise management responsibilities and the City Corporation Pollution Control Team, with the aim of providing a joined-up and responsive noise complaint service:

- Ensure clear understanding of roles of different organisations and communications between them
- Align enforcement approaches and evidence gathering and sharing across key agencies
- Share data, good practice and relevant research
- Address noise issues in City Corporation departmental policies and procedures so as to better manage noise from their premises, vehicles and activities, and to provide an initial response to noise complaints
- Seek opportunities to engage with businesses that may cause noise problems to provide advice and support, particularly with the licenced and hospitality sector

Potential benefits include quicker and proactive resolution of some noise issues before complaints are formally made to the M&CP Pollution Control Team (e.g. noise complaints in CoL managed premises such as the Barbican Centre), and more targeted enforcement and cooperation over the impact of the night time economy.

The collection and sharing of more comprehensive noise complaints information across the Corporation and its Partners, and its analysis can assist in spotting and assessing trends, determining priorities and, if necessary, taking proactive measures. The information can provide evidence for targeting noise issues through working groups such as the Licensing Liaison Partnership, Safer City Partnership and the Health and Well-being Board.

## 4.3 LIST OF POLICIES – NOISE COMPLAINTS AND INCIDENTS

### 4.3.1 Noise complaint resolution and enforcement

Introductory text if/as required.

**Responding 1:** Provide a dedicated service responding to, assessing and resolving justifiable noise complaints according to statutory obligations, noise management policies and procedures, managing expectations and using regulatory tools where necessary.

**Responding 2:** Continue to provide a swift response to noise complaints requiring urgent action, in particular:

- ‘Out of hours’ noise response service to respond quickly to complaints of noise occurring outside office hours.
- Response during office hours to noise affecting businesses e.g. street works or construction sites.

**Responding 3:** The City of London, in its capacity as London Port Health Authority, will undertake some night time noise patrols on the River Thames, particularly during summer months, to monitor and control noise emanating from activities on the river, and prevent disturbances to City residents.

**Responding 4:** To apply noise prevention, control and mitigation guidance adopted by the City of London; the latest editions of the Code of Deconstruction and Construction Practice, the Streetworks Code of Practice and TFL’s Code of Practice for Quieter Deliveries.

**Responding 5:** Continue to develop and deliver timely, consistent, co-ordinated joined up approaches to investigation and enforcement with other regulators and public bodies to resolve and reduce the frequency and severity of noise and ASB complaints. Partners include the Planning Authority, City of London Police, Licensing Authority, Highways Authorities, Housing Authorities, Social Services, Community Safety Team and Registered Social Landlords.

**Responding 6:** Organisations with noise management responsibilities will be encouraged and supported to resolve noise complaints made directly to them wherever possible.

### 4.3.2 Noise complaint information and data

**Responding 7:** Organisations with noise management responsibilities will be encouraged to maintain and share information and data on noise complaints. The information shared between them will be

collated, analysed and shared between them (within the limitations of data protection legislation). A lead officer will be identified for collation.

#### **4.3.3 Engaging with businesses**

**Responding 8:** Continue to work proactively with the leisure, licenced, construction, and other business sectors to manage and minimise noise impacts and other environmental impacts of their operations. Such work to include the provision of advice and sharing information and best practice on reducing noise disturbance and complaints.

#### **4.3.4 Service delivery**

**Responding 9:** The City Corporation will undertake a review of the noise service delivery arrangements including its effectiveness and resourcing taking into account stakeholder feedback. And where possible identify areas of improvement.

### **4.4 LIST OF ACTIONS – NOISE COMPLAINTS AND INCIDENTS**

- 1) Development, publication and ongoing review of an Environmental Supplementary Planning Document including noise issues.
- 2) Current edition of CoL Code of Practice on Deconstruction and Construction to be reviewed and updated.
- 3) Continue work with the Health and Well-being Board to include noise as a health 'issue' to be addressed in the Joint Strategic Needs Assessment and Health and Wellbeing Strategy.
- 4) Continue with work involving the Licensing Liaison and Safer City Partnerships; encourage and support consistent and effective policies and procedures across the City Corporation and other agencies to respond to public nuisance related to operation of licenced premises.
- 5) Support a joined-up approach to noise issues in the review of the Statement of Licensing Policy and the implementation of any upcoming new licensing legislation.
- 6) Continue to support and take part in schemes which promote good practice in noise control and management e.g. City's Considerate Contractor Scheme (CCS) and 'Safety Thirst' scheme.
- 7) Review and refresh the formal liaison and coordination protocols with the City of London Police on noise and anti-social behaviour enforcement matters and including information sharing.

- 8) Continue to build on business engagement including attending and presenting at business, licenced trade, sector liaison and residents meetings.
- 9) Develop formal liaison protocols on noise issues with Transport for London and London Underground.
- 10) Review recording and analysis of complaint data to include 'visitors' in addition to residents and businesses.
- 11) Ensure in the implementation of a joint contact centre that call handling for noise complaints is streamlined to provide a smoother customer experience.
- 12) Develop and expand partnerships and collaborations with organisations, groups and stakeholders such as the Noise Abatement Society, GLA, TFL, LANAF and others with aligned objectives.
- 13) Assess options for securing funding for service provision from infrastructure projects, developers or other sources as they arise.
- 14) To conduct customer satisfaction surveys and utilise the results to inform review and improvement in service provision.

## 5. PROTECTING AND ENHANCING THE ACOUSTIC ENVIRONMENT AND SOUNDSCAPE OF THE CITY OF LONDON

### 5.1 OVERALL AIM – ACOUSTIC ENVIRONMENT AND SOUNDSCAPE

To protect, and where possible enhance, the acoustic environment and soundscape in suitable parts of the City in such a way that any measures will contribute to an improvement in health and quality of life and well-being for residents, workers and visitors.

In delivering this aim it will be necessary to seek opportunities for the enhancement of the acoustic environment, for the promotion of soundscape initiatives and for the protection of quiet and tranquil places when and where such measures are supported by the local community.

### 5.2 INTRODUCTION

Other chapters of this strategy recognise the importance of reducing the high levels of noise (unwanted sound) that occur in many parts of the City. However, there is also growing interest in seeking, where possible, to improve the overall quality of the acoustic environment. Whilst much of the emphasis in this strategy is on **noise**, this chapter specifically addresses **sound** in outdoor space and in hybrid indoor-outdoor spaces such as rooftop open spaces, malls, markets, transport terminals and similar.

The soundscape of the City is an inherent part of the overall character of the Square Mile. It impacts directly on residents, workers and visitors albeit in different ways. Its management is just as important as the visual landscape yet it is sometimes not even considered by architects and wider design teams and we would like this to change.

The London Plan (2014 revision) (policy 7.15) requires, inter-alia, that:

**Development proposals should seek to manage noise by improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity).**

**Boroughs and others with relevant responsibilities should have policies to identify and nominate new Quiet Areas and protect existing Quiet Areas in accordance with the procedure in Defra's Noise Action Plan for Agglomerations .**

The London Plan also states that the “management of noise is about encouraging the right acoustic environment in the right place at the right time – to promote good health and a good quality of life



within the wider context of achieving sustainable development. Managing noise includes improving and enhancing the acoustic environment and promoting appropriate soundscapes.”

Policy 78 of Sounder City, The Mayor’s Ambient Noise Strategy for London (2004) states:

**The Mayor will urge Boroughs and others with responsibilities for open spaces and public realm management to consider the need for frameworks for managing soundscapes in open spaces and the wider public realm. Elements include noise mapping, measurement and attitude surveys, access to quiet, and exploring designation of Areas of Relative Tranquility or Special Soundscape Interest.**

The third aim of the government’s Noise Policy Statement for England is:

**Where possible, contribute to the improvement of health and quality of life through the effective management and control of environmental neighbour and neighbourhood noise within the context of Government policy on sustainable development.**

An explanatory note states that this will include the protection of quiet places and quiet times as well as the enhancement of the acoustic environment.

In addition, the government’s National Planning Policy Framework includes a requirement for local planning policies and decisions to:

**Aim to identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.**

### **5.3 WHAT DO WE MEAN BY SOUNDSCAPE POLICY?**

The acoustic environment of a place or space is the physical sound from all sources as modified by that place. Soundscape exists through human perception of the acoustic environment. The International Organisation for Standardisation (ISO) has recently defined “soundscape” as the “acoustic environment as perceived or experienced and/or understood by a person, or people, in context”.

It is useful to draw an analogy between soundscape and landscape. Landscape is regarded as both a perceptual construct and a physical phenomenon and has been defined in the European Landscape Convention as “an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”. Landscape can take a geographical form, or be a system of physical components, or be a place for recreational activity, or a determinant or reflection of culture (e.g. a landscape painting), or the component of an activity such as landscape planning. A

parallel description of soundscape would become – the acoustic environment of a place, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.

The European Landscape Convention also defines landscape policy and, by analogy, this usefully results in soundscape policy being described as “the expression by the competent public authorities of general principles, strategies and guidelines aimed at the protection, planning and management of soundscapes”.

The management of soundscape overlaps with, and arguably embraces and develops the better established but narrower concept of environmental noise management. In the environmental noise field, sound is conceived as a waste product to be removed and reduced where necessary. In contrast, the soundscape field treats sound largely as a resource to be protected and enhanced where appropriate so as to contribute to an improvement in human quality of life.

The management of the soundscape of the City needs to reflect both the complexity of the urban environment and the varied expectations of the urban population. It is recognised that at some places and times relative quiet and tranquillity may be preferred, in other places and times a more varied soundscape may be desirable, and yet in other situations it may be appropriate to experience a degree of urban vibrancy that demonstrates how dynamic and thriving the City is.

This chapter sets out to outline a soundscape policy for the City of London. We are one of the first city authorities to attempt to do this and we will therefore monitor and review progress during the life of the strategy and adapt our procedures where necessary.

#### **5.4 THE CITY'S OPEN SPACES**

Much of the early focus of soundscape research and practice has been on the soundscape of outdoor areas, in particular streets and squares, city parks and gardens and other open spaces.



The City's many open spaces provide an opportunity for rest and relaxation for workers, visitors and residents. However some may also provide an opportunity to meet and communicate, host markets, for exercise, for the appreciation of public art and music etc. There are 277 sites of open space within the City covering 32.18 hectares, with 23.31 hectares being open to the public. The Core Strategy (policy CS19) aims to protect existing open space and create additional, publicly accessible, open space where feasible.



As part of the previous Noise Strategy the City Corporation has already looked at options to protect and enhance certain open spaces and has undertaken social surveys to see how people in the City felt about the importance of tranquillity. The Local Plan requires the protection of the City's quiet areas (policy CS15) and improvements in the City's environment and open spaces (policy CS10).

The City of London's Open Spaces Strategy 2015 contains a vision for open space provision within the Square Mile. The Strategy recognises the necessity of green spaces to absorb noise and in the provision of tranquil spaces for users; some of the strategic objectives are either directly or indirectly linked to the quality of the acoustic environment and the enhancement of soundscape:

Paragraph 3.3.35 states "Opportunities will be identified for improving and enhancing the tranquillity and soundscape of open spaces during the improvement or enhancement of new spaces"

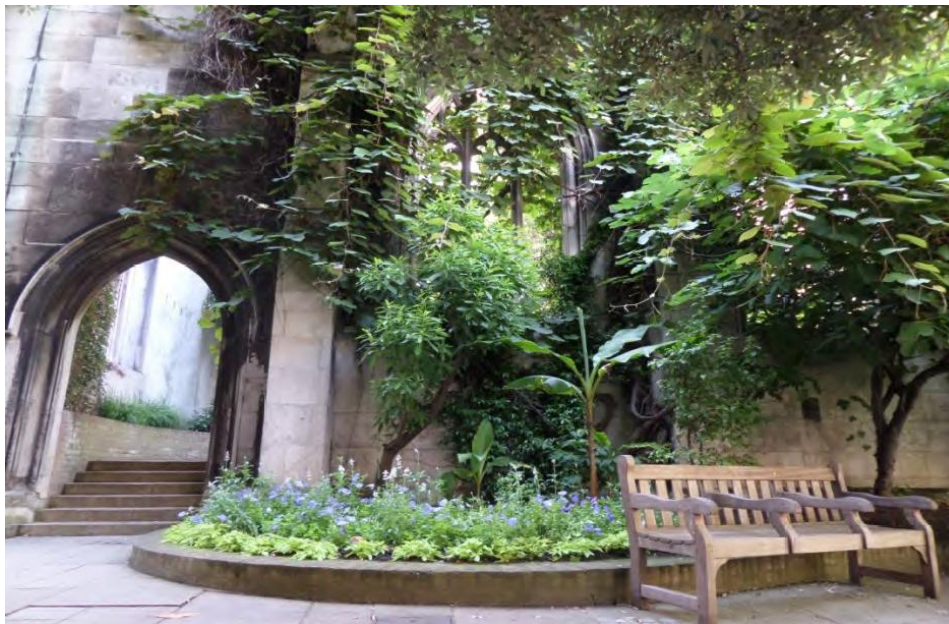
**“Strategic Objective 1** To maintain and increase public access to existing open spaces and enhance the quality of these spaces, in terms of both design and management.

**Strategic Objective 6** Ensure that enhanced and additional open spaces accord with high standards of sustainable design, construction and management and take account of the potential changes to the City climate, particularly the urban heat island effect”

The World Health Organisation (WHO) recommends that noise levels in gardens and recreation areas, which could include the City’s open spaces, should preferably be less than 55 dB  $L_{Aeq}$  during day time. Previous noise monitoring at selected locations in the City has revealed that only a few areas of the City fall below this level. These include Thames Walk, the centre of the Barbican and inside the boundary of the Guinness Trust estate.

When considering what makes an open space tranquil, people’s perception of the space, as well as noise levels can have an impact. Research by the City of Amsterdam has revealed that an area can be considered to be ‘quiet’ when it is around 6dBA lower than its surroundings. The absolute noise level seems less important.

St Dunstan’s in the East, *pictured below*, has a typical noise level during the day of around 65 dB  $L_{AeqT}$ . This is 10 dB  $L_{Aeq}$  higher than the WHO recommended level yet the space scored very highly for tranquillity during a 2009 visitor noise survey. Quotes from people surveyed include ‘you can’t find a more tranquil place in London’ and ‘its wonderful here’.



Our approach to soundscape policy recognises that a mandatory policy requirement for quiet and/or tranquillity will not always be desirable, or even possible to achieve, in every open space in the City. In accordance with the London Plan our goal is to ensure the right acoustic environment in the right place – that the soundscape is congruent with (appropriate to) the use of the place.

## 5.5 CITY SOUNDSCAPE MANAGEMENT PROCEDURE

Within the City we will encourage a logical approach to the management of soundscape in outdoor spaces and hybrid indoor-outdoor places and we propose to broadly align with the following procedure [*adapted from Brown, ref 2012*]:

### CITY SOUNDSCAPE MANAGEMENT PROCEDURE

1. Define the function or dominant activities of the place (from the visitor/user/listener's perspective)
2. Establish unambiguous soundscape objectives (see below)
3. Analyse sound at the place, identifying sounds of preference and wanted and unwanted sounds
4. Acoustically evaluate and assess the sound at the place
5. Study design options for managing wanted and unwanted sound components and the wider acoustic environment so as to achieve the proposed soundscape objectives.

Examples of the underlying basis for establishing unambiguous soundscape objectives [*adapted from Brown, ref 2004*] might include:

- A specific sound should be clearly audible over a certain area
- Must be able to have a conversation at certain locations/places without having to shout
- Hear mostly (non-mechanical, non-amplified) sounds made by people
- Not to be able to hear sounds made by other people
- Suitable to hear (amplified/non-amplified) speech
- Suitable to hear (amplified/non amplified) music

- Must be predictable periods of respite from high levels of traffic noise
- Moving water should be the dominant sound heard
- Sounds of nature should be audible over a certain proportion of the space
- Acoustic installation/artwork/sculpture sounds should be clearly audible
- Sounds conveying the City's vitality should be the dominant sounds heard
- Sounds conveying the place's history/heritage should be the dominant sounds heard
- Sounds that convey the identity of a place should be the dominant sounds heard

It is important to note that the soundscape management procedure puts the requirements of residents, workers and visitors at the forefront of the design process. An underlying principle is that any initiatives must be supported by the local community.

## **5.6 TRANQUILITY**

People who live in and work in the City value relatively quiet, tranquil areas. The 2010 City noise attitude survey asked workers and residents about their views on the importance of areas that offer relative quiet and tranquillity in the City; 57% of workers surveyed and 58% of residents actively seek out quiet areas in the City; 78% of residents and 70% of workers questioned would like more to be done to protect the quieter more tranquil areas of the City *as shown in Figure 9 below*.

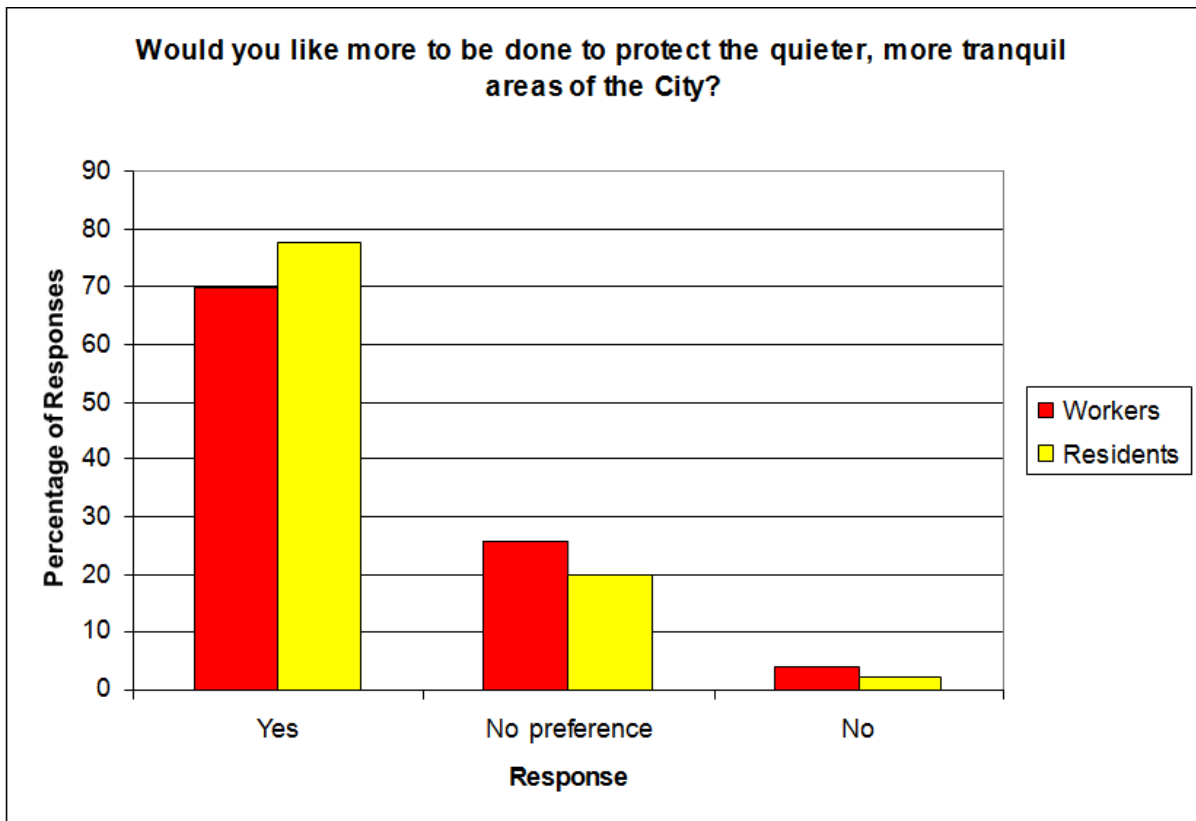


Figure 9: demand for protection of tranquil areas. Responses from workers and residents

In 2010, Environmental Protection UK (EPUK) published a report for the City of London called “Quietening Open Spaces - Towards sustainable soundscapes for the City of London”. The document contains ideas for improving the tranquillity of a selection of open spaces in the Square Mile. Proposals included encouraging quieter vehicles and machinery, smoothing traffic flow, quieter road surfaces, encouraging walking and cycling, using glazed noise barriers that incorporate educational and historic information, as well as other innovative measures such as using gravel paths that reveal footfall, using water features to mask unwanted sounds, encouraging planting to attract insects and birds, and promoting sound art installations. This report was used to inform the most recent Local Plan and Open Spaces Strategy and the designs of new or enhanced open spaces.



## 5.7 ICONIC SOUNDS

In addition to seeking out tranquil areas, residents, workers, and visitors like to be able to hear what we might call ‘iconic sounds’ in the City above the general noise of traffic and air handling plant. 91% of workers and 80% of residents questioned said they would like to be able to hear iconic sounds. The iconic sounds most identified in our survey were church bells.

The impact of the iconic sound from the many Wren churches could perhaps be enhanced by additional co-ordinated “bell happenings” to increase awareness of their existence (beyond the Lord Mayor’s Show). The current radius of audibility of Bow Bells could be investigated and efforts made to extend their reach. The audibility of St Paul’s bells could be used as a popular indicator of soundscape quality, perhaps with people registering that they have heard the bells via a GIS linked mobile phone app.





In addition there may be opportunities to introduce new iconic sounds. For example, the warning signal for Tower Bridge opening is currently a loud klaxon, whereas in historic times the warning was provided by handbells. Whilst the warning sound will need to be loud enough to be heard above the

sound of modern traffic it may be possible to improve on the current klaxon sound design.



## 5.8 LOST AND DISAPPEARING SOUNDS

Many City streets and buildings are named after lost trades. This offers a potential opportunity to retrieve lost sounds and perhaps to create “sonic districts”. Attention to lost and disappearing sounds offers practical interpretative and educational opportunities while not constraining development. Acoustic archaeology is a relatively new field but may be supported by interested organisations such as the Museum of London. Sonic districts may also offer opportunities for visitor promotion.

New developments may be able to incorporate artificial soundscapes that evoke certain lost sounds of the City (*e.g. Bishopsgate Institute / The Gentle Author - Cries of London Exhibition or the proposed ‘House of Sound’ project*).

A City Soundscape Inventory could be launched, engaging the public and developing a short list of lost and disappearing sounds. Potential partners might include City Livery companies many of which derive from historic trades and have a desire to show contemporary relevance.

## **5.9 WANTED AND UNWANTED SOUNDS**

There is growing interest in the introduction of positive or wanted sounds to enhance the soundscape. The sound of carefully designed water features and fountains in public open spaces can have positive impacts on health and well-being and also help to mask unwanted sounds from traffic. Recent evidence suggests that intermittent operation and patterning of such water features creates a more positive human response (and may also save energy).

There is growing interest in supporting small scale musical events in appropriate parts of the Square Mile such as Guildhall Yard and the GIGS:Big Busk at St Pauls. Sound stage and busker policy could be reviewed in conjunction with relevant users to ensure that it is perceived to be improving the soundscape. The sounds of children playing can either be encouraged or discouraged by the carefully siting of play equipment. The play equipment can itself incorporate relevant sounds, and thus help to foster an awareness of the sounds of the City in the younger generation.

## **5.10 ADDED SOUNDS**

Added sound can be sourced in ways that has some integrity in terms of reflecting and reinforcing City identity. Carefully considered added sound may help to evoke links with the past, or to embrace the present or envisaged future role of an area. Sounds need to be added carefully, in liaison with users, and perhaps in conjunction with other measures so as to enhance the overall experience of an area rather than to cause annoyance (e.g. the introduction of subtle artificial lighting and intermittent birdsong via discreet speakers in a suitable urban open space).

It may be feasible to translocate certain sounds from one part of the City to another, or from places in another part of the globe with which the relevant occupiers deal. It may also be possible to amplify certain wanted sounds in situ (e.g. sounds of the River lapping the shore) so that they become more audible and enhance the overall experience of an area.

## **5.11 PUBLIC DOMAIN SOUND ART INSTALLATIONS**

Sounds can also be introduced into urban areas by way of public art installations such as the sound sculpture installed by organ of Corti in July 2011 in Carter Lane Gardens near St Paul's Cathedral. The sculpture was a four metre tall installation that absorbed the City's traffic noise and transformed it into music.



## 5.12 SOUNDWALKS

Soundwalks and audio described walks could be devised and promoted to demonstrate areas of low and high acoustic quality in the City. These walks could include any demonstration soundscape initiatives, sound art commissions and related offers (cycle hire, coffee stops) for tourists and walkers could be incorporated. One possible route would be northwards from Tate Modern across Millennium Footbridge to St Paul's Cathedral, Museum of London, Barbican/Guildhall and Smithfield.

There are already commercial soundwalks operating in the City. The City could seek funding/sponsorship to run its own soundwalks or it could support and encourage other organisations to offer City soundwalks. Or the City could support others to develop a phone app that promoted self-guided soundwalks or promote content to existing apps.

## 5.13 LIST OF POLICIES – ACOUSTIC ENVIRONMENT AND SOUNDSCAPE

**POLICY – SOUNDSCAPE 1:** The City Corporation will, where possible, seek to integrate acoustic design and management into other relevant City Corporation policies and strategies and

environmental management practices so as to enhance the acoustic environment and soundscape of the City.

**POLICY – SOUNDSCAPE 2:** The City Corporation will identify certain open spaces in the City that would benefit from further protection or enhancement of the acoustic environment and/or from soundscape initiatives and will seek appropriate supportive funding.

**POLICY – SOUNDSCAPE 3:** In line with national policy in the NPPF the City Corporation will consider measures that aim to identify and protect any areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason. We will also consider protecting quiet places and quiet times where these are particularly valued by the local community.

**POLICY - SOUNDSCAPE 4:** The City Corporation will encourage those involved in major developments in the City will to consider opportunities to enhance the existing acoustic environment and to include soundscape initiatives as an integral part of new developments.

**POLICY - SOUNDSCAPE 5:** The City Corporation will provide information to the public on any freely accessible sites or events that are of special soundscape interest, including the locations of any identified areas of relative tranquillity, public sound art installations, GIGS:Big Busk events and the timings of any iconic sound events.

**POLICY – SOUNDSCAPE 6:** The City Corporation will support the installation of public sound art installations where these enhance the acoustic environment and soundscape and are welcomed by the local community.

#### **5.14 LIST OF ACTIONS – ACOUSTIC ENVIRONMENT AND SOUNDSCAPE**

- 1.** We will seek the inclusion and integration of our revised approach to the management of the acoustic environment and soundscape in future iterations of relevant City Plans and Strategies, such as the Local Plan, Open Spaces Strategy, the City Together Strategy, Cultural and Visitor Strategy.
- 2.** We will identify potential open spaces in the City that would benefit from further protection and/or enhancement of the acoustic environment and/or from soundscape initiatives in conjunction with relevant internal teams and interested external organisations.

- 3.** We will promote the City Soundscape Management Procedure both within and outside the Corporation and will seek opportunities to trial the approach and to share any lessons learned both within London and with other major world cities.
- 4.** The wider benefits of the enhancement of the acoustic environment and soundscape of the City will be promoted both within and outside the City Corporation.
- 5.** We will continue our ongoing initiative regarding the identification of relatively tranquil areas in the City and the development of polices to protect and enhance these spaces.
- 6.** We will seek opportunities and pursue soundscape related initiatives with a wide range of internal Departments and external bodies including the City Art Galleries and Libraries, City Churches Network (e.g. promoting tranquil churches, churchyards, libraries and art galleries, supporting iconic church bell ringing events), City Arts Initiative (e.g. talking statues, public sound art), City Visitor Experience (e.g. soundwalks etc.).
- 7.** We will encourage the identification, protection and promotion of disappearing sounds, and the careful re-introduction of relevant lost sounds, with interested internal teams, other external organisations, particularly those with an interest in promoting heritage related aspects of the City.
- 8.** We will encourage the development and promotion of “City Sound Walks” that will highlight the unique and varied soundscape of different areas of the City and thus support the City Visitor Strategy; we will consider providing this initiative in-house and/or by supporting suitable external partners.
- 9.** We will actively encourage developers, architects and planners to consider a variety of soundscape initiatives as an integral part of the design of new developments, particularly large iconic developments in the Key City Places.
- 10.** We will work with the Noise Abatement Society, Environmental Protection UK, acousticians, sonic artists, developers, architects, planners and other interested parties, to promote and support the establishment of world leading soundscape initiatives within the Square Mile.

APPENDICES

APPENDIX 1: NOISE STRATEGY POLICIES AND ACTIONS –Review May 2016

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
<p><b>Developments 1</b> <b>Tranquil Areas 1</b></p>	<p>Review and update planning conditions and informatives to ensure they are fit for purpose and reflect the policies and aims of the new National Planning Policy Framework (NPPF), Core Strategy and City of London Noise Strategy,</p>	<p>December 2012 and ongoing</p>	<p>Most conditions reviewed and updated on Planning protected document in 2012/13.</p> <p>Further review and update of conditions completed September 2015 to ensure they are necessary and enforceable.</p> <p>Revised conditions submitted to for submission into their protected document for use by case Planning Officers.</p>	<p><b>Completed</b></p>
	<p>Develop appropriate planning policies in the emerging Development Management DPD and other policy</p>	<p>March 2014</p>	<p><b>Completed</b> – comments made and have on the whole been integrated into the Local Plan published 2015</p>	<p><b>Completed</b></p>

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
	documents to reflect policies and aims of the Noise Strategy.		<p>except where previously agreed by committee before the noise strategy is Core Strategy.</p> <p>Review of 2015 Local Plan commenced in 2016 and input made.</p> <p>Work on a City Environmental SPD commenced including noise to be completed April 2017.</p>	2016/17
	Consider noise and 'tranquil' areas issues in Environmental Enhancement Area Strategies as consultations emerge.	Ongoing	<p>Comments made on strategies when known.</p> <p>Environmental Enhancement and Environmental Health Liaison meetings commenced.</p>	Ongoing
	Develop further guidance for designers and developers on designing 'tranquil' spaces and minimising final use noise impacts.	March 2014	<p>Not started.</p> <p>Environmental SPD under development to include</p>	April 2017



Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
			'tranquillity' as part of wider 'soundscape' chapter.	
	Review guidance to construction businesses on noise considerations and content relating to Environmental Management Plans.	March 2013	<b>Completed.</b> Incorporated into revised Construction and Deconstruction Code of Practice May 2013.  <u>Further action:</u> Code of Practice being further reviewed as an action in Pollution Control Business Plan 2016/17.	April 2017
	Engage with relevant organisations including DEFRA and Department for Communities and Local Government, for noise related guidance on planning control during the early stages of implementation of the NPPF.	March 2012 - March 2014	No guidance produced or forthcoming.	N/A
<b>Developments 2</b>	Work to influence Licensing policy through the proposed review of the City of London Statement of Licensing Policy	June 2012 - December	<b>Completed.</b> City of London Statement of Licensing Policy published January 2013.	<b>Completed</b>

<b>Policies Reference</b>	<b>Actions</b>	<b>Timescale</b>	<b>Review of Actions May 2016</b>	<b>Timescale</b>
	and procedures.	2012	N.B. New update Licensing Policy expected 2016/17	
<b>Developments 3</b>	Continue to lobby Crossrail for support to provide a timely response and consent process to Section 61 consent applications.	Ongoing	<b>Completed</b> and ongoing.	<b>Completed &amp; ongoing</b>
<b>Developments 4</b>	Continue to provide ad hoc advice to a wide range of City Corporation Departments e.g. Department of the Built Environment project works, facilities and housing stock management, waste collection, and events promotion and management, Barbican Centre.	Ongoing	Ongoing	Ongoing
<b>Developments 5</b>	Continue to consider noise impacts of City events and filming through the Augmented Safety Advisory Group (ASAG) and also via direct consultation with M&CP Pollution Team.	Ongoing	Ongoing. Safety Advisory Group now very established. Noise considerations are an integral consideration for event planning and filming.	Ongoing

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
<b>Transport 1, 2, 3, 11</b>	Continue to work with Department of the Built Environment (DBE), contractors and utility companies to facilitate reduced traffic disruption (e.g. extended working hours) due to street works.	Ongoing	Street Works Code of Practice published August 2013.  Distributed to streetworks stakeholders at all opportunities.  Presentation given on environmental impacts at workshop exploring extended hour's opportunities with DBE and utilities. Outcomes fed into noise strategy revision.	<b>Completed</b> & ongoing
	Review options for reducing traffic disruption while minimising noise impacts for residents and businesses including review of the current 'quiet hours' requirements in the City of London Code of Practice for Deconstruction and Construction.	March 2013	<b>Completed</b> – Construction and Deconstruction Code of Practice revised and published May 2013; Street Works Code of Practice developed and published August 2013; extended hour's scheme approved and revised.	<b>Completed</b>

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
	Lobby TfL to build flexible arrangements into their proposed 'lane rental' scheme to prevent nuisance and disturbance to City residents in sensitive locations of the TfL network within the City.	June 2012	<b>Completed.</b> Report on effectiveness of current arrangements published December 2015 by Ecorys for Defra.	<b>Completed</b>
	Develop formal liaison protocols on noise issues with Transport for London.	September 2013	Street Works Code of Practice published August 2013. <u>Further action:</u> Consider the development of a Memorandum of Understanding on noise and liaison issues between Pollution Control Team and TFL.	<b>Completed</b>  2016/17
	Work with relevant City Corporation Departments to provide advice and support on minimising noise and noise impacts from their transport and highways related operations.	Ongoing	Requires further review – working has been reactive and dependant on our awareness of new proposals and initiatives. Need to explore formally integrating assessment of noise impacts into new projects.  General Note: A lot of work has gone into getting noise	Ongoing.

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
			<p>issues into strategic City policy documents especially planning ones. Next steps – to raise awareness and knowledge of how those policies can be taken forward by document owners and policy implementers. Options to explore include considering a noise network, offering to provide briefings to planning policy people and planning officers, publication of an Environmental including Noise SPD.</p>	
<b>Transport 4, 6</b>	Review and develop working arrangements between DBE and M&CP for integration of noise considerations where required into strategic and service planning and delivery.	September 2013	<p>We have built a stronger relationship through the Highways / EH liaison meetings and meetings with Transportation and Public Realm Director, but there are no formal or informal arrangements for assessing noise impacts of strategic or service plans for DBE or other key ‘noise generating departments.’</p> <p>Action: For further consideration.</p>	April 2016/17

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
	Contribute to the inclusion of noise minimisation considerations into the City of London Manual for Sustainable Streets.	March 2013	<p><b>Completed.</b></p> <p>To input to any future revisions.</p> <p>To provide supplementary guidance to DBE officers to help DBE officers implement. This links to the Noise SPD.</p>	<b>Completed</b>
<b>Transport 5</b>	Develop policy and arrangements for integration of noise management considerations into relevant City Corporation PP2P (Procure to Pay) procurement processes and contracts e.g. specifications.	May 2012 - March 2013	<p>Responsible Procurement Manager recruited. Noise management embedded into the City's Responsible Procurement Strategy. Noise guidance document produced for City Procurement Team. Training and engagement programme delivered.</p> <p>Review undertaken and report produced for EDCOG specific to City land and contracts of controls which help the City in the mitigation of noise alongside statutory controls</p>	<b>Completed.</b>

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
<b>Transport 7</b>	Seek funding for noise surveys to gather baseline noise data on road traffic noise levels in the City.	March 2013	Baseline data collection for Bank junction under discussion.  Look for further opportunities to obtain funding through S.106, LIP, and CIL.	2016/17
Policies Reference	Actions	Timescale	Review and Revised Actions 2016	Timescale
	Noise Action Planning: - Complete investigation stages at Important Areas First Priority Locations (FPL) - Following the investigation stage, to consider and secure budget, where practical, to implement measures to	November 2012	COL HA – investigation stage <b>completed</b> . TFL HA – investigation stage <b>completed</b> . TFL U/G – investigation <b>completed</b> .	<b>Completed &amp; ongoing</b>

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
	<p>reduce high road traffic noise levels at FPL's where the Corporation are the Highways Authority</p> <p>- Lobby and support, where necessary, TfL, Department of Transport and Office of the Rail Regulator to meet their similar obligations on other routes in the City.</p>	September 2013	<p><u>Further action:</u> no apparent appetite with Defra to continue supporting this work but need to continue liaison with DBE and TfL regarding any traffic related measures to be considered in City to raise noise a design issue</p>	
<b>Transport 8</b>	<p>Continue discussions with Crossrail and their contractors to minimise noise impact of tunnelling and train movements when operational.</p>	Ongoing	<b>Completed.</b> Tunnelling completed. Construction of track bed underway.	<b>Completed &amp; ongoing</b>



Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
<b>Transport 9</b>	Continue to enforce and raise awareness of the City limits on night time deliveries in noise sensitive areas including temporary relaxation in the lead up to the Olympic and Paralympic games; the policy on night time delivery time limits may need to be considered and reviewed after the games.	April - September 2012  Review December 2012	<b>Completed.</b>	<b>Completed.</b>
	Continue to be involved with trials and schemes which promote quieter deliveries and premises servicing in the City during the Olympic and Paralympic Games: e.g. TfL Quiet Deliveries trials and Code of Practice.	April - August 2012	Post Olympics reverted to traditional City policy of no deliveries 2300 – 0700 Mon-Sat. Recent committee report from Planning proposes to explore with TFL MoL policy and recommended to assemble more data about freight operations and to undertake various pilot studies to assess the viability of measures to encourage more sustainable delivery and servicing arrangements. Included protections for residents re	

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
			<p>noise. Leading to City Freight Strategy.</p> <p>Pilots with TFL and City businesses under discussion through the TFL Re-timing Working Group.</p> <p>Updated TfL Code of Practice for Quieter Deliveries launched September 2015 and promoted by City.</p> <p>SPD on consolidation centres under development. Use of 106 agreements for use of loading bays, consolidation centres and 24 hours servicing.</p> <p>ACTION – Continue to work with Planning, DBE, TFL and others to facilitate night time servicing and deliveries / freight movement while minimising disturbance to City residents and other vulnerable occupiers. Anticipate contributing to development of an initial City Freight Strategy.</p>	Ongoing

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
<b>Transport 4, 10, 11</b>	Continue to promote the use of quieter vehicles and reduced use of road traffic vehicles for journeys through the Core Strategy, Local Implementation Plan, City of London Cycling Plan and Air Quality Strategy.	Ongoing	Ongoing.	Ongoing.
<b>Responding 1, 2, 4</b>	Review, update and consolidate current M&CP noise service management and delivery policies.	March 2013	<b>Completed.</b> Noise Response Service Delivery Policy published.	<b>Completed</b>
	Support and encourage good noise management practice in Licensed Premises through the development of good practice guidance for licensees.	September 2013	Contributed towards the current guidance. Further Action: Provide examples of good practice and areas for improvement when guidance next updated.	Ongoing
	Current edition of City of London Code of Practice on	March 2013	Completed May 2013.	<b>Completed</b>

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
	Deconstruction and Construction to be reviewed and updated.		Further Action: Review existing edition for any necessary changes.	April 2017
<b>Responding 5, 6, 7, 9</b>	Continue work with the Health and Well-being Board to include noise as a health 'issue' to be addressed in the Joint Strategic Needs Assessment.	Ongoing	Completed.  Working towards development of an appropriate indicator for 'Noise' exposure for the City.  Incorporate 'soundscape and tranquil spaces' in JSNA as part of worker wellbeing work stream.	<b>Completed.</b>  April 2017
	Continue with work involving the Licensing Liaison and Safer City Partnerships; encourage and support consistent and effective policies and procedures across the City Corporation and other agencies to respond to public nuisance related to operation of licensed premises.	Ongoing	<b>Completed.</b> COLP, Licensing and Pollution Team are working much closer together with joined up approaches to issues and incidents related to public nuisance. This will be an ongoing matter to enhance effectiveness, particularly as the Community Safety work being co-ordinated via Town Clerk's Department integrating work of City Police and City of London	<b>Completed &amp; ongoing</b>

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
			Corporation, including Joint Contact & Command Centre progresses.	
	Support a joined-up approach to noise issues in the review of the Statement of Licensing Policy and the implementation of pending new licensing legislation.	June - December 2012	<b>Completed.</b>	<b>Completed</b>
	Continue to support and take part in schemes which promote good practice in noise control and management e.g. City's Considerate Contractor Scheme (CCS) and 'Safety Thirst' scheme.	Ongoing annual schemes	Ongoing.	Ongoing

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
	Develop formal liaison and coordination protocols with City Police on noise and anti-social behaviour enforcement matters and including information sharing.	September 2012	<p>MOU developed Pollution Control Team identified as the lead for all public nuisance complaints.</p> <p>Anti-social Behaviour Crime and Policing Act 2014 launched with joint training event across all partners.</p> <p>Projects underway to implement lead by the Safer City Partnership. ongoing matter to enhance effectiveness, particularly as the Community Safety work being co-ordinated via Town Clerk's Department integrating work of City Police and City of London Corporation, including Joint Contact &amp; Command Centre progresses.</p>	<b>Completed.</b>
	Develop protocols with City Corporation DBE Development Planning on enforcement issues liaison relating to noise from unauthorised developments.	March 2013	<b>Completed.</b> Signed November 2014.	<b>Completed</b>

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
	Develop protocols with City Corporation Housing Management (including Barbican Estate, Registered Social Landlords and Barbican Centre) for responding to and resolving neighbour and neighbourhood noise complaints.	March 2014	Antisocial Behaviour policies and protocols now in place for City Housing.  Parkguard now employed and intelligence reports circulated to key partners.	Completed.
	Continue to build on business engagement including attending and presenting at business, licensed trade, sector liaison and residents meetings.	Ongoing	Meetings attended as opportunities arise.  Customer engagement survey completed September 2014.	Ongoing.
<b>Responding 8</b>	Make arrangements for the public sharing and availability of noise complaint data.	September 2012	Summary data available on request.  CIEH noise surveys completed annually.  Data provided to Licensing Liaison Partnership monthly and elected Members weekly.	Completed.

Policies Reference	Actions	Timescale	Review of Actions May 2016	Timescale
Tranquil Areas 1 – 4	None		<p>Policy 1 – Representations made on Local Plan, Open Spaces Strategy, Area Environmental Strategies, Street Scene Manual, LIP, Aldgate Gyratory Scheme; to create the policy space for implementation.</p> <p>ACTION: Need to develop a plan to put these, and remaining Tranquil Areas policies into mainstream COL practice.</p>	<p><b>Completed</b></p> <p>Ongoing</p>



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<b>Committee:</b>	<b>Date:</b>
Finance Committee – <i>For decision</i>	7 June 2016
Port Health and Environmental Services Committee- <i>for information</i>	19 July 2016
Planning and Transportation Committee – <i>for information</i>	26 July 2016
<b>Subject:</b>	<b>Public</b>
Responsible Procurement Strategy 2016-2019	
<b>Report of:</b>	<b>For Information</b>
The Chamberlain	
<b>Report Authors:</b>	
Chris Bell, Head of City Procurement	
Natalie Evans, Responsible Procurement Manager	

## Summary

City Procurement aims to help the Corporation use its buying power and collaborative business relationships to drive fundamental changes in how contractors deliver goods, services and works. The team recognises the significance of the procurement decisions we make and the huge potential to act as a catalyst for positive change. The Responsible Procurement Strategy seeks to achieve this transformation and to maximise the benefits that can be gained for our local community, the environment and everyone associated with our supply chains.

The Responsible Procurement Strategy underpins the City Procurement Strategy 2015 – 2018 in that it details how corporate responsibility will be embedded as part of the overall approach to achieving operational excellence, ensuring value for money and leveraging technology and innovation in all our future contracts. In parallel, the Responsible Procurement Strategy supports 24 existing City of London policies, strategies and frameworks and ensures compliance with ten key areas of national and international legislation. Thorough consultation with key stakeholders and collaborative planning with Category Board representatives has ensured a viable, well-targeted and proportionate approach, underpinned by value for money. The strategy has been approved at Procurement Steering Group and Summit Group.

The Procurement Policy to support the Corporation’s published Air Quality Strategy is a separate document. This is because air pollution has been classified as a Corporate “Red” risk. The procurement policy is designed, using specific actions, to support the Corporate Air Quality Strategy governed by another department and approved at Port Health and Environment Services committee in July 2015.

A copy of the full Responsible Procurement Strategy can be found in Appendix 1, a summary table of Corporate Responsible Procurement Requirements according to Spend Threshold in Appendix 2 and the Procurement Policy to support the City of London’s Air Quality Strategy can be found in Appendix 3.

## Recommendations

The **Finance Committee** is asked to:

- a) Approve the City of London Responsible Procurement Strategy (Appendix 1)
- b) Approve the Procurement Policy to support the Air Quality Strategy (Appendix 3).

The **Port Health and Environmental Services Committee** is asked to note the Procurement Policy to support the Air Quality Strategy (Appendix 3).

The **Planning and Transportation Committee** is asked to note that the Responsible Procurement Strategy supports the implementation of the following, through the City Corporation's procurement activities: Local Plan – City of London, the Road Danger Reduction Plan & Programme and the CoL Transport Policy.

## **Background**

1. Committing to responsible procurement not only has the potential to benefit the Corporation, but also those suppliers that we are helping to influence. It provides opportunities for innovation, allowing organisations to future proof their activities ahead of compliance. Being receptive to community needs and behaving in a sustainable and ethical manner mitigates risk, helps to optimise resource use and improves the lives of those involved in the Corporation's supply chains.
2. Responsible Procurement is the 'golden thread' running through the City Procurement Strategy 2015 - 2018. It recognises City Procurement's responsibility to help the organisation procure value for money goods, services and works, whilst maximising social value, minimising environmental impacts and ensuring the ethical treatment of people. Anticipated outcomes include helping to mitigate global issues such as climate change, driving national markets for innovative products such as low emission vehicles and addressing local priorities such as creating work-related opportunities.
3. The Responsible Procurement Strategy sets out in greater detail:
  - How City Procurement intends to meet the corporate responsibility objectives set out in the overarching City Procurement Strategy
  - Which aspects will be targeted in terms of social value, environmental sustainability and ethical sourcing
  - Which regulations and corporate policies and strategies it supports
  - How, in broad terms, responsible procurement will be implemented and governed over the next three years
4. This Strategy is supported by a series of category-specific implementation plans, developed by working groups representing different areas of spend within each Category Board. The implementation plans consist of:
  - A list of policy areas relevant to the risks/ potential of the spend category in question
  - Specific actions related to each objective under these policy commitments
  - The type of contract that the proposed action refers to
  - Which year of the 3-year strategy this aspect of the plan will be focussed on
  - Measures of success that can be used
5. Consultation has taken place with the seven Category Boards and the Procurement Steering Group. Finally, it was consulted throughout the Corporation with all of the key stakeholders as a final exercise which concluded on 20<sup>th</sup> May 2016.

## Strategy Overview

6. Taking a strategic, cross-cutting and collaborative approach, the Responsible Procurement Strategy (see Appendix 1) aims to transform the existing pockets of good practice in this area into a well-planned, managed and monitored approach, delivering goods services and works in line with the Corporation's core principles and with best practice amongst our counterparts.
7. City Procurement has prioritised four strategic themes of responsible procurement:
  - Social Value
  - Environmental Sustainability
  - Ethical Sourcing
  - Value for Money
8. The three policy areas within each of the three pillars will be pursued concurrently over the lifetime of the strategy; applying the principle of achieving value for money throughout (see page 6 of the Responsible Procurement Strategy -Appendix 1- listing pillars, policy areas and objectives).
9. The additional Procurement Policy to support the Corporation's published Air Quality Strategy is a separate document due to the fact that air pollution has been classified as a Corporate "Red" risk and because the policy is designed, using specific actions, to support a separate Strategy governed by another department and committee.

## Strategic Themes

10. The responsible procurement strategic themes that will deliver our aspirations during the three years are:
11. **Social Value** – we will leverage contracts to protect and enhance the health and wellbeing of local people and the local environment; engaging to a greater extent with the local community, embedding equalities principles and promoting social inclusion through targeted skills and employment opportunities; we will support local economic regeneration by paying the London Living Wage and levelling the playing field for Small and Medium sized Enterprises (SMEs), Social Enterprises (SEs) and Voluntary and Community Sector Organisations (VCSOs).
12. **Environmental Sustainability** – we will reduce our environmental impact by sourcing sustainable food, timber and other goods and by optimising environmental management practices; we will maximise resource efficiency through demand management, waste reduction and applying total cost of ownership principles; and we will minimise greenhouse gas emissions through energy efficiency and the use of renewable and other innovative technologies.
13. **Ethical Sourcing** – we will ensure that human and labour rights are protected throughout the Corporation's supply chains through compliance with international conventions and by avoiding conflict minerals; we will ensure legal and fair employment practices by collaborating to a greater extent with our supply chain

partners; and we will encourage responsible business practices amongst our contractors through good communication of our own commitments.

14. **Value for Money** – we will achieve value for money through the implementation of the Responsible Procurement Strategy by seeking the best price for the quality we require. Important quality criteria include durable, efficient, appropriately produced goods and the delivery of safe, considerate, equitable services and works projects.

## **Our Approach**

15. In order to ensure that risk, compliance, ambition and value for money are appropriately balanced against process complexity, market maturity and lowest possible price each procurement activity is dealt with on a case by case basis, according to the following:
  - Entity – The Strategy will be applied to spend in the Corporation’s capacity as local/ police authority. It will also be applied to other areas of spend including City’s Cash and Bridge House Estates unless there are individual circumstances that dictate that the policy should not be applied. There is a process in place to govern such instances and the associated decisions.
  - Spend – The extent of responsible procurement interventions become more significant, the higher the contract value. See Appendix 2 - Corporate Responsible Procurement Requirements according to Spend Threshold
  - Category – Risks and opportunities vary widely across categories of spend. A series of category-specific implementation plans are being developed in order to ensure viable, well-targeted approaches.
  - Contract – the following are always taken into account to maximise responsible procurement outcomes whilst mitigating supply risk and cost implications; market maturity and availability of sustainable ethical products, relative levels of competition in the market and previous tender experiences and those of peer organisations.

## **Conclusion**

16. City Procurement has developed a Responsible Procurement Strategy for the next 3 years that translates the corporate responsibility aspirations set out in the City Procurement Strategy into a workable yet ambitious series of actions, which are supported by departments across the Corporation.

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**Appendix 1** Responsible Procurement Strategy 2016-2019

**Appendix 2** Corporate Responsible Procurement Requirements according to Spend

**Appendix 3** Procurement Policy to support the Air Quality Strategy 2015-2018



# [City of London Corporation - Responsible Procurement Strategy]

## Foreword – Driving Responsible Procurement in the City

The City of London Corporation (“the City Corporation”) is committed to responsible procurement with a golden thread running through our [City Procurement Strategy 2015 – 2018](#).

In line with other public sector organisations, our mission is to achieve value for money through the delivery of services. Value for money means seeking the best price for the quality we require. Important quality criteria include efficiency, longevity, production methods and added social value.

Responsible business is good business. Those organisations with a strong commitment to corporate responsibility benefit from improved reputations, setting them apart from their competitors. Demonstrating corporate values i.e. ‘walking the talk’ through responsible business practices creates trust amongst service users, partner organisations and customers.

Embracing responsible procurement not only benefits the City Corporation, but also those suppliers that we are helping to influence. It provides opportunities for innovation, allowing organisations to future proof their activities ahead of compliance. Being receptive to community needs and behaving in a sustainable and ethical manner mitigates risk, helps to optimise resource use and improves the lives of those involved in supply chains. Employees working for organisations that take these issues seriously tend to be more motivated individuals.

We recognise the significance of the procurement decisions we make and the huge potential to act as a catalyst for positive change; to help combat global issues such as climate change using ambition and efficiency, drive national markets for innovative products, including low emission vehicles and to address local priorities such as the social exclusion of people from deprived areas.

We aim to use our buying power and collaborative business relationships to drive fundamental changes in how contractors deliver goods, services and works. The City Corporation plans to maximise the benefits that can be gained for our local community, the environment and everyone associated with our supply chains.

It is increasingly accepted that responsible procurement is becoming standard practice. Fulfilling the objectives set out in this strategy allows us to keep up with our business partners and contemporaries and by continuously improving our approach, will allow us to maintain our position as a leading, best practice organisation.

Collaboration with our peer boroughs is strengthened through our work with the London Responsible Procurement Network (LRPN) and with supply chain partners, including small and medium enterprises, local businesses, social enterprises, and voluntary and community sector organisations; through clear and effective procurement procedures, dialogue and tailored events.

In line with the City Corporation’s core values and in the spirit of the ‘four Rs’, this Strategy aims to ensure every item, service and works project procured leads to **reliable** outputs and **responsible** outcomes. It has been made **relevant** to international, national, regional and organisational policies and regulations, and is **radical** in terms of the extent of positive change it intends to drive.

The Chamberlain’s Department welcomes collaboration and feedback from other departments and stakeholders on improving our intended approach to responsible procurement.

Chamberlain,  
City of London Corporation



## Contents

<b>Introduction .....</b>	<b>4-5</b>
<b>The Three Pillars of Responsible Procurement .....</b>	<b>6</b>
<b>Approach to implementation .....</b>	<b>7-8</b>
<b><u>Pillar 1: Social Value</u> .....</b>	<b>9</b>
<b>Policy A: Protecting People and the Local Environment.....</b>	<b>9</b>
Health & safety and road safety .....	9
Air and noise pollution.....	10
Land & water pollution and nature & biodiversity .....	11
<b>Policy B: Promoting Social Inclusion, Equality &amp; Community Benefit .....</b>	<b>12</b>
Social inclusion, SEs & VCOS and equalities.....	12
The Social Value Panel and further community input .....	13
<b>Policy C: Supporting local economic regeneration .....</b>	<b>13</b>
The Living wage.....	13
SMEs and organisations with an environmental or social mission.....	14
Implementation timeline for Pillar 1: Social Value .....	15
<b><u>Pillar 2: Environmental Sustainability</u>.....</b>	<b>15</b>
<b>Policy D: Sourcing lower impact materials and methods .....</b>	<b>15</b>
Sustainable food, farming & animal welfare .....	15
Green products & services, sustainable timber and environmental management.....	16
<b>Policy E: Maximising resource efficiency .....</b>	<b>17</b>
Demand management, reducing waste, total cost of ownership and the circular economy .....	17
<b>Policy F: Minimising Greenhouse Gas (GHG) Emissions .....</b>	<b>18</b>
Energy efficiency, renewable energy and innovation to reduce energy use .....	18
Implementation timeline for Pillar 2: Environmental Sustainability .....	19
<b><u>Pillar 3: Ethical Sourcing</u>.....</b>	<b>20</b>
<b>Policy G: Ensuring human- and labour rights .....</b>	<b>20</b>
ILO Conventions and conflict minerals .....	20
Conflict minerals .....	20
<b>Policy H: Ensuring legal and fair employment practice .....</b>	<b>20</b>
Modern slavery and human trafficking .....	20
Illegal workers and fair remuneration .....	21
<b>Policy I: Contracting with responsible businesses .....</b>	<b>22</b>
Bribery, corruption & tax evasion and Responsible, green & social investment .....	22
Implementation timeline for Pillar 3: Ethical Sourcing .....	22

# Responsible Procurement Strategy 2016-2019

## 1. Introduction

Despite being the most prosperous City in Europe by GDP, ten of London's boroughs are considered amongst the 10% most deprived areas in the UK. This is based on indices relating to income, employment, education, health, crime, barriers to housing and services and the living environment.

The City Corporation has a strong commitment to economic and social regeneration in London, with a particular focus on the City and our neighbouring boroughs. Working in partnership with businesses, local authorities and social sector organisations, the City Corporation champions and enables responsible business practice, both through its own internal policies and externally leveraging its networks. In addition, the City Bridge Trust makes grants of c. £20 million each year to improve opportunities for Londoners and the City Corporation also manages a Social Investment Fund of £20 million.

For hundreds of years, the City Corporation has been committed to the protection and conservation of open spaces for the benefit of people and the natural environment, providing London with 11,000 acres of green space. As part of the City Corporation's town planning strategy, City developers including the City Corporation's own City Surveyors are encouraged to incorporate green walls and roofs, sustainable drainage systems and sustainable infrastructure into their design, amongst other reasons to enhance urban biodiversity.

Due to intense levels of human activity in central London, City workers, residents and the visiting public are exposed to high levels of air pollution. The City Corporation works with the City's businesses and workers through its City Air programme to help improve air quality in the Square Mile. It has enacted other policies aimed at reducing air pollution and public exposure to it, like targeted action on idling engines, introducing a 20mph zone, creating a 'CityAir' app and various procurement mechanisms to reduce air pollution related to vehicles and construction works.

In terms of the City Corporation's efforts to improve efficiency and mitigate climate change, a reduction of 16% in overall energy use was achieved in 2013-14 from 2008-09 levels. Challenging energy reduction targets were adopted in 2014 as part of the City Corporation's overall strategy to reduce energy usage by 40% by 2025 from 2008 levels. It is therefore vital that the City Corporation is even more proactive in managing its energy in future years, whilst encouraging our supply chain partners to share in this commitment.

### Responsible Procurement

Responsible procurement is not a new concept for the City Corporation. Many actions have already been taken such as requesting at least one out of three quotes from local businesses/ small and medium sized businesses\* (SMEs)/ social enterprises as standard, using simpler terms for low value tenders to level the playing field for SMEs, establishing the Social Value Panel and investing in renewable energy installations.

*\*SMEs are defined as having less than 250 staff and a turnover equal to or less than €50m.*

Much of what has been achieved to date has been as a result of collaboration and effective communication with supply chain partners. Continuing to undertake such partnership working will be key to achieving the objectives set out in this Responsible Procurement Strategy.

The **Responsible Procurement (RP) Strategy** sets out how the City Corporation’s wide-ranging yet concrete aspirations will be achieved by March 2019 as part of a harmonised and comprehensive approach. It aims to support the following City Corporation policies and strategies:

City of London Corporate Plan 2015 - 2019	Responsible Business Strategy 2016 (EDO)	City of London Climate Change Adaptation Strategy 2010
Chamberlain’s Business Plan 2015 - 2016	City Bridge Trust Strategy 2013 – 2017	City of London Air Quality Strategy 2015 - 2020
City Procurement Strategy 2015 - 2018	City of London Sustainability Policy	City of London Noise Strategy 2012 - 2016
Employability Framework (EDO) 2016	City of London AECOM ( Strategic Energy Review) (targets 2015 – 2018)	City of London Biodiversity Action Plan 2016 - 2020
Enterprise framework (EDO) 2016	City of London Climate Change Mitigation Strategy (to 2020)	City of London Transport Policy
Local Plan – City of London (Planning)	City of London Considerate Contractor Scheme (DBE)	Construction and Street works Codes of Practice
City of London Cultural Strategy 2012 - 2017	City of London Education Strategy 2016 - 2019	City of London Visitor Strategy 2013 – 2017
Contaminated Land Strategy 2015 - 2020	Road Danger Reduction Plan and Programme 2016/17 (DBE)	Section 106 Policy and Guidance

*Table 1. Internal City Corporation Policy, Strategies and Frameworks that underpin the RP Strategy*

Responsible Procurement is the ‘golden thread’ running through the City Procurement Strategy. It recognises City Procurement’s responsibility to help the organisation procure value for money goods, services and works, whilst maximising social value, minimising environmental impacts and ensuring the ethical treatment of people throughout its supply chains.

The RP Strategy details how City Procurement intends to help the City Corporation strengthen its pursuit of these goals, grouped into three key pillars of Responsible Procurement, with the golden thread of value for money applying throughout.

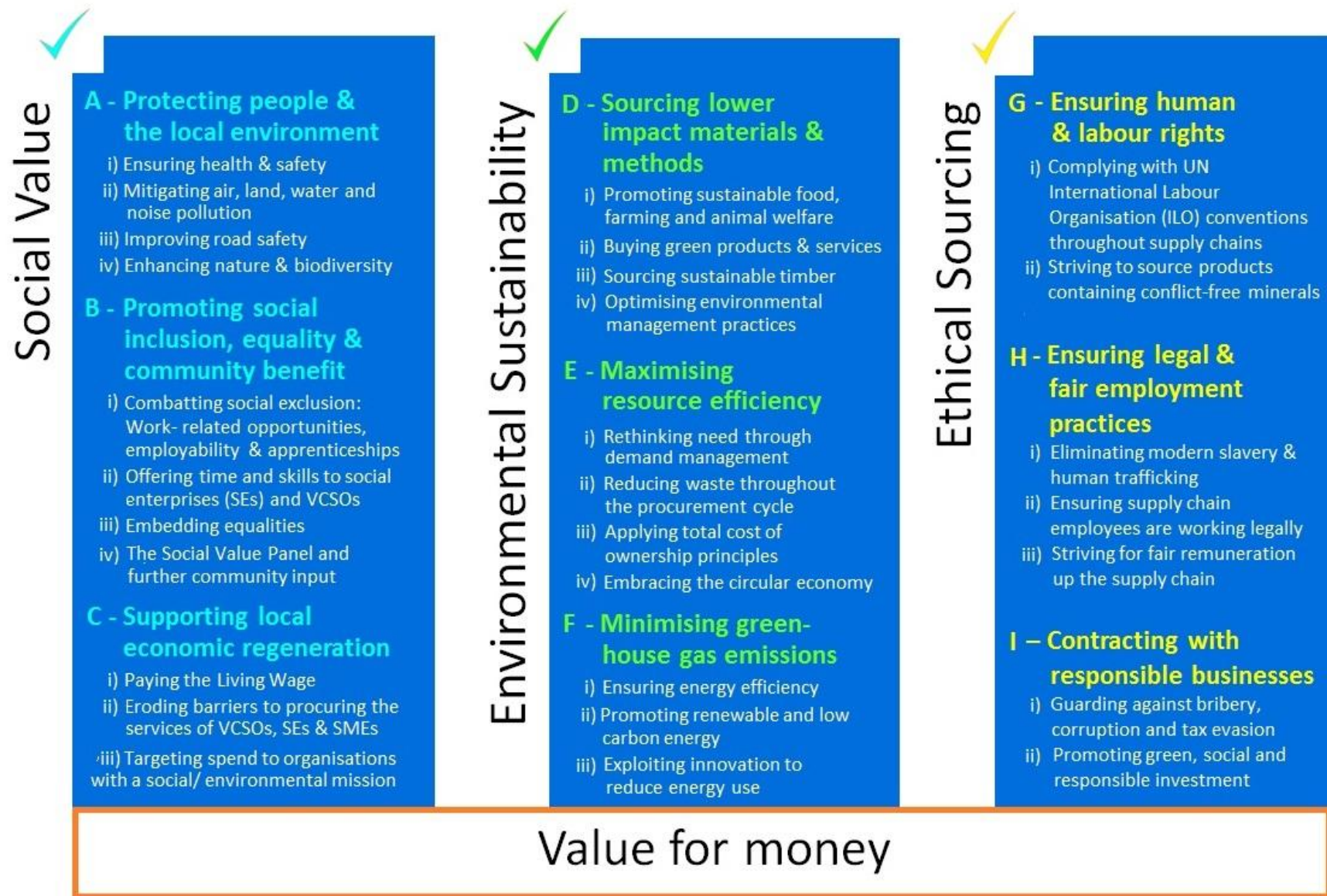
1. **Social Value** – Leveraging service and works contracts to protect and enhance the health and wellbeing of local people and the local environment, providing skills and employment opportunities and promoting the local economy.
2. **Environmental sustainability** – Minimising environmental impacts, promoting animal welfare and improving efficiency throughout the supply chains of all goods, services and works procured by the City Corporation.
3. **Ethical Sourcing** – Ensuring that human rights and employment rights are protected throughout the City’s supply chains and encouraging responsible business practices.

As set out overleaf on page 6, the responsible procurement pillars are broken down into three policy areas, each with a number of specific objectives. Every objective has been expanded upon within the RP Strategy in terms of a brief background to the issue, followed by relevant international/ national or Corporate regulations and policy, finalised with a concrete commitment as to the action(s) to be taken in order to effectively implement the RP Strategy between now and March 2019.

*Table 2. Pillars, policies and objectives underpinning the City of London Corporation’s Responsible Procurement Strategy (overleaf)*

# The pillars of City of London Responsible Procurement:

Overarching policies and key objectives



## **2. Approach to implementation**

This Responsible Procurement (RP) Strategy is wide reaching in terms of the issues it aims to tackle, the opportunities it aims to fulfil, the corporate policies it draws together and supports and the supply markets and contractors it will impact upon. The implementation of the Strategy will be led by City Procurement but will require the efforts of staff from all departments in terms of collaboration, input and feedback.

In order to ensure that this RP Strategy is viable as well as meaningful, supporting both value for money and operational effectiveness; implementation is being undertaken according to spend threshold, category risk/opportunity and the market maturity of the contract in question.

### **According to entity**

This Responsible Procurement Strategy describes the City Corporation's approach to implementing the 'golden thread' of the City Procurement Strategy 2015 - 2018, of which the Procurement Code 2015 is a fundamental component. As with the Procurement Code, which ensures risks are minimised and procurement complies with the Public Contracts Regulations (PCR) 2015, this RP Strategy should be applied to all procurement activities carried out in the City Corporation's capacity as a local or police authority and to all externally funded or collaborative projects where it is the contracting authority conducting the procurement and signing the contract e.g. the Lottery Heritage Fund. When acting in a capacity other than as a local or police authority e.g. Bridge House Estates, the RP Strategy will be considered as applicable, unless Chris Bell, Head of Procurement is advised in writing to the contrary – in this case, due to the application of the RP Strategy acting against the best interests of the Trust.

### **According to spend**

There are certain requirements that will automatically apply, depending on spend threshold, as they are interventions that support Corporate Policy, strategies, or wider London Regulations. Table 3 (Appendix 2) sets out each fundamental requirement under the RP Strategy. These requirements will be the basis for guidance and training on responsible procurement throughout the organisation.

The extent of each intervention is more significant, the higher the contract value. This is not only due to the fact that higher value contracts warrant a taking a more strategic approach and imply higher business and reputational risks and opportunities, but the higher the spend, the better placed the City Corporation is to drive any particular market towards more responsible outcomes.

### **According to category**

Different risks and opportunities present themselves depending on the category of goods, services or works being procured. For example, categories that rely on materials sourced from countries with less rigorously enforced labour rights pose a higher risk in terms of ensuring ethical sourcing. These include construction materials, electronic equipment, textiles, commodities etc. Some sectors are well developed in terms of offering added social value in the form of work-related opportunities such as apprenticeships as standard, including the construction and IT industries.

Sitting under the Responsible Procurement Strategy are a series of implementation plans for each of the seven existing category boards. Some category boards with very diverse areas of spend (e.g. FM

cleaning, catering, BRM) will have more than one implementation plan. These plans are being developed by a working group of departmental stakeholders and procurement staff.

These implementation plans consist of:

- List of policy areas relevant to the risks/ potential of the spend category in question
- Specific actions related to each objective under these policy commitments
- The type of contract that the proposed action refers to
- Which year of the 3-year strategy this aspect of the plan will be focussed on
- Measures of success that can be used

Each of the seven category boards is responsible for approving and monitoring the progress of these responsible procurement implementation plans between April 2016 and March 2019. Each commitment will be measured differently as they are so diverse but they will be quantitative where possible. Progress will be presented quarterly by City Procurement as part of highlight reports to Procurement Steering Group.

### **According to contract**

When supporting departments with tactical or strategic procurement exercises (those over the OJEU threshold), potential responsible procurement interventions are assessed by City Procurement on a case-by-case basis. The department contact(s), category manager and responsible procurement manager generate ideas according to the category of spend, but will take into account the following in order to mitigate against supply risk and cost implications:

- Current market maturity/sensitivity and availability of sustainable/ethical products or methods and/or prevalence of social value offerings.
- Previous tender exercises and other past experience, in order to determine what is reasonable to either specify or incentivise, taking into account relative levels of competition in the market.
- Similar projects undertaken by peer organisations, using their experiences to gather information on potential risks. This knowledge sharing is facilitated by the City Corporation's position as co-Chair of the London Responsible Procurement Network (LRPN).
- When considering two different actions to support RP, which may counteract one another, the following will be taken into account in turn: level of risk → market availability → potential opportunities. For example, not imposing strict air quality requirements within a contract involving substantial use of vehicles/ plant/ machinery/ construction equipment poses a significant risk to the Corporation, City residents, workers and visitors. In this instance, improving air quality would be prioritised over creating opportunities for SMEs.

Responsible procurement requirements/ supplier evaluation criteria would be relatively basic in underdeveloped markets, but where there is tight competition they can be used to separate the field and help the City Corporation maximise social value and minimise environmental damage.

### **Value for money**



Public sector organisations are required to adhere to Local Government Act 1999, Public Services (Social Value) Act 2012 and the PCR 2015. The City Corporation's aim, in line with its counterparts, is to achieve value for money through our procurement activities. Best value for money is defined by the Government as the most advantageous combination of cost, quality and sustainability to meet customer requirements.

A summary is provided as part of Table 3 (Appendix 2), which constitutes a breakdown, according to cost threshold, of responsible procurement requirements.

# Responsible Procurement Strategy: The detail

The City Corporation's three pillars of responsible procurement are social value, environmental sustainability and ethical sourcing. Value for money is the golden thread running through all three aspects. As set out in Table 2 on page 6, there are three policy areas within each pillar. Every one of these nine policy areas has between two and four objectives, the achievement of which represents successful implementation of the Responsible Procurement (RP) strategy.

The remainder of this document goes into more detail on these objectives in terms of the issue at hand i.e. why these aspects are being targeted, followed by any related City Corporation policies or wider UK regulations and a specific commitment to ensure that all relevant procurement practices support the objective in question.

Commitments denoted with a  symbol are 'must do' requirements, whereas those with a  symbol are aspirational commitments. The former are based on City Corporation Policy, approved strategies/ frameworks or UK legislation, whereas the latter constitute industry or public sector best practice.

## Pillar 1: Social Value

### Policy A: Protecting People and the Environment

#### Safeguarding Health and Safety

**Issue:** Whilst many employees in the City will not face significant hazards as part of their day to day work, there remain a number of high risk activities such as window cleaning or engineering work that go on around us all the time.

**Regulations /City Corporation Policy:** The basis of health and safety law is the [Health and Safety at Work Act 1974](#). The [Management of Health and Safety at Work Regulations 1999](#) make these duties more explicit. City Corporation has its own [Health & Safety Statement and Policy](#).

**Commitment:** The City Corporation will make health and safety an inherent part of the procurement process; using principles for effective management of health and safety risk to ensure that the City Corporation's contractors have appropriate governance in place. For strategic/ high risk contracts, this will involve support from the Health & Safety teams within Town Clerk's and/ or City Surveyor's departments. For other projects, IOSH's [Public Service Procurement: Health and Safety Checklist](#) provides useful guidance.

#### Improving Road Safety

**Issue:** The number of people killed or seriously injured (KSI) on London's roads in 2014 was 2,167, down from 2,324 in 2013. This is the lowest annual number since records began, but the Mayor of London and TfL have set a target of a 50% per cent reduction in KSIs by 2020.

**Regulations /City Corporation Policy:** The Built Environment Department has established the Corporation's most recent [Road Danger Reduction Programme and Plan 2016/17](#) and is currently developing a "Road Danger Reduction Policy", which will contain such requirements as registration with CLOCS and attainment of at least bronze level in the Fleet Operator Recognition Scheme (FORS). Other relevant road safety [initiatives](#) include the Construction Logistics and Cyclist Safety

(CLOCS), TfL's Work Related Road Risk (WRRR) requirements, along with the Mayor of London's Safer Lorry Scheme.

**Commitment:** The City Corporation will use procurement and contractual mechanisms to ensure that all relevant contractors register with the Fleet Operator Recognition Scheme (FORS). They will also be encouraged to achieve Bronze accreditation before progressing to Silver and Gold accreditation status. City Procurement will work with the City Corporation's Road Safety team to ensure that relevant initiatives are being supported through all procurement activities.

### Mitigating Air Pollution

**Issue:** Levels of nitrogen dioxide (NO<sub>2</sub>) and fine particles (PM<sub>10</sub>) in the City persistently exceed EU health based targets. Nearly 9,500 people die early each year in London due to exposure to such air pollutants. London and several other British cities have been in breach of EU safety limits on NO<sub>2</sub> for five years, prompting legal action by NGO ClientEarth through the Supreme Court, which ordered the UK Government to clean up the air 'as soon as possible'. The EC has also instigated infraction proceedings against the UK for its failure to cut excessive levels of NO<sub>2</sub>.

**Regulations /City Corporation Policy:** [The City of London Air Quality Strategy 2015 – 2020](#) is a statutory document. The City Corporation has officially classified air quality as a corporate risk. Also of relevance is the City Corporation's Transport Policy and accompanying guidance, the [Mayor of London's Air Quality Strategy](#) and associated documents, including supplementary guidance on implementing the Low Emission Zone (LEZ) and upcoming Ultra-Low Emission Zone (ULEZ).

**Commitment:** A number of commitments are detailed in the Appended "Procurement Policies to support the City of London Air Quality Strategy". This document lists actions to comply with the Air Quality Strategy, the City Corporation's Transport Policy, or both including disallowing the purchase of diesel vehicles, requiring investigation into alternative fuel vehicles, setting emissions requirements for non-road mobile machinery (NRMM) and committing to the use of petrol-hybrid taxis as a minimum within corporate contracts and agreements.

Further intended actions to support the above include exploring the use of consolidation centres for our own deliveries and those of works contractors, incentivising relevant suppliers to use zero emission capable vehicles, and a longer term commitment to geo-fence the Square Mile; requiring taxis used corporately to automatically switch to electric mode by GPS.

### Mitigating Noise Pollution

**Issue:** Noise pollution can have detrimental effects on human health, amenity, productivity and the natural environment. Eliminating or reducing excessive noise is a legal responsibility and helps to limit the disturbance of residents and businesses, caused by the City's activities and operations.

**City Corporation Policy and Commitments:** Relevant contractors will be made aware of and will be required to adhere to the City Corporation's [Noise strategy and policy](#) during the procurement and contract management process. This includes ensuring that the requirement to comply with the City Corporation's Codes of Practice for [Deconstruction and Construction Sites](#) and for the [Minimisation of the Environmental Impact of Street works](#).

[Guidance on noise minimisation](#) relating to construction/ demolition, street works, deliveries, machinery, equipment and vehicles has been provided by the [Pollution Control Team](#).



## Mitigating Land and Water Pollution

**Issue:** Works contracts and services involving deliveries are the two key areas of procurement that can lead to the contamination of land and water courses. Construction works can cause soil contamination and a loss of biodiversity through habitat degradation. Street works, and road transport deliveries of construction materials and other goods can lead to damaging rainwater run-off arising from road surface treatments, tyre abrasion, fuels and lubricants.

**Regulations /City Corporation Policy:** The City Corporation has a Code of Practice for [Deconstruction and Construction Sites](#), which includes aspects such as waste and materials handling and storage, contaminated land, water, light pollution and sustainability and preservation. The City Corporation also has its own [Contaminated Land Strategy](#) 2015 - 2020. The [City of London Considerate Contractor \(Street works\) Scheme](#), and associated [Code of Good Practice](#) is also of relevance.

**Commitment:** The City Corporation will use procurement and contractual mechanisms to ensure that building and civil engineering contractors adhere to the relevant Codes of Practice. Contractors will also be required to sign up to the City of London Considerate Contractor Scheme (CCS) where relevant.



Supplier evaluation criteria may be used to incentivise construction contractors to achieve the highest possible level of attainment of the City of London Considerate Contractor's Scheme.

## Enhancing nature and biodiversity

**Issue:** Land use conversion to accommodate growing human populations, along with associated pollution, climate change and introductions of invasive species have an adverse impact on native wildlife and biological diversity. The RSPB's 2013 State of Nature Report found that 60% of UK species including invertebrates, plants and vertebrates, have decreased in abundance and distribution, with 31% having strongly decreased, over the last 50 years.

**Regulations /City Corporation Policy:** The 'UK Post-2010 Biodiversity Framework' (2012) was developed in response to the Convention on Biological Diversity's (CBD's) [Strategic Plan for Biodiversity 2011-2020](#) and the [EU Biodiversity Strategy \(EUBS\)](#) (2011). The City of London Biodiversity Action Plan (BAP) is a document produced every five years by City Gardens, the most recent Plan being 2016-2020, in response to the Natural Environment & Rural Communities (NERC) Act (2006) and as a requirement of the National Planning Policy Framework (NPPF).

**Commitment:** The current City of London BAP identifies current target species as being House Sparrows, Black Redstarts, Swifts, Peregrine Falcons, Bats, Bumblebees and Stag Beetles. Departments responsible for works contracts and maintaining green spaces will ensure that contractors delivering new developments, refurbishments or service contracts do not impact the existing habitats of these species without including adequate mitigation. The same applies to satellite sites, especially Open Spaces recognised as internal, national or regionally important habitats. City Procurement will work with City Surveyors, Built Environment and Open Spaces to



enhance biodiversity as part of relevant procurement projects by creating target habitats for target species where feasible both within the Square Mile and within other Corporation assets.

Guidance such as the [GRO Green Roof Code of Best Practice \(2014\)](#) and the [City's Green Roofs Research Advice Note](#) will be made available.

## Policy B: Promoting Social Inclusion, Equality & Community Benefit

### Combatting social exclusion: Work-related opportunities, employability & apprenticeships

**Issue:** Ten of London's boroughs are amongst the 10% most deprived areas in the UK. Work is the most important [route out of poverty](#) and is largely a sustainable outcome when individuals are supported to access work that offers progression and training opportunities.

**Regulations /City Corporation Policy:** EDO's Employability Framework and Public Services (Social Value) Act 2012 and the City Corporation's Section 106 Policy and Guidance.

**Commitment:** City Procurement and service departments will support the City Corporation's Employability Framework and will require and/or incentive work-related opportunities including job starts, placements, apprenticeships and training opportunities within contracts relevant to entry-level roles. Opportunities will be targeted at London's most deprived communities (or those surrounding satellite sites where relevant) and socially excluded groups (e.g. people in long-term unemployment) within contracts. City Academies will be targeted where appropriate. City procurement will also work with Planning and EDO to harmonise City Procurement's approach with the City Corporation's Section 106 Policy and Guidance.



### Offering time and skills to Social Enterprises (SEs) and Voluntary and Community Sector Organisations (VCSOs)

**Issue:** There are c. 70,000 SEs in the UK and their growth by turnover (38%) is outstripping that of SMEs (29%). 29% of all UK SEs are three years or younger. The public sector often commissions VCSOs to undertake services on their behalf as they are better placed to understand the needs of services users and communities. Such sectors need support to thrive in order to build a sustainable pipeline of businesses able to deliver procurement needs and social/environmental impact.

**Regulations /City Corporation Policy:** The City Corporation, through the work of the Economic Development Office's Corporate Responsibility team, aims to up-skill VCSOs and SEs so that they are able to grow their impact sustainably. The City Bridge Trust grants c. £20 million annually to charitable projects working to provide benefits and opportunities to the inhabitants of Greater London and manages a social investment fund, which provides loan finance to SEs and VCSOs.

**Commitment:** City Procurement will work with service departments to incentivise contractors to commit to sharing time and skills with SEs and VCSOs as part of their offer of added social value. Suggestions will include training, mentoring and other voluntary forms of assistance. Offers will be channelled through existing relationships established by the Economic Development Office, particularly [City Action](#) and City Bridge Trust grantees. Actions taken by City Procurement will also reflect the City Corporation's upcoming Responsible Business Strategy.



### Embedding equalities considerations

**Issue:** Discrimination is still an issue in the UK. The 2012 Labour Force Survey found that disabled people remain significantly less likely to be in employment than non-disabled people. According to the Office for National Statistics, the overall trend shows that employment rates between 2001 and 2014 are lower for broad ethnic minority groups than the 'White' ethnic group and in 2015 the gender pay gap remained static at 19.2%. The protected characteristics under the [Public Sector Equality Duty](#) are age, disability, gender reassignment, race, religion or belief, sex, sexual orientation, marriage and civil partnership, and pregnancy and maternity.

**Regulations /City Corporation Policy:** The [Equality Act 2010](#) streamlined all existing UK Equalities legislation. The [Public Sector Equality Duty](#) requires public authorities to have due regard to and demonstrate compliance with the three Equality Aims in the procurement process; to eliminate discrimination, harassment and victimisation; advance equality of opportunity and foster good relations. Public authorities cannot delegate their obligations under the general duty to any contractors. The City Corporation also has its own [Equal Opportunities Policy & Statement](#).



**Commitment:** City Procurement will work with HR and service delivery leads from the Equality and Inclusion Board to ensure the due regard to the public sector Equality Duty. The City Corporation will work with external support organisations, such as Stonewall, to help achieve this.

**Guidance** set out by the Equality & Human Rights Commission in 2013 will be used to address this issue at each stage of the procurement process and strive to go beyond the Duty to ensure that contractors take a comprehensive approach to equality, diversity and inclusion.



### The Social Value Panel and further community input

**Issue:** The City Corporation established a Social Value Panel in 2014, made up of representatives from local business, community and environmental sectors to undertake consultations on the economic, social and environmental impacts of relevant contracts. However, there is still far more than can be done to require and monitor added social value in procurement activities, and to continuously improve transparency and levels of engagement with the local community, including the visiting public.

**Regulations /City Corporation Policy:** The Public Service ([Social Value](#)) [Act 2012](#) requires public authorities to consult with relevant stakeholders on how social value may be leveraged within service contracts. All such contracts over OJEU are brought to the Social Value Panel to seek input and feedback.

**Commitment:** The City Corporation will continue to use the Social Value Panel to maximise social value from our contracts, ensuring that: all relevant stakeholders are represented; governance, including internal communication procedures, are optimised; as many recommendations as possible are integrated and monitoring and reporting on the social value aspects of service contracts becomes more transparent and robust.



The City Corporation intends to increase the breadth and scope of the Social Value Panel by including high value works contracts and gradually reducing service contract thresholds, especially sensitive contracts with a significant impact on communities. Another commitment is to engage to a greater extent with the general public and with local communities so they can effectively input into the delivery of services and construction projects.



## Policy C: Supporting local economic regeneration

### Paying the Living Wage

**Issue:** The UK is the world's sixth largest economy, yet 1 in 5 of the UK population live below our official poverty line, meaning that they experience life as a daily struggle. Ten of London's boroughs are amongst the 10% most socially deprived areas in the UK.

**Regulations /City Corporation Policy:** The City Corporation became a [Living Wage Accredited Employer](#) in 2014. Under the Living Wage Policy, the Corporation is committed to paying all staff and contractors the London and UK Living Wage rates, including annual uplifts.

**Commitment:** The City Corporation will continue to fulfil its commitment as a Living Wage Employer and will work with peer boroughs to strive to successfully implement the payment of the Living Wage across the most complex, cross border services.



Supported by service departments, it will produce case studies to justify the continued payment of the Living Wage.

### **Eroding barriers to procuring the services of VCSOs, SEs and SMEs**

**Issue:** Small and Medium Enterprises (SMEs), scale-ups, VCSOs and SEs are often based in the most disadvantaged communities, are more likely to recruit locally and diversely, and to spend resources locally. Purchasing from these organisations thus has a multiplier effect of bringing economic regeneration to communities. As smaller organisations, they are often able to provide a better customer experience e.g. by being flexible, developing relationships and reducing carbon emissions.

**Regulations /City Corporation Policy:** Central government has committed 1/3 of its spend to SMEs, setting the tone for others to follow. The Public Services (Social Value) Act requires public sector bodies to consider how a procurement project might improve the economic, social and environmental well-being of the relevant area, as part of the pre-procurement process. The City Corporation is committed to economic regeneration in London and supporting neighbouring boroughs, which is a Core part of the Corporate Plan and is central to EDO's business plan in particular.

**Commitment:** City Procurement will continue to work with EDO and service departments to ensure that supply chain opportunities are accessible to SMEs, SEs and VCSOs. The City Corporation will continuously improve its approach by ensuring that procurement processes, contract types and sizes, and standard terms and conditions support this outcome. EDO's Enterprise Strategy (to be published in 2016) will provide a framework to facilitate this work. City Procurement will work with Capital E Sourcing to improve monitoring, ensure continuous improvement and facilitate reporting in this area.



**+** Supplier engagement events targeting these and other organisations will also be used to a greater extent in future to learn from the market and create further opportunities

### **Targeting relevant categories towards organisations with an environmental/social mission**

**Issue:** Procuring from organisations that have a positive social or environmental impact, and that mitigate against negative social or environmental impacts, enables the City Corporation to generate additional positive outcomes within its purchasing decisions. This is particularly important at a time when all sectors are under budgetary pressures. For example, this enables the City Corporation to increase its impact without additional cost. It also enables the organisations the City Corporation buys from to secure business and grow their impact.

#### **Regulations /City Corporation Policy:**

Social enterprises and VCSOs are well placed to deliver positive social and environmental impact, as this is core to their mission. The Economic Development Office has played a key role in building the demand for the products and services of social sector organisations.

**Commitment:** Alongside various relevant services commissioned by DCCS, City Procurement will initially target three categories of spend; Waste streams (e.g. disposal of IT equipment), event catering and print & design. Various procurement mechanisms will be used to facilitate the inclusion of social enterprises in the print and design framework contract. When catering for events, service departments will be encouraged to seek more than one quote from organisations with an

environmental or social mission. The [Buy Social Directory](#) provides a list of social enterprises within these sectors to enable service departments to go out for quotes.

When disposing of equipment with a relatively low residual value, such as end-of-life IT equipment or white goods with relatively high repair costs, City Procurement will leverage maximum social value by disposing of it through the most appropriate SE/ VCSO. The City Corporation will also incentivise contractors to use organisations with a social or environmental mission in their own supply chains.



Policy	Specific Objective	Year 1	Year 2	Year 3
A: Protecting people and the local environment	Ensuring health and safety			
	Mitigating air and noise pollution			
	Mitigating land and water pollution			
	Improving road safety			
	Enhancing nature and biodiversity			
B: Promoting social inclusion, equality and community benefit	Combatting social exclusion through targeted employment			
	Offering time, skills and support to social enterprises and VCSOs			
	Encouraging community input			
C: Supporting local economic regeneration	Paying the living wage to staff and contractors			
	Eroding barriers to working with VCSOs, SEs & SMEs			
	Targeting relevant categories of spend towards organisations with an environmental/social mission			

*Implementation timeline – main areas of focus over the three years, Pillar 1: Social Value*

## Pillar 2: Environmental Sustainability

### Policy D: Sourcing lower impact materials and methods

#### Promoting sustainable food, farming and animal welfare

**Issue:** There are a diverse range of environmental and ethical impacts associated with exploiting land and animals for human consumption including; soil degradation, contamination of water courses, overfishing and the unnecessary suffering of farm animals. Animal testing for cosmetic and commercial (as opposed to medical) purposes can also be constituted as avoidable animal suffering.

**Regulations /City Corporation Policy:** The City Corporation is a signatory to the [Sustainable Fish Cities](#) Pledge and has a stand-alone policy on the welfare of egg laying hens. The [Alliance for Better Food and Farming](#) work with leading organisations that drive sustainable food sourcing including the Marine Stewardship Council (MSC) and Compassion in World Farming to encourage and benchmark London Boroughs on sustainable food sourcing. The UK’s [Government Buying Standards](#) (GBS), which the City Corporation is committed to using as part of the Procurement Code 2015, also have a set of criteria for [Food and Catering](#).



**Commitment:** The City Corporation is committed to using the UK Government Buying Standards for Food & Catering in relevant specifications, award criteria and contract clauses.



Using the indices set out in the [Good Food for London Report](#) as a framework, City Procurement will go beyond these foundations and in collaboration with the service

departments' Catering Group will encourage departments to specify and incentivise sustainable food and catering services, fresh food of a high nutritional value produced through low environmental impact farming methods and high standards of animal welfare. A list of criteria and specification recommendations for all catering contracts will be produced, based on these indices and the GBS.

### Buying green products and services

**Issue:** Products purchased, or those provided as part of works or service contracts, can have a wide range of environmental impacts including the generation of waste, the use of hazardous materials, local air pollution, use of finite resources and greenhouse gas (GHG) emissions.

**Regulations /City Corporation Policy:** The City Corporation is committed to using the UK [Government Buying Standards](#) (GBS) criteria, as part of the Procurement Code 2015. The [Greening Government Commitments](#) (2011) detail the targets set out by the government to reduce the nation's environmental impact.

**Commitment:** Officers must use the [Government Buying Standards](#) (GBS) 'Mandatory' criteria for all relevant product categories, City Procurement will train service departments on the use of GBS and the inclusion of environmental criteria when procuring goods, services or works.



### Sourcing sustainable timber

**Issue:** An estimated 13 million hectares of forests were lost each year between 2000 and 2010 due to deforestation. In tropical rainforests particularly, deforestation is an urgent environmental issue that jeopardizes communities and livelihoods, threatens species, and intensifies climate change.

**Regulations /City Corporation Policy:** The [EU Forest Law Enforcement Governance and Trade \(FLEGT\) Action Plan \(2003\)](#) was designed to prevent the trade in illegal wood, to improve the supply of legal timber and to encourage demand for wood from sustainably managed forests. FLEGT gave rise to the [European Union Timber Regulation \(EUTR\) 2013](#) and the Timber and Timber Products Regulation (2013) was its transposition into British statute. The UK also established a [Government Timber Procurement Policy](#).

**Commitment:** There are Government buying Standards for both [paper](#) and [sustainable wood products](#). The City Corporation will use procurement and contractual mechanisms to ensure that all timber-based products procured directly, or as part of works and service contracts, are sustainably sourced. This will be aligned with the UK Timber Procurement Policy.



### Optimising environmental management practices

**Issue:** Commercial activity of almost any sort has an impact on the environment, the severity of which varies between industries and individual organisations. Areas include local noise pollution, local and global air pollution, land and water contamination throughout the supply chain, land use change and the loss of biodiversity, waste generation and the depletion of natural resources.

**Regulations /City Corporation Policy:** The [City of London Sustainability Policy](#) sets out key areas of focus, including specific environmental commitments designed to respect the limits of the environment, resources and biodiversity. When buying goods, services and works, the City Corporation expects its contractors to share these commitments in the undertaking of their work.



**Commitment:** City Procurement will work with service departments to ensure that contractors have robust environmental management systems in place, proportionate to the

size and nature of the contract, by using pre-qualification criteria. Optimal environmental management undertaken as part of specific contracts will be incentivised through the use of supplier evaluation criteria.

## Policy E: Maximising resource efficiency

**Issue:** In the UK food sector alone, 12 million tonnes of waste was generated in 2013; 75% of which could have been avoided. This had a value of over £19 billion a year, and was associated with at least 20 million tonnes of greenhouse gas (GHG) emissions. The unsustainable generation of waste applies to all areas below, as does the depletion of finite resources such as metal ores and fossil fuels.

### Rethinking need through demand management

**Additional benefit:** Reducing unnecessary consumption by re-thinking the way in which need may be satisfied often present more efficient solutions, which usually represent better value for money.

**Commitment:** All departments should aim to minimise the use of raw materials such as food, paper, water and fuel as part of their everyday work. To this end, service departments will be encouraged to a) spend extra time considering alternative solutions during the pre-procurement process and b) use output-based specifications.



### Reducing waste throughout the procurement cycle

**Regulations /City Corporation Policy:** The [City of London Waste Strategy 2013 – 2020](#) sets out the way in which the City Corporation will abide by and go beyond all UK waste regulations and targets.

**Additional benefit:** As well as operating more efficiently and reducing waste generation, there are significant financial savings to be made by avoiding [landfill tax](#) and other penalties.

**Commitment:** City Procurement will work with service departments and Built Environment to implement the principles of the City of London Waste Strategy within procurement activities. Dedicated organisations such as [WRAP](#) and the [London Waste and Recycling Board](#) will be consulted on the design of procurement procedures in order to ensure waste minimisation, throughout the life cycle of the product, service or works, is considered effectively as early as possible.



### Applying total cost of ownership principles

**Additional benefit:** As part of the City Procurement Strategy, total cost of ownership will be used to ensure that the City Corporation is achieving best value for money throughout the whole lifetime of products or buildings.

**Commitment:** With support from City Procurement where required lifecycle costing exercises will be undertaken by all service departments before purchasing all vehicles, items of energy-using equipment and during the design phase of all major construction or refurbishment projects.



### Embracing the circular economy

A circular economy is one that is restorative and regenerative by design, and which aims to keep products, components and materials at their highest utility and value at all times, distinguishing between technical and biological cycles.

**Regulations /City Corporation Policy:** [Towards a circular economy: A zero waste programme for Europe](#) was published in 2015. It has set waste reduction requirements for EU Member States.

**Additional benefit:** The City Corporation has the possibility to operate more efficiently, reduce costs and help to create jobs by applying circular economy principles.

**Commitment:** City Procurement will use practical guidance such as that on [Employment and the Circular Economy](#) and work with organisations such as [WRAP](#), the [London Waste and Recycling Board](#) and [Green Deal](#) forerunners in Europe to set circular economy targets.



## Policy F: Mitigating and Adapting to Climate Change

**Issue:** Climate change, driven by the release of greenhouse gas emissions (GHGs) is causing a range of adverse impacts across the globe including the loss of polar ice sheets and accelerated sea level rise. In some regions extreme weather events, rainfall and flooding are becoming more common while others are experiencing more extreme heat waves and droughts. These complex impacts are described in full in the [Intergovernmental Panel on Climate Change \(IPCC\)'s Fifth Assessment Report](#).

**Regulations /City Corporation Policy:** There are a range of incentives and legislation designed to drive down the release of GHGs, on international, UK, London and organisational level. These have informed the objectives and commitments below. The most recent UN Framework Convention on Climate Change conference in [Paris, COP21](#) has set the tone for active, positive change to drastically reduce the emission of GHGs worldwide. It was agreed that action would be taken to ensure that the global average temperature increase remains below 2C relative to pre-industrial levels.

The UK [Climate Change Act \(2008\)](#) has set legally binding reduction targets. The City Corporation is implementing a [Climate Change Mitigation Strategy](#) (to 2020) and [Climate Change Adaptation Strategy 2010](#). A Strategic Energy Review was undertaken in 2013 with a view to achieve the 40% reduction by 2025 from 2008 levels. The latest [Carbon Descent Plan](#) is available upon request.

### Ensuring energy efficiency

Avoiding unnecessary energy use is always the first necessary step. This means not heating, cooling, lighting or powering buildings at times when it can be avoided and minimising usage at other times.

**Additional benefits:** The more efficiently energy is used, the greater the financial saving and the less dependent the City Corporation is on all forms of energy.

**Commitment:** In line with [EU Energy Efficiency Directive](#) principles, Government Buying Standards for [electrical goods](#) and [ICT equipment](#), the City Corporation will seek to procure the most energy efficient products, including vehicles (balanced with air pollution considerations). Using natural light and ventilation where possible and using lifecycle costing calculations during the design process, City Surveyor's will opt for the most energy efficient solutions as part of capital, additional and cyclical works, in line with practicality and best value principles. Another important corporate commitment is that the energy itself is generated in the most efficient way.



### Promoting renewable and low carbon energy

**Additional benefits:** Other benefits of supporting the UK renewable energy industry are improved energy security and a move away from investment in fossil fuels; associated with risks including the physical impacts of climate change, increasingly stringent regulation and policy and increased competition from alternatives and technological innovation.



**Commitment:** City Procurement will assist service departments ensuring that the energy used by the



City Corporation has the lowest possible associated carbon emissions, including help with exploring the optimum methods to procure renewable energy installations.



It will also seek to encourage the procurement of biomethane e.g. to fuel the Citigen CHP system, and renewable electricity through Corporate contracts, working in collaboration with energy providers and peer boroughs using the same frameworks in order to drive demand.

### Exploiting innovation to reduce energy use

**Additional benefit:** In recognition of the City Corporation’s prosperity and potential to inspire other public and private sector organisations, trialling and using innovative, low energy technologies could lead to a multiplier effect. The potential would be increased through collaboration.

**Commitment:** City Procurement will encourage service departments to use output based



specifications and other procurement techniques that facilitate innovative solutions. It will work with service departments to explore the potential of related UK and EU initiatives.

### Ensuring climate change resilience

**Additional benefit:** Ensuring climate change resilience means opting for sustainable, durable solutions in the face of changing temperatures and other weather patterns. It recognises the fact that we must evolve our approach in order to deal with problems created by these changes such as avoiding overheating, reducing flood risk and undertaking resilient landscaping and planting.

**Commitment:** City Procurement will use the climate resilience expertise within the Planning



Department to support service departments with effectively considering resilient solutions from the pre-procurement and design phase onwards.

Policy	Specific Objective	Year 1	Year 2	Year 3
D: Sourcing lower impact materials and methods	Promoting sustainable food and farming			
	Buying green products and services			
	Sourcing sustainable timber			
	Optimising environmental management practices			
E: Maximising resource efficiency	Using demand management			
	Applying the waste hierarchy to procurement			
	Using total cost of ownership			
	Embracing the circular economy			
F: Minimising GHG emissions	Ensuring energy efficiency			
	Promoting renewable energy			
	Exploiting innovation			
	Climate Change Resilience			

*Implementation timeline – main areas of focus over three years, Pillar 2: Environmental Sustainability*

## Pillar 3: Ethical Sourcing

**Overarching commitment:** Due to the contractual, financial and operational complexity of ethical sourcing throughout extended and global supply chains, an Ethical Sourcing Steering Group will be set up following the procedure set by CPDU. The outcome will be an established Ethical Sourcing Policy, accompanied by an action plan for each high risk procurement category, detailing which procurement or contractual mechanism will be used to set requirements and how good practice will be verified. This Ethical Sourcing Policy will cover the majority of objectives that form part of Pillar 3.

### Policy G: Ensuring human and labour rights

#### Complying with UN International Labour Organisation (ILO) conventions throughout supply chains

**Issue:** Due to the globalised and extended nature of supply chains involved in producing and distributing goods such as electronic equipment, textiles, agricultural commodities and construction materials, there is a high risk of the use of child labour and the contravention of other internationally recognised human and labour rights. Although child labour globally has declined by a third since 2000, there are still 168 million children working, more than half of which in hazardous conditions.

**Regulations /City Corporation Policy:** The ILO's Governing Body has identified [eight 'fundamental' conventions](#) covering principles and rights at work including: Forced Labour, Child Labour, Freedom of Association, Right to Organise & Collective Bargaining, Equal Remuneration and Discrimination. Procurement Policy Notes such as [Procuring steel in major projects](#), provide government guidance.

**Commitment:** The City Corporation will ensure that, throughout its supply chains, workers have their human and labour rights respected. Primarily, the focus will be on high risk, strategic and/or high spend contracts, and progress towards this aim will initially be achieved through collaboration with our supply chain partners. Other methods such as using contract clauses and piloting verification methods will be looked into, including exploring the use of independent audits for high risk categories, and affiliations with dedicated organisations.

#### Striving to source products containing conflict-free minerals

**Issue:** The mineral trade has funded violence and armed conflict for decades. Despite international legislation, conflict minerals including gold, tin, tantalum, and tungsten, often mined by children, enter global markets and end up in products such as computer equipment and vehicles.

**Commitment:** The City Corporation will establish a procedure to identify products purchased or provided as part of service or works that contain minerals at high risk of being sourced from conflict zones. A conflict-free resolution will then be developed, committing the City Corporation to ensuring that all high risk products are procured ethically using appropriate procurement procedures and contract terms.

## Policy H: Ensuring legal and fair employment practices

### Eliminating modern slavery and human trafficking

**Issue:** Modern slavery is a global crime, with victims often being trafficked between source, transit and destination countries. The Global Slavery Index estimates there are 35.8 million victims of slavery, while in 2012 the ILO estimated that there were 21 million victims of forced labour alone.

**Regulations /City Corporation Policy:** The Public Procurement (Amendments, Repeals and Revocations) Regulations 2016 require offences under section 2 or 4 of the [Modern Slavery Act 2015](#) to be a mandatory exclusion criterion during pre-qualification.

**Commitment:** City Procurement will help to ensure appropriate contractual requirements are put in place and will encourage service departments to verify compliance. UK guidance on [Transparency in Supply Chains](#) and collaboration with other public sector bodies will be used to foment a robust approach to tackling this issue.



### Ensuring supply chain employees are working legally

**Issue:** The last estimate of the number of people living in the UK illegally was made in 2009, which gave a range of between 420,000 and 860,000. This has a negative impact on the remuneration, employment terms and job opportunities of those people that do have a legal right to work in the UK. Undocumented workers are at risk of exploitation, working in dangerous conditions and immigration-related threats.

**Regulations /City Corporation Policy:** it is illegal to work in the UK without the right to do so under EU law or the relevant official permission from the UK government.

**Commitment:** City Procurement will work with contract managers to ensure contractual provisions are in place to stop contractors and sub-contractors hiring illegal workers and spot checks are carried out where appropriate. [Government guidance](#) is available.



### Striving for fair remuneration up the supply chain

**Issue:** Within increasingly globalised supply chains, measures must be put in place by buyers to ensure that workers up the supply chain are paid a fair wage for their labours.

**Regulations /City Corporation Policy:** The City of London has been recognised as a Fair Trade Zone since 2007. The City Corporation passed an official [Fair Trade Resolution](#) to directly purchase Fairtrade products wherever possible and ensure catering and other relevant contractors share this commitment.

**Commitment:** Fair Trade products are included in City Procurement's list of criteria for the Catering Core Group, which will henceforth be written into catering contracts where practicable. Externally, City Procurement, the Corporate Responsibility team and Heart of the City will work with the City of London's Fair Trade Steering Group to ensure that City businesses are aware of the benefits of fair remuneration and are encouraged to source Fair Trade or equivalent products.



## Policy I: Contracting with responsible businesses

### Guarding against bribery, corruption and tax evasion

**Issue:** Bribery, corruption and tax evasion undermines the rule of law, distorts markets and confers unwarranted advantages. In 2014, 44% of companies reported an incidence of fraud. The cost of fraud to the UK in 2014 was £52 billion according to the National Fraud Authority.

**Regulations /City Corporation Policy:** The [Competition Act 1998](#), the [Enterprise Act 2002](#) and the [Bribery Act 2010](#) set out the regulatory framework in the UK. The City Corporation has a series of [policies and strategies](#) designed to tackle these issues. Tax evasion is also a criminal offence but new [UK sanctions](#) have been developed to fortify the UK's approach to combatting the issue.

**Commitment:** City Procurement will join forces with Finance and Internal Audit to continuously improve procurement procedures that reflect the City Corporation's own commitment to guarding against these issues. Service departments will be required to use the established approach.



### Promoting responsible, green and social investment

**Issue:** Certain industries have inherently negative impacts, such as the fossil fuel industry on the natural environment and the tobacco industry on public health. Consequently, the Environment Agency Pension Fund, other large public sector pension funds and hundreds of others have joined forces and [committed](#) to taking action such as divesting from coal assets and oil & gas stocks.

There are an increasing number of start-ups and profitable businesses that operate for environmental and/ or social benefit. Supporting such businesses through finance helps to raise the corporate responsibility aspirations of entire sectors.

**Regulations /City Policy:** The City of London Pension Fund's [Statement of Investment Principles](#) is also applied to the other Funds managed by the City Corporation. Section 8, covering Environmental, Social and Governance aspects, describes the expectations of companies in terms of social responsibility and minimising environmental impacts.

**Commitment:** City Procurement will support service departments to encourage supply chain partners to mirror the City Corporation's commitment to responsible, green and social investment.



Policy	Specific Objective	Year 1	Year 2	Year 3
G: Ensuring human- and labour rights	Requiring contractors to demonstrate compliance with the UN's ILO conventions throughout the supply chain			
	Working towards ridding the City Corporation's supply chains of conflict minerals			
H: Ensuring legal and fair working practices	Eliminating modern slavery and human trafficking			
	Ensuring supply chain employees are working legally			
	Striving for fair remuneration up the supply chain			
I: Contracting with responsible businesses	Guarding against bribery, corruption and tax evasion			
	Promoting responsible, green and social investment			

*Implementation timeline – main areas of focus over three years, Pillar 2: Ethical Sourcing*

## Corporate responsible procurement requirements according to threshold

Threshold	Policy	Requirement	Goods	Services	Works	Stage	Responsibility
All values	City of London Transport Policy	<ul style="list-style-type: none"> <li>Officers must not purchase or lease diesel vehicles unless there is an absolute operational necessity <i>i.e. vehicles with no current alternative fuel options such as tractors, some vans and 4WD pickups.</i></li> <li>Any individual procuring (including leasing or hiring) a vehicle on behalf of the City Corporation will be required to investigate alternative fuel options, especially full electric and petrol-hybrid.</li> </ul>	√			Pre-procurement	All individuals buying on behalf of the City Corporation, all departments.
	CoL <a href="#">Living Wage Procurement Policy 2015</a>	All contractors and sub-contractors providing services on our premises; on property occupied by the City Corporation; and on land which it is responsible for maintaining, must pay all staff who work 2 or more hours a day for 8 or more consecutive weeks a year the (London) Living Wage.		√		Tender	Chamberlain's
	<a href="#">SPG</a> for NRMM in LEZ	Any works involving non-road mobile machinery (NRMM) used for more than 30 days with net power between 37kW and 560kW is required to meet stage IIIB of EU Directive 97/68/EC (i.e. Euro IIIB).			√	PQQ/Ts & Cs	City Procurement/Comptroller's
< £10k	City of London (CoL) <a href="#">Procurement Code 2015</a>	Officers are encouraged to seek quotations from either a UK based SME, a social enterprise, or a local supplier based in the square mile, the City fringe, one of the 10% most deprived London boroughs or other deprived boroughs according to their proximity to the City's asset (relevant to satellite sites).	√	√	√	Quotation	All individuals buying on behalf of the Corporation, all departments.
> £10k	CoL Procurement Code 2015	Officers must use the <a href="#">Government Buying Standards</a> 'Mandatory' criteria for all relevant product categories, this includes <a href="#">sustainable wood products</a>	√	√	√	Specification	Individual responsible for writing the specification
	This RP Strategy	Officers must ensure that all contractors self-declare that they recognise the International Labour Organisation (ILO) <a href="#">fundamental conventions</a> and that they are working towards ensuring that their whole supply chain adheres to the principles set out in these conventions.	√	√	√	Contract Award	City Procurement/Comptrollers
£10k-£100k	City of London Procurement Code 2015	Officers must seek at least one quote from either a UK based SME, a social enterprise, or a local supplier based in the square mile, the City fringe, one of the 10% most deprived London boroughs or other deprived boroughs according to their proximity to the City's asset (relevant to satellite sites).	√	√		Quotation	Procurement Operations team
£10k-£400k					√		
> £100k	This RP Strategy	Officers must ensure that relevant suppliers have adhered to the requirements of the <a href="#">Modern Slavery Act 2015</a> including appropriate statements on their website.	√	√	√	Contract Award	City Procurement/Comptrollers
		When procuring cleaning and hygiene products, cosmetics, drugs, pesticides etc. action must be taken to identify products that have not been tested on animals.	√	√		Specification	Individual responsible for writing the specification.
> OJEU	City of London Procurement Code 2015	Officers should ensure that all public services contracts go to the Social Value Panel for consultation. Officers must factor in sufficient time into their procurement plans to undertake the consultation.		√		Pre-procurement	City Procurement
> £250k		A minimum of 10% of the weighting of technical (qualitative) element of the evaluation score, or a 5% flat rate where the percentage falls below 5% of the total score must be allocated to responsible procurement aspects in all tenders worth over £250k. Depending on the nature of the contract this may include questions related to objectives Bi, Bii, Ciii, or any within Policies E or F of this Strategy.	√	√	√	Supplier Evaluation	City Procurement/Department – collaboration
> £400k +all Corporate works contracts	A stand-alone DBE Policy	Contractors must register with the Fleet Operator Recognition Scheme (FORS) and will be encouraged to achieve Bronze accreditation before progressing to Silver and Gold accreditation status.		√	√	PQQ/Prelims/Ts & Cs	City Procurement/Comptroller's, advised on relevance by depts
	Port Health Committee Policy.	Relevant contractors will be made aware of and required to adhere to CoL's <a href="#">Noise Strategy and Policy</a>		√	√	PQQ/Prelims/Ts & Cs or Contract award	City Procurement/Comptroller's, advised on relevance by depts
		Contractors are required to comply with the City Corporation's <a href="#">Code of Practice for Demolition and Construction</a> and <a href="#">Code of Practice for the Minimisation of the Environmental Impact of Street works</a> .			√		
> £2m		Building and civil engineering contractors, and certain sub-contractors, will be required to join the City's <a href="#">Considerate Contractor Scheme</a> .			√		
	This RP Strategy	Officers should consider presenting high value works contracts to the Social Value Panel for consultation.			√	Pre-procurement	City Procurement/Department
> OJEU	CoL Biodiversity Action Plan	Procurement leads within departments must ensure that contractors do not degrade existing biodiversity, must consider interventions to create habitats for target species.			√	Specification	Departments with support from DBE & OS

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### Procurement Policy to support the City of London Air Quality Strategy 2015 - 2020

#### Introduction

- Air quality in the City does not meet health based targets, the problem pollutants are nitrogen dioxide (NO<sub>2</sub>) and fine particles (PM<sub>10</sub>). The main source is diesel vehicles
- The City of London Air Quality Strategy 2015 – 2020 was approved by PHES committee in July 2015. It is a statutory document. There is also a statutory duty to submit annual reports detailing progress with actions to both the GLA and Defra. This will include how we are encouraging the use of low and zero emission vehicles through our procurement policies
- There is increasing member interest in this issue, with a desire to implement something more substantial than has been happening to date. Improving air quality fits well with other corporate policies such as road danger reduction and increasing space for pedestrians
- Air quality has recently been escalated from a departmental risk to a Corporate Risk. The risk is both financial and health
- There is a lot of action underway to improve air quality, including proposals for an ultra-low emission zone in central London from 2020. However, more action is required to meet the targets in the Square Mile.
- Defra is consulting on a national air quality plan to be submitted to the European Commission following the instigation of infringement proceedings for non-compliance with air quality limits
- The City Corporation is taking a lead on air quality across London e.g. supporting research by Policy Exchange on further action required to meet air quality targets across London in shortest possible time
- Attached document details progress with air quality policies in the 2015 strategy

In line with Policy 7: Actions 43 and 44 of the City of London Air Quality Strategy:

- **From August 2015 the City of London commits to using petrol hybrid vehicles as part of any formal arrangement for taxi services.**
  - City procurement will specify that a significant proportion of the taxi fleet will be comprised of petrol hybrid vehicles (or better i.e. full electric) when forming any formal arrangement for taxi services.
    - The City of London currently have a formal arrangement with Addison Lee to provide some taxi services for the City already undertaken market research
    - Will formally re-evaluate the taxi service market every 12 months to assess whether or not conditions have become competitive enough to launch a tender exercise for a corporate taxi contract. City Procurement will look at whether the market has evolved enough in terms of the wider availability of vehicles that are capable of running in zero emission mode within the square mile.
  - Petrol hybrid taxis will be used by default by any established taxi service provider, providing that:
    - a hybrid vehicle is available within the required timing/ service level agreement - so that this policy will not affect service levels
    - a hybrid vehicle is available within a reasonable distance - so that this policy does not become self-defeating in terms of total air pollution
  - Staff requesting a vehicle that forms part of any formalised taxi service agreement will by default be provided a petrol hybrid vehicle, depending on availability, unless:
    - They have a specific, practical reason to request otherwise e.g. they need a 6-seater rather than a 4-seater vehicle
    - They have a written justification for specifying a different vehicle, signed off at Chief Officer level

- **The City of London's ultimate aim is to geo ring-fence the whole Square Mile**
  - From August 2015 hybrid taxis used under formal agreement with CoL were geo ring-fencing the areas of highest air pollution and/or sensitivity in the City
    - This means that all hybrid taxis will automatically switch from petrol to electric mode in these zones, provided that there is enough power in the battery.
    - As a pilot initiative, from August 1<sup>st</sup> 2015 this covers Cheapside (EC2), St. Pauls Churchyard and surrounding area (EC4M), Aldgate (EC3A) and St. Bart's Hospital (EC1A). the intention is to expand this depending on the success of the pilot.
  - We will continue to work with our contracted Courier service and use internal training and engagement to maximise the use of pedal bikes for courier services within the square mile.
  - The Corporation will explore the possibility of getting general deliveries into the City via electric vehicles where possible (see below).
- **Built Environment, supported by Environmental Health and City Procurement will explore opportunities for the consolidation of deliveries to CoL premises.**
- **In terms of construction, demolition and street works, from January 2016:**
  - All contracts that include street works should adhere to the requirements of the City of London [Code of practice](#) for minimising the environmental impact of street works
  - All contracts that include construction and or demolition should adhere to the requirements of the City of London [Code of Practice](#) for deconstruction and construction
  - All non-road mobile machinery (NRMM) used in the Square Mile for more than 30 days with net power between 37kW and 560kW is required to meet stage IIIB of EU Directive 97/68/EC (i.e. Euro IIIB). This is according to the Supplementary Planning Guidance ([SPG](#)) for NRMM Low Emission Zone.

In line with Policy 7: Action 46 of the City of London air Quality Strategy and with the City's Transport Policy, developed by the City of London's Transport Coordination Group (TGC):

- **From January 2016, any individual procuring (leasing or hiring) a vehicle on behalf of the City of London will be required to investigate alternative fuel options, especially full electric and petrol-hybrid.**
- **From January 2016 onwards, officers will not be able to purchase or lease diesel vehicles unless there is an absolute operational necessity** i.e. vehicles with no current alternative fuel options such as tractors, some vans and 4WD pickups.

## **Annex**

Policy 7 (of 10) of the City of London Air Quality Strategy 2015 - 2020



## Policy 7: Leading by example

The City Corporation will assess the impact of its activities on local levels of air pollution in the Square Mile and take steps to minimise it wherever possible.

### Actions:

43. The City Corporation will continue to look for opportunities for reducing emissions from its buildings, fleet and contractors' fleet.

44. The City Corporation will ensure that major contracts include standards to reduce the impact on local air quality.

45. A pro forma air quality questionnaire will be developed for use in major policy reviews.

46. The City Corporation will move away from using diesel in its own fleet wherever practical.

### Details of Actions associated with Policy 7:

Action	Detail	Timeline	Outcome
43. The City Corporation will continue to look for opportunities for reducing emissions from its buildings, fleet and contractors' fleet.	Continue to provide advice on the best vehicle option for new fleet purchases. Use contracts to push for cleaner vehicles in contractor's fleet. Manage buildings to reduce emissions of air pollutants, alongside carbon.	2015 -2020	Reduced impact of City Corporation activities on local air pollution.
44. The City Corporation will ensure that major contracts include standards to reduce impact on air quality.	Continue to ensure that all contracts require air quality targets.  Integrate air quality into the new Responsible Procurement Strategy.	2015 - 2020	Reduced impact of City Corporation activities on local air pollution.
45. A pro forma air quality questionnaire will be developed for use in major policy reviews.	Develop the pro forma. Work with other departments to ensure it is embedded into their policies.	2016 - 2017	Corporate policies that assist in improving air quality and reducing exposure.
46. The City Corporation will move away from using diesel in its own fleet wherever practical.	All new purchases will be assessed and alternatives to diesel will be encouraged where available.	2015 - 2020	Reduced impact of City Corporation fleet on local air quality.

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## PLANNING AND TRANSPORTATION COMMITTEE REPORT

### Points to Note:

- There are 14 Public Lifts/Escalators in the City of London estate. This is a report by exception, and hence, only the five listed lifts/escalators that suffered breakdown within the reporting period are shown within this report.
- The report was created on 12 July 2016 and subsequently since this time the public lifts or escalators could have been brought back into service or experienced further breakdowns which will be conveyed in the next report.

Location And Age	Status as of  12/07/2016	% of time in service between 22/06/2016 And 12/07/2016	Number of times reported between 22/06/2016 And 12/07/2016	Period of time Not in Use between 22/06/2016 And 12/07/2016	Comments
London Wall (No.1) Lift Eastern Pavilion2003 SC6458964	IN SERVICE	99%	1	1 hr	<b>05/07/2016</b> – Upon arrival released 4 trapped passengers. Tested extensively and no fault found, lift returned to service
London Wall (No.1) Lift Western Pavilion SC6458965	OUT OF SERVICE	0	1	504 hrs.	<b>Continued from previous report:</b> Water ingress caused by the recent heavy rain has resulted in several serious faults making the lift inoperable. To complete the repair the lift motor room needed to be dry but water has continued to leak into the room and lift bore hole for two weeks. Lift expected back in service 13/07/16
Millennium Bridge Inclinators SC6459245	IN SERVICE	43%	1	286 hrs.	<b>24/06/2016</b> – Engineer attended site and found the safety gears had stopped the lift half way up the incline. They identified that the rollers were faulty and needed replacing, these are critical spares which are held at the Guildhall so were replaced quite quickly. When the Inclinators were tested a further fault was identified with the encoder which meant the inclinators wouldn't work. An encoder is usually classed as a reliable part and will last for five plus years however due

**PLANNING AND TRANSPORTATION COMMITTEE REPORT**

<b>Location And Age</b>	<b>Status as of  12/07/2016</b>	<b>% of time in service between 22/06/2016 And 12/07/2016</b>	<b>Number of times reported between 22/06/2016 And 12/07/2016</b>	<b>Period of time Not in Use between 22/06/2016 And 12/07/2016</b>	<b>Comments</b>
					to water ingress the encoder had become wet. Due to the life span of the encoder it is not on our list of critical spares so had to sourced from Germany. When the part was replaced the inclinor was returned to service. The Encoder has now been added to our list of critical spares and further works to stop the water ingress have taken place.
<b>Tower Place – Scenic Lift SC6458963</b>	IN SERVICE	69%	1	156 hrs.	<b>Continued from previous report:</b> Electrical fault resolved by alternative contractor on 28/06/2016. Lift tested and returned to service 28/06/2016
<b>Wood Street Public Lift (Royex House) 2008 SC6458970</b>	IN SERVICE	100%	0	0 hrs.	<b>Continued from previous report:</b> Lift returned to service on the 21/06/16.

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

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