



## Planning and Transportation Committee

**Date:** WEDNESDAY, 30 NOVEMBER 2016

**Time:** 9.30 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 12.30PM**  
**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. **STREETS AND WALKWAYS SUB-COMMITTEE MINUTES**  
To note the draft public minutes of the meeting held on 8 November 2016.

**For Information**  
(Pages 1 - 6)
4. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**  
Report of the Chief Planning Officer and Development Director.

**For Information**  
(Pages 7 - 34)
5. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.

**For Information**  
(Pages 35 - 40)
6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**
  - a) **60 London Wall**

Partial demolition and redevelopment to provide a basement, ground floor plus ten upper storey building, to provide retail (Class A1) at ground floor level and offices above (Class B1a) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works.

**For Decision**  
(Pages 41 - 106)
  - b) **Postman's Park, King Edward Street**

Fell one London Plane and one Horse Chestnut and the planting of a replacement tree.

**For Decision**  
(Pages 107 - 124)
7. **TRAFFIC CONGESTION**  
Resolution of the Streets and Walkways Sub-Committee together with a report of the Director of the Built Environment.

**NB: This report has also been considered by the Policy and Resources Committee and a copy of its resolution will follow.**

**For Decision**  
(Pages 125 - 140)

8. **LIFTS AT WOOD STREET/LONDON WALL**  
To note the resolution from the Barbican Residential Committee.  
**For Information**  
(Pages 141 - 142)
9. **PUBLIC LIFT UPDATE**  
Report of the City Surveyor.  
**For Information**  
(Pages 143 - 144)
10. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
12. **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.

#### **Part 2 - Non-public Agenda**

13. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

**NB: Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 8:45a.m.**

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## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Tuesday, 8 November 2016**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Tuesday, 8 November 2016 at 1.45 pm

### **Present**

#### **Members:**

Christopher Hayward (Chairman)  
Graham Packham (Deputy Chairman)  
Randall Anderson  
Deputy John Barker  
Emma Edhem  
Marianne Fredericks  
Alderman Alison Gowman  
Deputy Brian Harris  
Gregory Jones QC  
Jeremy Simons  
Tom Sleigh

#### **Officers:**

Fern Aldous	-	Town Clerk's Department
Simon Glynn	-	Chamberlain's Department
Olumayowa Obisesan	-	Chamberlain's Department
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Patrick Hegarty	-	Open Spaces Department
Alan Rickwood	-	City of London Police

#### **1. APOLOGIES**

There were no apologies for absence.

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

There were no declarations of interest.

#### **3. MINUTES**

The minutes of the meeting held on 27 September 2016 were agreed as a correct record, subject to the following amendments:

Item 6 – Tudor Street Safety Reports  
"New Tudor Street" to be "New Bridge Street"

“Officers agreed to look into whether an underpass within the area could be used by pedestrians to reduce overcrowding” *to be* ““Officers agreed to look into whether the existing underpass could be better utilised by pedestrians to reduce overcrowding”.

#### Matters Arising

The Chairman updated the Committee on the planning process for the redevelopment of the Tudor Street junction. A design had now been finalised and agreed by the Temple and Transport for London (TfL) (subject to final modelling), with vehicular egress maintained from Tudor Street in both directions and ingress moved to Bridewell Place. A report would be submitted to the Planning and Transportation Committee in December 2016, with a final with a final report being made to the Court of Common Council in January 2017. The exact cost of the scheme, with funding split between the Corporation and TfL would be confirmed in the report.

A Member stated that the impact on future development of Ludgate Circus from the additional traffic lights should be considered. It was confirmed TfL would be assessing the impact of the lights.

The Chairman requested that an update on Tudor Street be included as a standing item on the agenda.

#### 4. **OUTSTANDING REFERENCES**

##### Parking for Motorcyclists

Officers reported the matter would be included in the 2017/18 work programme and not the 2016/16 programme as stated. A Member requested that an accurate end date be determined for the action.

##### 20mph Speed Limit

*The discussion on this item is included under Item 8, where an urgent report on the matter had been tabled.*

##### Swan Pier

The matter had now been referred to the City Surveyor; an update would be provided to the next meeting.

##### Cloth Fair Noise Disturbance

The consultation was due to close shortly. The Ward Members, the Chairman and Deputy Chairman would be briefed on the outcome.

##### Inconsistent Road Markings

An update would be coming to the next Committee.

**RESOLVED** – That the list of outstanding references be noted and updated as appropriate.

## 5. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT

### 5.1 Mark Lane Public Realm Enhancements

The Sub-Committee considered a report of the Director of the Built Environment which provided an update of progress to date on the Mark Lane public realm enhancement project. Officers informed the Committee that an application for redevelopment of 51/54 Fenchurch Street was unlikely to be forthcoming; as a result the project would now be progressed to Phase 2 and the underspend from Phase 1 reallocated.

In response to a query from a Member, Officers confirmed they would investigate possible locations for tree reinstatement and the inclusion of retractable bollard on the access to Fenchurch Street.

**RESOLVED** – That the Sub-Committee:

- a) authorises the proposed budget plan summarised in Appendix 2, table D to complete Phase 1 works and further design appraisal to develop Phase 2, totalling £76,357; to be funded from the 64-74 Mark Lane Section 106 Agreement; and
- b) agrees that any unspent Phase 1 funds would be reallocated to implement Phase 2.

### 5.2 Lime Street and Cullum Street Area

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of progress to date on the Cullum Street and Lime Street public realm enhancement project and asked Members to consider recommendations for the project in relation to a budget adjustment and a traffic order. Officers confirmed the Experimental Traffic Order had been instated at the request of the community and had been well received. Three objections had been received and addressed. A Member asked that future reports clearly state the consultation process undertaken.

In response to a query from a Member relating to the figure of 12 vehicles per hour still using the street, it was reported that this had not proven to be the case in the test period.

**RESOLVED** – That the Sub-Committee:

- a) recommends to make the experimental traffic order a permanent traffic order Monday to Friday 8am-6pm; and
- b) subject to approval by Project Sub Committee, approves the budget.

### 5.3 Traffic in the City of London

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the current traffic situation in the City of London and suggested a range of measures that might be introduced or strengthened to improve traffic flow. The Chairman welcomed additional comments to be sent prior to the meeting of the Policy and Resources Committee on 21 November 2016, where the minute would be received.

Officers outlined the current level of congestion in the City and how this had increased in recent years. Recent developments, such as the introduction of the Cycle Super Highway and the closure of Tower Bridge were exacerbating the problem.

The measures proposed were focused on the area in which the Corporation could have most impact on congestion, the "macro" level demand for street space. All possible options, including those that might be considered radical, had been included in order for Members to provide a steer for the development of the strategy. It was noted that the developed strategy would be considered in partnership with the Mayor of London's report on the issue and the impact of all supported proposals would be carefully measured prior to final approval.

Members discussed the range of potential measures proposed and made suggestions for further considerations. The following points were made:

- Members did not support the proposal to introduce tolls on bridges, as it was felt the divide was arbitrary and risked dividing North and South London. It was also felt there was a risk that drivers could be charged twice with the current congestion zone charge being in effect.
- The use of night time servicing for businesses was discussed and the success of a similar scheme during the Olympics was noted. Some Members felt that such a scheme should be limited to before 11:00pm to prevent noise pollution for residents.
- The Deputy Chairman felt that given the negative impact of the new segregated cycle super highways (on traffic congestion) matters should not be made worse by building any more of them.
- A Member asked that a greater and more efficient use of the Thames and Walbrook Wharf be added to the proposals and this was supported by the Chairman.
- Members expressed a desire for further thought to be given to Smart City solutions.
- The use of technology as a means of monitoring road usage as an alternative to tolls was raised. It was felt that this presented privacy issues on an individual level, however technology could be used more effectively for real time solutions to congestion issues.
- Members discussed the impact of buses in the City. It was felt that many were not being deployed effectively, were run on overly long routes and were often empty. Officers undertook to engage with Transport for London on the issue.
- A Member raised the prospect of utilising Corporation assets, currently set aside for vehicle storage, for alternative development. Another Member felt that Car Parking was essential for reducing congestion.
- A Member felt that Park and ride schemes offered a viable solution.
- The promotion of electric vehicles was discussed. It was acknowledged that although an encouragement towards electric would not solve congestion issues it would contribute to improving air quality.



- There was a discussion about the extent to which the City was a conduit for traffic. It was felt that any scheme affecting the two major corridors through the city would have an impact on wider London.
- The need to work in conjunction with the rest of London was noted as a priority to reducing both congestion and pollution.
- In regards to the proposal to extend the Congestion Charging Zone a Member commented that this could lead to more traffic in the existing zone, as the financial disincentive for vehicles in the newly extended areas to enter the existing zone would be removed.

Members recognised the report contained a number of possibilities to address a very difficult problem - the sub-committee felt that at this stage the majority of them (apart from bridge tolls) should be explored further whilst recognising that some of them will not prove to be practicable.

**RESOLVED** – That the Sub-Committee:

- a) agrees the next steps as set out at paragraph 41-45 of the report;
- b) agrees an overarching objective of reducing traffic in the City and that this should be emphasised in the next draft of the Local Implementation Plan (LIP);
- c) agrees sums of £50k and £40k respectively towards appointment of consultants to advance the City of London’s approach to consolidation centres and appointment of a FTE post, on a one year trial basis, to investigate how better construction and servicing/delivery planning might alleviate City congestion; and
- d) supports the consideration of all proposals laid out in Appendix 2, with the addition of an investigation into river use, but does not recommend the introduction of tolls on bridges.

**6. ANNUAL ON-STREET PARKING ACCOUNTS 2015/16 AND UTILISATION OF ACCRUED SURPLUS ON HIGHWAY IMPROVEMENTS AND SCHEMES**

The Sub-Committee considered a report of the Chamberlain which provided information on the action taken in respect of any deficit or surplus in the On Street Parking Account for the 2015/16 financial year.

**RESOLVED** – That the Sub-Committee notes the contents of the report before submission to the Mayor for London.

**7. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

Officers provided details in response to an inquiry relating to an incident on Ludgate Hill.

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

The Sub-Committee considered a late report of the Commissioner of Police which provided a quarterly summary of activity undertaken by the Transport and Highways Operations Group in the City of London Police.

The Sub-Committee discussed whether it was possible to determine the effect of the reduction in speed on casualty numbers, as cause and effect were hard to define with many variables. It was reported that although it was difficult to reduce collisions, those that took place at a lower speed were less likely to result in serious injury.

Members requested the following changes to future iterations of the report:

- Interpretation of the figures, with key trends drawn out
- Explanation of acronyms
- Distinction between serious vs slight injury explained
- Graphs to be presented in colour.
- Enforcement action taken against Construction Vehicles
- Suggestions for possible solutions to the issues presented.

Officers invited the Committee to participate in a speed gun exercise to provide a practical demonstration of enforcement.

**RESOLVED** – That the Committee notes the report.

9. **EXCLUSION OF THE PUBLIC**

**RESOLVED** – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting 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.

10. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 27 September 2016 were approved.

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

There were no questions.

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

There was no other business.

**The meeting ended at 3:30pm**

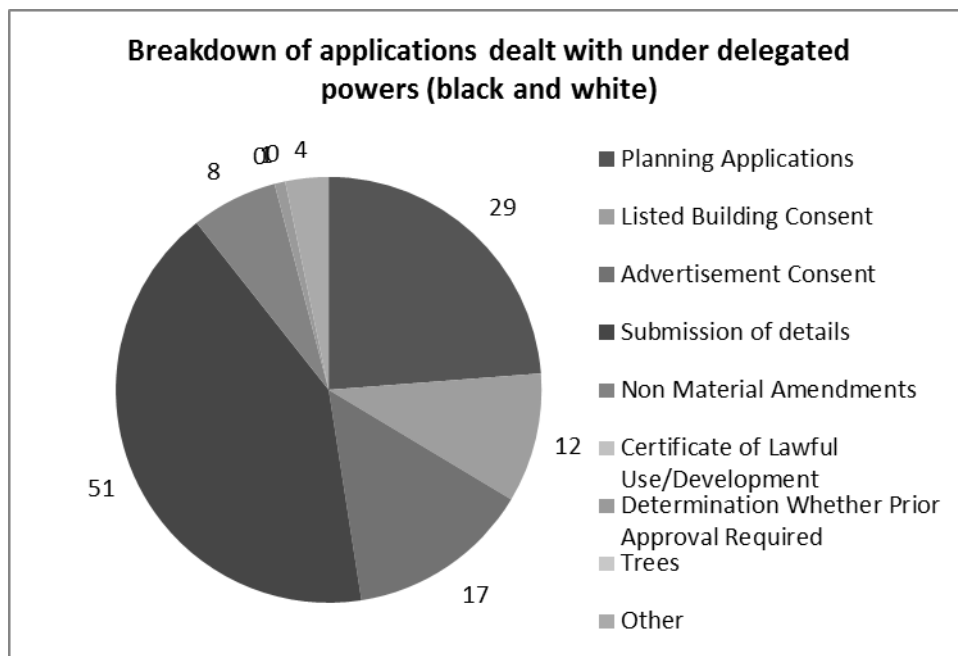
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Chairman

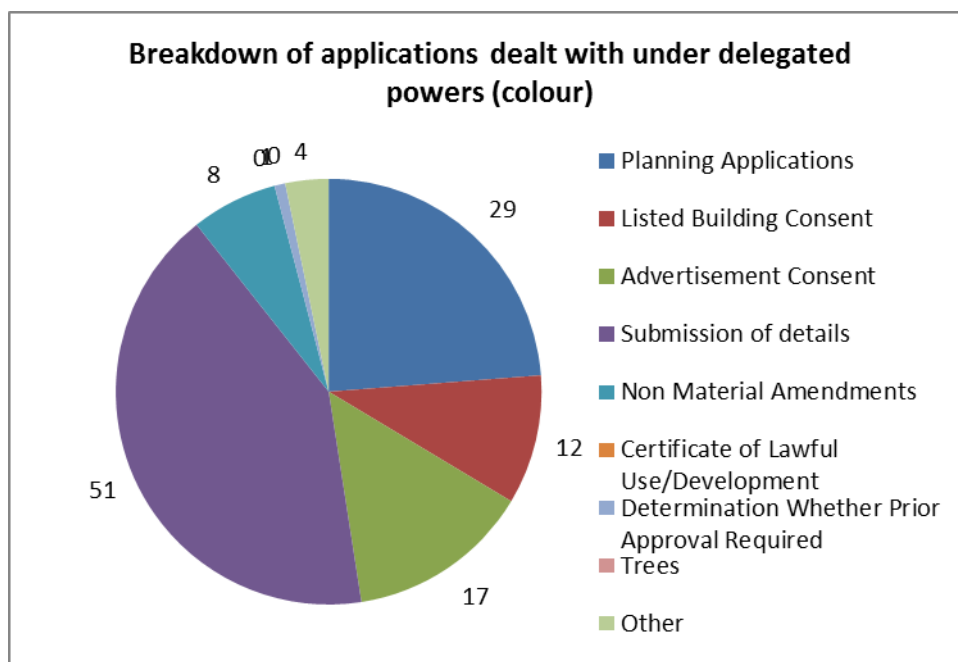
<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	30/11/2016
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

### Summary

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

In the time since the last report to Planning & Transportation Committee 122 (one hundred and twenty-two) matters have been dealt with under delegated powers. 29 (twenty-nine) full applications for development have been approved with 70,953.3sq.m space created and 6 (six) applications for change of use. 12 (twelve) listed building consents have been granted and 1 (one) application for advertisement refused.





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
15/00630/MDC Aldersgate	2 Fann Street London EC2Y 8BR	Details of soffits, hand rails, balustrades, glazing to the north staircase and refuse storage and collection facilities pursuant to conditions 7(e), 7(f) and 7(j) of planning permission dated 6th March 2015 (ref: 14/00322/FULMAJ).	Approved 27.10.2016
15/00631/LDC Aldersgate	2 Fann Street London EC2Y 8BR	Details of soffits, hand rails, balustrades and glazing to the north staircase pursuant to conditions 2(e) and 2(g) of listed building consent dated 3rd February 2015 (ref: 14/00323/LBC).	Approved 27.10.2016
16/00369/MDC Aldersgate	Blake Tower 2 Fann Street London	Details of alterations to the west entrance of the building pursuant to conditions 7(b)	Approved 27.10.2016

		and 7(c) of planning permission dated 6th March 2015 (ref: 14/00322/FULMAJ).	
16/00381/LDC Aldersgate	Blake Tower 2 Fann Street London EC2	Details of alterations to the west entrance of the building and external signage pursuant to conditions 2(b) and 2(c) of listed building consent dated 2nd July 2015 (ref: 15/00527/LBC).	Approved 27.10.2016
16/00759/MDC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Details of lighting to the north and south staircases pursuant to condition 18 of planning permission dated 6th March 2015 (ref: 14/00322/FULMAJ).	Approved 27.10.2016
16/00856/LBC Aldersgate	272 Lauderdale Tower Barbican London EC2Y 8BY	Installation of suspended ceilings. Reconfiguring some of the non- structural internal walls plus doors and associated frames to adjust the room size and layouts.	Approved 11.10.2016
16/00903/LBC Aldersgate	61 Shakespeare Tower Barbican London EC2Y 8DR	Removal of door and associated frame between the kitchen and utility room.	Approved 21.10.2016
16/00963/LBC Aldersgate	207 Mountjoy House Barbican London EC2Y 8BP	Internal works including (i) removal of partition wall between kitchen and living room, (ii) installation of partition walls to create additional bedroom and utility room, and (iii) installation of suspended false ceilings throughout.	Approved 01.11.2016
16/00964/LBC Aldersgate	702 Seddon House Barbican London EC2Y 8BX	Removal of a section of non-structural wall between the kitchen and living room.	Approved 03.11.2016
16/00807/MDC Aldgate	Dixon House 72- 75 Fenchurch Street & 1	Details of materials, new facades, ground floor office entrance, glazing and new	Approved 08.11.2016

	Lloyd's Avenue London EC3N 3DH	dormer windows pursuant to condition 4 (a), (b), (c) and (d) of planning permission (application no. 14/00579/FULL) and condition 2 (a), (b), (c) and (d) of listed building consent (application no. 15/00323/LBC) dated 18th December 2014 and 26th May 2015 respectively.	
16/00816/MDC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Details of materials, new facades, fenestration, service areas and ground floor entrances pursuant to conditions 7(a)[In Part], (b) and (c) of planning permission (application no. 08/00739/FULEIA) dated 10th June 2010.	Approved 14.10.2016
16/00874/FULL Aldgate	Holland House 1 - 4 Bury Street London EC3A 5AW	Installation of a glass balustrade, decking at roof level and replacement of existing external doors at fifth floor level in association with the use of the flat roof as an external amenity terrace.	Approved 21.10.2016
16/00875/LBC Aldgate	Holland House 1 - 4 Bury Street London EC3A 5AW	Installation of a glass balustrade, decking at roof level and replacement of existing external doors at fifth floor level in association with the use of the flat roof as an external amenity terrace.	Approved 21.10.2016
16/00896/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur	Details of junctions with adjoining premises pursuant to condition 8(d) of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 14.10.2016

	House) London, EC3		
16/01028/NMA Aldgate	Irongate House 22 - 30 Dukes Place London	Non-material amendment under Section 96a of the Town & Country Planning Act 1990 (as amended) to change the cladding materials for the ground floor extension.	Approved 03.11.2016
16/01049/MDC Aldgate	Mitre Square, International House, Duke's Place, 11 Mitre Street & 1 Mitre Square London	Details of the reinstatement of the bronze Great Synagogue plaque pursuant to condition 9 (in part) of planning permission 13/01082/FULMAJ dated 09.06.2014.	Approved 08.11.2016
16/00193/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk & Willoughby Highwalk, London, EC2	Details of City walkway finishes and junctions with the listed Barbican Highwalks pursuant to condition 16 (a) of planning permission dated 30.06.2014 (ref: 14/00259/FULL) and conditions 4 (a) and 4 (c) of listed building consent dated 26.08.2011 (ref: 10/00837/LBC).	Approved 10.11.2016
16/00918/FULL Bassishaw	The Chartered Insurance Institute 20 Aldermanbury London EC2V 7HP	Demolition of existing stainless steel clad entrance and its associated access arrangements and replacement with a new single storey entrance extension (56.3sqm).	Approved 21.10.2016
16/00927/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St.	Details of green roofs pursuant to conditions 2f (in part) and 13 of planning	Approved 10.11.2016

	Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	permission dated 30 June 2014 (ref: 14/00259/FULL).	
16/00982/NMA Bassishaw	Salters' Hall 4 Fore Street EC2Y 5DE	Application under Section 96a of the Town and Country Planning Act 1990 for a non-material amendment to planning permission dated 15 September 2015 (ref: 15/00766/FULL) to enable the change of material for the proposed Portland Stone paving and concrete upstands to York Stone.	Approved 01.11.2016
16/00519/MDC Billingsgate	Sugar Quay Lower Thames Street London EC3R 6EA	Submission of revisions to the piling method statement pursuant to condition 16 of planning permission dated 11/05/2016 (14/01006/FULMAJ)	Approved 03.11.2016
16/00870/FULL Billingsgate	2 Minster Court London EC3R 7BB	Alterations to entrances on Mark Lane and Minster Court.	Approved 08.11.2016
16/00871/ADVT Billingsgate	2 Minster Court London EC3R 7BB	Installation and display of: (i) one internally illuminated fascia sign measuring 0.4m high by 6.29m wide at a height above ground of 3.29m; (ii) one non-illuminated totem sign measuring 1.8m high by 0.36m wide at ground level; and (iii) two non-illuminated fascia signs measuring 0.9m	Approved 01.11.2016



		high by 0.5m wide at a height above ground of 0.9m.	
15/01387/FULEIA Bishopsgate	100 Liverpool Street & 8 - 12 Broadgate London EC2M 2RH	Refurbishment and extension of existing buildings including retention of buildings structural frame and construction of new facade and the provision of three additional floors and rooftop plant to provide office (B1) use; retail (A1), flexible use for either retail (A1/A2/A3) or leisure (D2) uses at lower ground, ground and first floor levels; and flexible office (B1) /restaurant (A3) use at 9th floor level; provision of car and cycle parking; hard and soft landscaping; alterations to facilities associated with the bus station; and the provision of other works ancillary to the main building. (Total Floorspace 69,029sq.m (GEA) (Minor amendments to previously approved application 14/01285/FULEIA).	Approved 31.10.2016
16/00852/FULL Bishopsgate	17-18 Widigate Street London E1 7HP	Application under Section 73 to vary condition 9 (Approved Plans) of planning permission (application no. 15/00141/FULL) dated 30th June 2015 to enable an increase in the roof ridge height of 0.6m.	Approved 14.10.2016
16/00907/FULL Bishopsgate	Flats 1-5 131A Middlesex Street London E1 7JF	Change of use of five permanent residential units (Class C3) to short-term lets (less than 90 consecutive night) (Class C3).	Approved 08.11.2016
16/00919/FULL Bishopsgate	Exchange Square Exchange Place	Use of Exchange Square for a temporary ice rink with ancillary facilities.	Approved 27.10.2016

	London EC2A 2BR		
16/00949/FULL Bishopsgate	110 Bishopsgate London EC2N 4AY	Removal and replacement of cladding around the base of the entrance columns.	Approved 01.11.2016
16/00553/ADVT Bridge And Bridge Without	1A Pudding Lane London EC3R 8AB	Installation and display of one internally illuminated fascia sign measuring 1.2m high by 0.24m wide located at a height of 3.2m above ground floor level; replacement of two existing menu boxes with one new internally illuminated boxes measuring 0.4m wide by 0.75m high located at a height of 1m above ground floor level.	Approved 01.11.2016
16/00933/MDC Bridge And Bridge Without	11-19 Monument Street, 46 Fish Street, 1-2 Pudding Lane London EC3R 8JU EC3R 8AF	Details of kitchen extract pursuant to Condition 17(i) [In Part] of planning permission (application no. 13/00049/FULMAJ) dated 13th September 2013.	Approved 25.10.2016
16/00754/ADVT Broad Street	10 - 11 Austin Friars London EC2N 2HG	Installation and display of i) one externally illuminated fascia sign measuring 0.8m in height x 1.75m in width situated at a height of 2.645m above ground level and ii) one internally illuminated menu case measuring 0.675m in height x 0.5m in width situated at a height of 1.164 above ground level.	Approved 08.11.2016
16/00782/FULL Broad Street	Warnford Court 29 Throgmorton Street	Installation of painted timber doors, with glazed vision panels, glazed fanlight, brass	Approved 01.11.2016

	London EC2N 2AT	handles and building name signage to the principal entrances on Throgmorton St and Throgmorton Avenue/Copthall Avenue.	
16/00789/ADVT Broad Street	85 London Wall London EC2M 7AD	Installation and display of: (i) one halo-illuminated fascia sign measuring 0.65m high by 3.98m wide at a height of 3.13m above ground level and (ii) one halo-illuminated projecting sign measuring 0.61m high by 0.91m wide at a height of 3.0m above ground level.	Approved 27.10.2016
16/00828/MDC Candlewick	30 Lombard Street London EC3V 9BQ	Details of a scheme for protecting nearby residents and commercial occupiers from noise dust and other environmental effects and a Construction Logistics Plan pursuant to conditions 3 and 5 of planning permission 14/01103/FULL dated 30th May 2015.	Approved 21.10.2016
16/00873/FULL Candlewick	70-72 King William Street London EC4N 7HR	(i) Change of use of part basement premises from Class B1(a) office to flexible use for either Class B1(a) office or Class D1 (sports medicine and therapy practice with five treatment rooms and a rehabilitation gym (c.104sqm) (ii) Installation of ventilation grilles and condensing unit to lightwell.	Approved 25.10.2016
16/00451/MDC Castle Baynard	From Blackfriars Bridge To White Lion Hill Paul's Walk London	Submission of details relating to the City Walkways specifications pursuant to discharge of condition 13 of planning permission dated 08.09.2016 (Ref: 15/00589/FULL)	Approved 03.11.2016
16/00637/ADVT Castle Baynard	Athene Place 73 Shoe Lane London	Installation and display of i) two externally illuminated fascia signs measuring 0.62m	Approved 01.11.2016

	EC4A 3BQ	in height x 2.5m in width situated at a height of 2.325m above ground level; ii) and two internally illuminated menu cases measuring 0.5m in height x 0.38m in width situated at a height of 1.1m above ground level.	
16/00363/MDC Castle Baynard	From Blackfriars Bridge To White Lion Hill Paul's Walk London	Details of landscaping and lighting arrangements are submitted pursuant to partial discharge of condition 12(2) of planning permission dated 08.09.2016 (Ref: 15/00589/FULL).	Approved 03.11.2016
16/00749/ADVT Castle Baynard	Ludgate House 107 - 111 Fleet Street London EC4A 2AB	Installation and display of an externally illuminated advertisement banner measuring 9 metres high by 6 metres wide, displayed at a height of 8 metres above ground floor level, for a temporary period from 1st September 2016 to 31st August 2017 (REFUSED).	Refused 03.11.2016
16/00821/ADVT Castle Baynard	3-5 St Bride Street London EC4A 4AS	Installation and display of: (i) one internally illuminated fascia sign measuring 0.45m high by 2.5m wide at a height above ground of 3.1m; (ii) one externally illuminated fascia sign measuring 1m high by 1.4m wide at a height above ground of 2.5m; (iii) one non-illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 3m.	Approved 25.10.2016
16/00822/ADVT Castle Baynard	Condor House 10 St Paul's Churchyard	Installation and display of: (i) one fascia with halo illuminated letters measuring	Approved 27.10.2016

	London EC4M 8AL	0.4m high by 1.2m wide and internally illuminated letters, all measuring 0.45m high by 2.5m wide at a height above ground of 3.8m; (ii) one non-illuminated fascia sign measuring 0.15m high by 3.5m wide at a height above ground of 3.8m; and (iii) one externally illuminated hanging sign measuring 0.6m by 0.6m at a height above ground of 4m.	
16/00905/ADVT Castle Baynard	Unit 19 New Street Square 5 Nevill Lane London EC4A 3AP	Installation and display of: two internally illuminated fascia signs behind the glazing measuring 0.33m high by 1.2m wide at a height above ground of 1.9m; one internally illuminated projecting sign measuring 0.6m by 0.6m at a height above ground of 2.54m.	Approved  27.10.2016
16/00917/TTT Castle Baynard	Blackfriars Bridge Victoria Embankment London EC4Y 0DR	Partial discharge of schedule 3 requirements relating to approval of the Community Liaison Plan pursuant to PW6 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved  03.11.2016
16/00923/MDC Castle Baynard	Audit House 58 Victoria Embankment London EC4Y 0DS	Details of the level of noise emitted from new plant pursuant to condition 19 of planning permission 13/00789/FULMAJ dated 07.03.14	Approved  08.11.2016
16/00962/DPAR Castle Baynard	167 Fleet Street London EC4A 2EA	Determination under Part 16 of Schedule 2 of the Town and Country Planning (General	Prior Approval Not Required

		Permitted Development) Order 2015 (as amended) that prior approval is not required for the installation of one additional transmission dish.	08.11.2016
16/01003/FULL Castle Baynard	Ludgate House 107 - 111 Fleet Street London EC4A 2AB	Change of use of part of the second floor from office (Class B1) to a flexible use for office (Class B1) or health clinic (Class D1) (36sqm).	Approved 08.11.2016
16/01006/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Victoria Embankment London EC4Y 0DR	Partial discharge of schedule 16 requirement relating to details of a noise and vibration management plan pursuant to PW6 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 03.11.2016
16/01024/TTT Castle Baynard	From Blackfriars Bridge To White Lion Hill Paul's Walk London	Partial discharge of schedule 3 requirement relating to worksite construction logistics plan pursuant to PW6 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 10.11.2016
16/00436/MDC Cheap	Abacus House 33 Gutter Lane London EC2V 8AS	Details of removal, storage and reinstatement of all Parish Markers and commemorative plaques and submission of samples and particulars of materials; landscaping including new trees, paving, vent and seating and details of measures to protect retained trees pursuant to conditions 4 and 5 (a) (in part), (b) (in part) and (c) of planning permission dated 18th February 2016 (App No 15/01210/FULL)	Approved 03.11.2016
16/00573/LBC Coleman Street	67 - 71 Moorgate & 34 London Wall London	Application under Section 19 of the Planning (Listed Buildings and Conservation	Approved 14.10.2016

	EC2R 6BH	Areas) Act 1990 to vary condition 4 (approved plans) of listed building consent (application no. 14/00519/LBC) dated 1st May 2015 to refer to a revised list of drawings amended to reflect minor detail alterations to the internal layout, the shopfront to No. 71 and the rear core extension.	
16/00694/ADVT Coleman Street	34 London Wall London EC2M 5QX	Installation and display of one internally illuminated fascia sign measuring 0.45m by 1.16m situated at a height of 4.13m above ground level.	Approved 14.10.2016
16/00890/MDC Coleman Street	99 Gresham Street London EC2V 7NG	Completed Code of Practice for Deconstruction & Construction Sites Check List, details of the sound insulation measures between the office and non-office elements of the building and details of external lighting pursuant to conditions 2, 4 and 5 of planning permission dated 05 August 2016 (ref: 16/00175/FULL).	Approved 01.11.2016
16/00906/FULL Coleman Street	3 Cophall Avenue London EC2R 7BH	Installation of a terrace/balcony to the existing flat roof area at third floor level.	Approved 08.11.2016
16/00910/MDC Coleman Street	River Plate House 7 - 11 Finsbury Circus London EC2M 7EA	Submission of a Post Construction Bream Assessment pursuant to condition 15 of planning permission dated 10th May 2013 (12/00811/FULMAJ).	Approved 25.10.2016
16/00912/MDC Coleman Street	99 Gresham Street London EC2V 7NG	Servicing Management Plan pursuant to condition 8 of planning permission dated 05 August 2016 (ref: 16/00175/FULL).	Approved 27.10.2016
16/00916/PODC Coleman Street	7 - 11 Finsbury Circus London	Submission of the Local Procurement Strategy Final Report pursuant to Schedule	Approved 25.10.2016

		3, paragraph 11.6 of the Section 106 agreement for planning permission 12/00811/FULMAJ.	
16/00939/FULL Coleman Street	34 London Wall London EC2M 5QX	Alterations to shopfront including installation of curved glazing panels.	Approved 27.10.2016
16/00498/MDC Cordwainer	1 Poultry London EC2R 8EJ	Details of the new office entrance; windows and doors in the rotunda at 1st and 2nd floor levels; and alterations to the stonework pursuant to condition 4 (b) (d) & (f) (part) of planning permission dated 10 March 2016 (15/00496/FULL).	Approved 18.10.2016
16/00825/FULL Cordwainer	Queens House 8 - 9 Queen Street London EC4N 1SP	Change of use of the first floor from office (class B1) to restaurant (class A3) (216sq.m). External alterations including the replacement of windows, installation of a canopy, new plant and lowering of the basement level.	Approved 10.11.2016
16/00844/MDC Cordwainer	1 Poultry London EC2	Submission of samples of bronze and powercoated aluminium pursuant to condition 4 (a) (part) of planning permission 15/00496/FULL dated 10.03.16.	Approved 18.10.2016
16/00960/MDC Cornhill	22 Old Broad Street London EC2N 1DP	Submission of details of extract arrangement, materials and construction methods of new plant pursuant of conditions 4 and 5 to planning permission 16/00764/FULL dated 02.09.2016.	Approved 25.10.2016
16/00898/LBC Cripplegate	561 Ben Jonson House Barbican London	Creation of shower room in top floor bedroom. Associated door and frame to be	Approved 21.10.2016



	EC2Y 8NH	relocated. Water cylinder to be relocated into the roof space. Replacement of door in bedroom with glass door.	
16/00102/FULL Dowgate	Cannon Green Building 27 Bush Lane & 1 Suffolk Lane London EC4R 0AN	Removal of roof level plant at Bush Tower and erection of an additional floor (7th floor) for Class B1 offices and plant enclosure, with associated 7th floor terrace and roof terrace and associated balustrade above; and demolition of existing 10th floor at Thames Tower and erection of replacement 10th floor and an additional 11th floor for Class B1 offices, and associated works in connection with the extensions to the building.	Approved 04.11.2016
16/00088/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48- 50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Submission of revised details for Phase 1: (a) revised dormer window design for (1) north west facing facade of Block B (47 Bartholomew Close); (2) the north east and south west facing facades of block E (61A Bartholomew Close); (b) revised design for the ramp proposed at the front of 61A Bartholomew Close; (c) revised design of the north eastern flank wall of Block F pursuant to condition 32 (a), (b) and (c) of planning permission dated 24th July 2015 (ref: 15/00417/FULMAJ).	Approved 08.11.2016
16/00351/FULL Farringdon Within	Flat 17 The Gallery 38 Ludgate Hill London EC4M 7DE	Retention of alterations to fenestration on eastern elevation.	Approved 03.11.2016
16/00352/LBC Farringdon Within	Flat 17 The Gallery 38 Ludgate Hill	Retention of alterations to fenestration on eastern elevation.	Approved 03.11.2016

	London EC4M 7DE		
16/00508/ADVT Farringdon Within	100 New Bridge Street London EC4V 6JJ	Installation and display of two internally illuminated fascia signs measuring 0.76m high by 2.18m wide at a height of 2.76m above ground floor level; one internally illuminated projecting sign measuring 0.46m high by 0.78m wide at 3m above ground floor level and installation of two digital screens behind the shopfront glazing.	Approved  21.10.2016
16/00510/FULL Farringdon Within	100 New Bridge Street London EC4V 6JJ	Replacement of the glazed double doors with a single glazed panel.	Approved  21.10.2016
16/00556/MDC Farringdon Within	2 Cloth Court & 55 Long Lane London EC1A 7LS	Samples of materials to be used on the external faces of the building, details of the new east and west flank walls, windows, rooflight, refuse chamber door, new dormers, handrails and air-conditioning units, noise impact assessment and noise exposure assessment pursuant to conditions 2 (a), (b), (c), (d), (e), (f), 5, 6 (a) and 7 of planning permission dated 16 July 2015 (ref: 15/00490/FULL).	Approved  27.10.2016
16/00677/LBC Farringdon Within	St Bartholomew House 58 West Smithfield	Application under Section 19 of the Planning (Listed Buildings and Conservation	Approved  10.11.2016

	London EC1A 9DS	Areas) Act 1990 to vary condition 4 (approved drawings) of listed building consent dated 03 April 2014 (ref: 12/01146/LBC) to enable alterations to the internal arrangement of building services, minor adjustment to internal partitions, relocation of disabled adaptable unit and associated alterations to the external fabric including external venting locations, rooftop extension fenestration and profile and re-alignment of roof terrace balustrade.	
16/00680/NMA Farringdon Within	St Bartholomew House 58 West Smithfield London EC1A 9DS	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission dated 03 April 2014 (ref: 12/01145/FULL) to enable alterations to the internal arrangement of building services, minor adjustment to internal partitions, relocation of disabled adaptable unit and associated alterations to the external fabric including external venting locations, rooftop extension fenestration and profile and re-alignment of roof terrace balustrade.	Approved 10.11.2016
16/00706/ADVT Farringdon Within	1 Ludgate Circus London EC4M 7LW	Installation and display of i) two externally illuminated fascia signs measuring 0.63m	Approved 14.10.2016

		in height x 2.23m in width situated 2.84m above ground level; ii) one non-illuminated fascia sign measuring 0.55m in height x 2.31m in width situated 2.75m above ground level; and iii) two non-illuminated projecting signs measuring 0.65m in height x 0.61m in width situated at a height of 3.6m above ground level.	
16/00717/NMA Farringdon Within	2 Cloth Court & 55 Long Lane London EC1A 7LS	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission dated 16 July 2015 (ref: 15/00490/FULL) to enable alterations to the internal layout of the proposed residential units along with minor modifications at roof level.	Approved 27.10.2016
16/00808/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48- 50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of a programme of archaeological work for phase 3 (42 - 47 Little Britain) pursuant to condition 21 of planning permission dated 24th July 2015 (application number 15/00417/FULMAJ).	Approved 03.11.2016
16/00908/ADVT Farringdon Within	60 Holborn Viaduct London EC1A 2FD	Installation and display of: (i) three internally illuminated fascia signs measuring 0.31m	Approved 21.10.2016

		high by 2.19m wide, 0.31m high by 1.96m wide, and 0.31m high by 2.37m wide all at a height above ground of 2.57m; (ii) one internally illuminated projecting sign measuring 0.36m high by 0.91m wide at a height above ground of 2.57m; (iii) one internally illuminated menu sign measuring 0.6m high by 0.4m wide at a height above ground of 1.4m.	
16/00928/MDC Farringdon Within	Fleet Building 40 Shoe Lane And 70 Farringdon Street, And Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London	Particulars and samples of the materials to be used on the stone skirt and details of the design, configuration and opening to the stone plinth have been submitted pursuant to the partial discharge of condition 16 (a) and (i) of planning permission reference 12/01225/FULEIA dated 28th October 2013	Approved 03.11.2016
16/00929/MDC Farringdon Within	Fleet Building 40 Shoe Lane And 70 Farringdon Street, And Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street London EC4A 3AF	Details of the proposed canopy and new facades have been submitted pursuant to partial discharge of condition 16 (b) of planning permission reference 12/01225/FULEIA dated 28th October 2013.	Approved 03.11.2016
16/00936/ADVT Farringdon Within	20 Farringdon Street London	Installation and display of a non-illuminated hoarding advertisement panel measuring 27.94m wide by 2.44m high projecting 0.99m from the face of the building at ground floor level.	Approved 01.11.2016
16/00996/MDC Farringdon Within	Mitre House 160 Aldersgate Street	Noise impact report pursuant to condition 14 (a) and (b) of planning permission dated 30	Approved 08.11.2016

	London EC1A 4DD	April 2015 (ref: 15/00086/FULMAJ).	
15/01156/FULL Farringdon Without	St Bartholomew's Hospital West Smithfield London EC1A 7BE	Retention of a temporary facilities management yard on the former children's play area and part of Little Britain until 01 May 2017.	Approved  10.11.2016
16/00299/FULMAJ Farringdon Without	90 Fetter Lane London EC4A 1EN	(i) Alterations to the building, including; removal of roof plant; minor infills and extensions to ground to sixth floors additional seventh and eighth floors for Class B1 use (933 Sq.m), (ii) creation of new terraces at fifth, sixth, seventh and eighth floors; new plant at basement and eighth floor level; recladding to exterior elevations and replacement fenestration to Fetter Lane and Norwich Street, provision of new main office entrance on Fetter Lane and associated double height space at ground floor, the provision of cycle parking at basement level and associated facilities and other incidental works. (iii) (ii) creation of a flexible use at part lower ground and part ground for either Class A1/A3/A4/B1 purposes (626 Sq.m)	Approved  26.10.2016
16/00440/MDC Farringdon Without	53 Fleet Street London EC4Y 1JU	Submission of details and particulars of materials for windows, balustrade, entrance door, entranceway and canopy to Fleet Street elevation, pursuant to condition 2 of planning permission 14/01037/FULL dated 16.12.2014.	Approved  25.10.2016
16/00652/MDC Farringdon Without	Site Bounded By 34-38, 39-41, 45-47 & 57B	Contractors Construction Methodology and Substructure Delivery	Approved  08.11.2016

	Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Sequence report for Phase 2a (Office A) pursuant to condition 27 (in part) of planning permission dated 24 July 2015 (ref: 15/00417/FULMAJ).	
16/00653/MDC Farringdon Without	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	Contractor's Logistics Strategy for Phase 2a (Office A) pursuant to condition 39 (in part) of planning permission dated 24 July 2015 (ref: 15/00417/FULMAJ).	Approved 08.11.2016
16/00824/FULL Farringdon Without	12 Cock Lane London EC1A 9BU	Alterations to the entrance including the provision of level access from the pavement and updating of lighting and finishes.	Approved 21.10.2016
16/00848/FULL Farringdon Without	98 Fetter Lane, 12 Norwich Street & 6-10 Norwich Street London EC4A 1EP	The provision of a glazed extension at ground, first, second, third and fourth floor level with a flat roof at fifth floor level to create a link between the newly erected 98 Fetter Lane/12 Norwich Street and the existing 6-10 Norwich Street. (177 Sq.m).	Approved 21.10.2016
16/00862/ADVT Farringdon Without	St Bartholomews Hospital West Smithfield London EC1A 7BE	Installation and display of one set of non-illuminated building name lettering measuring 0.58m high, 4.4m wide, at a height above ground of 4.5m.	Approved 08.11.2016
16/00863/FULL Farringdon Without	322 High Holborn London WC1V 7PB	Alterations to office entrance including, alterations to existing columns and	Approved 03.11.2016

		replacement lighting.	
16/00872/MDC Farringdon Without	98 Fetter Lane & 12 Norwich Street London EC4A 1EP	Details of courtyard landscaping pursuant to condition 9 (o) of planning permission 13/00771/FULMAJ dated 6th November 2013.	Approved  21.10.2016
16/00902/FULL Farringdon Without	Third Floor 4 Staple Inn London WC1V 7QH	Change of use from use class B1(a) office to use class D1 therapy clinic (43 sqm).	Approved  01.11.2016
16/00953/MDC Farringdon Without	25 - 26 Furnival Street London EC4A 1JT	Submission of details pursuant to conditions 13 (a), (b), (c), (d), (e), (f), (g), (h, Part), (i), (l), (o) of planning permission 14/00866/FULL dated 27.04.2015.	Approved  27.10.2016
16/00983/NMA Farringdon Without	25 - 26 Furnival Street London EC4A 1JT	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to application 14/00866/FULL dated 27.04.2015 to allow amendments to: layout and elevations of service bay/refuse store; canopies on Norwich Street and Furnival Street entrances; apartment layouts, external alterations.	Approved  27.10.2016
16/00994/MDC Farringdon Without	53 Fleet Street London EC4Y 1JU	Details of the noise emitted from any new plant and mountings pursuant to conditions 4 & 5 of planning permission 14/01037/FULL dated 16/12/2014.	Approved  08.11.2016
16/00846/ADVT Langbourn	85 Gracechurch Street London EC3V 0AA	Installation and display of two externally illuminated fascia signs measuring 0.325m high	Approved  25.10.2016



		by 1.306m wide and 0.414m high by 1.804m wide both at a height above ground of 3.255m and one externally illuminated projecting sign measuring 0.6m high by 0.75m wide at a height above ground of 3.35m.	
16/00885/ADVT Langbourn	60 Lombard Street London EC3V 9EA	Installation and display of three non-illuminated hoarding advertisement panels fixed at ground floor level to the leaves of each entrance doorway, measuring: (i) 2.58m high x 1.52 wide; (ii) 2.66m high x 1.34 wide; and (iii) 2.74m high x 1.73m wide.	Approved 25.10.2016
16/00980/LBC Langbourn	60 Lombard Street London EC3V 9EA	Installation and display of three non-illuminated hoarding advertisement panels fixed at ground floor level to the leaves of each entrance doorway, measuring: (i) 2.58m high x 1.52 wide; (ii) 2.66m high x 1.34 wide; and (iii) 2.74m high x 1.73m wide.	Approved 25.10.2016
16/00988/MDC Langbourn	60 Lombard Street London EC3V 9EA	Submission of a construction management plan pursuant to condition 11 of planning permission dated 13.09.2016 (Ref: 16/00650/FULL).	Approved 14.10.2016
16/01067/NMA Langbourn	60 Lombard Street London EC3V 9EA	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 16/00650/FULL dated 13th September 2016 to add three louvres to the mansard roof of the plant room.	Approved 03.11.2016
15/00968/FULL Lime Street	22 - 24 Bishopsgate, 38 Bishopsgate & 4	Retention of the works to deconstruct the existing core and sections of floorplates at	Approved 27.10.2016

	Crosby Square London EC2N 4BQ	ground and basement levels and retention of new piling and transfer structures.	
16/00645/MDC Lime Street	22 Bishopsgate London EC2N	Submission of a Crane Operation Plan pursuant to Condition 10 of planning permission dated 16.06.2016 app. no. 15/00764/FULEIA	Approved 12.10.2016
16/00656/MDC Lime Street	22 Bishopsgate London EC2N	Submission of a Construction Logistics Plan pursuant to condition 2 of planning permission dated 16th June 2016 (15/00764/FULEIA)	Approved 27.10.2016
16/00657/MDC Lime Street	22 Bishopsgate London EC2N	Submission of a Construction Management Plan including details of a scheme for protecting residential and commercial occupiers from environmental effects during construction and a scheme to show that constructions works will not endanger the safe movement of aircraft or operation of Heathrow Airport pursuant to Condition 3 (in part) of planning permission 15/00764/FULEIA dated 16th June 2016.	Approved 12.10.2016
16/00913/FULL Lime Street	5 - 7 St Helen's Place London EC3A 6AB	Replacement of doors to 5 and 7 St Helens Place; Installation of glass and metal balustrade to first floor level to the rear/south of the property in association with the formation of a roof terrace.	Approved 10.11.2016
16/00932/FULL Lime Street	The Leadenhall Building 122 Leadenhall Street London EC3V 4AB	Change of use of the 42nd floor from office (Use Class B1a) to a flexible use for Use Class B1, D2 or Sui Generis B1 and D2.	Approved 03.11.2016
16/00877/LBC Portsoken	48 - 49 Aldgate High Street London	Internal and external refurbishment works to enable continued use as a restaurant	Approved 14.10.2016

	EC3N 1AL	including repainting the shopfront and the removal of two window panes at the rear to allow kitchen flue and HVAC ducting to pass through to the exterior of the building.	
16/00876/FULL Portsoken	48 - 49 Aldgate High Street London EC3N 1AL	Removal of two window panes at rear to allow kitchen flue and HVAC ducting to pass through to the exterior of the building. Ducting will terminate at roof level.	Approved 01.11.2016
16/00864/PODC Tower	Walsingham House 35 Seething Lane London EC3N 4AH	Submission of details of the Utility Connection Requirements pursuant to the requirements of Clause 10 of Schedule 3 of the Section 106 Agreement in relation to planning permission 14/01226/FULMAJ dated 08/01/2016.	Approved 21.10.2016
16/00901/LBC Tower	10 Trinity Square London EC3N 4AJ	Replacement selected internal doors with fire resistant doors between lower ground and fourth floor level.	Approved 27.10.2016
16/00911/MDC Tower	51 - 54 Fenchurch Street London EC3M 3LA	Details of samples of windows and doors and drawings of a typical bay, pursuant to condition 2 (a) and (b) of application 16/00484/FULL dated 19.08.2016.	Approved 14.10.2016
16/00922/FULL Tower	51 - 54 Fenchurch Street London EC3M 3JY	Application under section 73 of the Town and Country Planning Act 1990 to vary conditions 5 (cycle storage) and condition 7 (adherence to the approved plans) of planning permission Ref. 16/00484/FULL dated 19.08.2016 to reduce the amount of cycle parking storage.	Approved 14.10.2016
16/01060/NMA	1 Aldgate London	Non-material amendment under Section 96A of the	Approved

Tower	EC3N 1RE	Town and Country Planning Act 1990 (as amended) to planning permission 16/00570/FULL dated 9th August 2016 to change the type of doors to be installed.	03.11.2016
16/00869/MDC Vintry	33 Queen Street London EC4R 1BR	Submission of a Construction Management Plan pursuant to condition 2 of planning permission 16/00077/FULL dated 14.04.16.	Approved 21.10.2016
16/00925/MDC Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Submission of a Construction Management Plan including details of a scheme for protecting residential and commercial occupiers from environmental effects during construction pursuant to Condition 10 of planning permission 16/00236/FULL dated 06/05/2016.	Approved 27.10.2016
16/00975/PODC Vintry	19 - 20 Garlick Hill & 4 Skinners Lane London EC4V 2AU	Submission of the Local Procurement Charter pursuant to schedule 3 paragraph 2 and the Local Training, Skills and Job Brokering Strategy pursuant to schedule 3 paragraph 3 of the section 106 agreement dated 18 June 2015, associated planning application reference 14/00973/FULMAJ.	Approved 21.10.2016
16/01029/NMA Vintry	33 Queen Street London EC4R 1BR	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 16/00077/FULL dated 14.04.16 to allow amendments to the location of access doors and size of furniture store on the proposed fourth and fifth floor terraces.	Approved 27.10.2016
16/01041/MDC Vintry	27 Garlick Hill London EC4V 2BA	Submission of details of refuse storage pursuant to condition 6 of planning	Approved 03.11.2016

		permission 16/00583/FULL dated 09.08.2016.	
16/00826/FULL Walbrook	Telecommunications Mast 8 - 10 Old Jewry London EC2Y 8DP	Upgrade to existing telecommunications equipment comprising the replacement of 9 No. existing antennae with 9 No. new antennae together with associated cabinet removal and upgrade.	Approved 27.10.2016
16/00893/BANK Walbrook	The Mansion House Mansion House Street London EC4N 8BH	Details of protective works pursuant to condition 2 of Transport Works Act Order dated 15/12/15 (reference NPCU/LBC/K5030/74443).	Approved 27.10.2016
16/00938/LDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Details of basement fire screen pursuant to condition 3d of listed building consent 15/00438/LBC dated 10.07.15.	Approved 14.10.2016
16/00945/MDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Submission of a Servicing Management Plan pursuant to condition 9 of planning permission dated 03.06.2016 (13/01036/FULMAJ).	Approved 08.11.2016
16/00997/MDC Walbrook	15 - 17 St Swithin's Lane London EC4N 8AL	Details of an addendum to the programme of archaeological work and foundations pursuant to conditions 8 & 9 (in part) of planning permission dated 24 April 2015 (application number 14/00658/FULMAJ).	Approved 18.10.2016
16/01068/MDC Walbrook	15 St Swithin's Lane London EC4N 8AL	Submission of a scheme for the provision of sewer vents planning permission reference 13/00805/FULMAJ dated 30th June 2014	Approved 03.11.2016

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# Agenda Item 5

<b>Committee:</b> Planning and Transportation	<b>Date:</b> 30/11/2016
<b>Subject:</b> Valid planning applications received by Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</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

Application Number & Ward	Address	Proposal	Date of Validation
16/00993/FULL Aldersgate	Alder Castle House , 10 Noble Street, London EC2V 7JX	Extension and refurbishment of existing cycle facilities at lower ground and ground floor level.	17/10/2016
16/01106/FULL Bassishaw	Livery Hall Salters Hall , 4 Fore Street, London EC2Y 5DE	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 7 of listed building consent dated 05 April 2016 (ref: 16/00113/LBC) to amend the partitions to the office space at ground floor level adjacent to the Fore Street elevation of the building.	26/10/2016
16/01072/FULL Billingsgate	2 Idol Lane, London, EC3R 5DD	Use of part of the lower ground and part ground floors for either retail/restaurant/non-residential institution/assembly & leisure (A1/A3/D1/D2) in lieu of retail/restaurant (Class A1/A3) (599.5sq.m).	17/10/2016
16/01113/FULL Billingsgate	20 St Dunstan's Hill, London, EC3R 8HL	Installation of 5no. New air conditioning units at second floor roof level.	27/10/2016

16/01099/FULL Billingsgate	30 Fenchurch Street, London, EC3M 3BD	Installation of 3no. louvres within external elevation of building at fifth floor level.	09/11/2016
16/01004/FULL Bishopsgate	8 Devonshire Square, London, EC2M 4PL	Installation of a new portico entrance and safety barriers at roof level.	03/10/2016
16/01038/FULL Bishopsgate	Sunshine House, 7 Cutler Street, London, E1 7DJ	Change of use of ground floor from office (Class B1) to retail (Class A1) and installation of a new shopfront.	25/10/2016
16/01103/FULL Bishopsgate	Devonshire Square, London, EC2M 4PL	Public realm improvements to the Devonshire Square Estate, comprising new hard and soft landscaping and new lighting within the courtyards of Building 6, 7 and 8.	28/10/2016
16/01104/FULL Bishopsgate	9 & 9A Devonshire Square & 16 New Street, London EC2M 4WD	Public realm improvements to the Devonshire Square Estate, comprising new lighting along New Street.	02/11/2016
16/00837/FULL Bridge And Bridge Without	5 Philpot Lane, London EC3M 8AN	Retention of alterations to the shopfront to include externally illuminated tiles on the panels above the shopfront	07/09/2016
16/01042/FULL Bridge And Bridge Without	31 - 35 Eastcheap, London EC3M 1DE	Installation of a rear roof mansard extension, plant enclosure to the rear extension and louvres on the rear elevation.	07/10/2016
16/01023/FULL Bridge And Bridge Without	23 -29 Eastcheap, London EC3M 1DE	Installation of two flues and four louvres on the rear elevation.	10/10/2016
16/01086/FULL Bridge And Bridge Without	52 - 54 Gracechurch Street, London, EC3V 0EH	Removal of metal panelling and installation of glazing to match the existing glazing at ground floor level of the Talbot Court (north) elevation.	24/10/2016
16/01037/FULL Castle Baynard	165 Fleet Street, London EC4A 2AE	Refurbishment and alteration of the office entrance including works to the entrance canopy.	07/10/2016
16/01084/FULL Coleman Street	20 Finsbury Circus, London, EC2M 1UT	Refurbishment and alterations including change of use from office (B1) to retail floorspace (A1/A3) at part lower ground and part ground floors, alterations to ground floor retail facades, new windows to stone facades, the creation of a roof level terrace and associated plant enclosure including all necessary enabling and ancillary works.	27/10/2016



16/01075/FULL Cordwainer	Aldermary House, 15 Queen Street, London, EC4N 1TX	Upgrade to existing telecommunications equipment comprising the replacement of 6 No. existing antennas with 6 No. new antennas and ancillary works.	17/10/2016
16/01069/FULL Cordwainer	60 Cheapside, London, EC2V 6AX	A partial infill of an existing lightwell underneath approved 6th floor extension [15/00095/FULL] to be carried out on 2nd, 3rd, 4th and 5th floors with a resulting net additional internal floor area of 24sq.m.	25/10/2016
16/01081/FULL Cripplegate	Barber-Surgeons' Hall, Monkwell Square, London, EC2Y 5BL	Use of the fourth floor roof void for Class B1 Office purposes (235sq.m) in lieu of plant equipment ancillary to the existing Livery Hall. (ii) Installation of new windows within the existing mansard roof and flat roof area, alterations to the existing roof light for smoke ventilation purposes.	31/10/2016
16/01098/FULL Dowgate	Cannon Green Building , 27 Bush Lane, London, EC4R 0AN	Use of part of basement 1 and part ground floor (including external seating area) for restaurant/drinking establishment (Class A3/A4) in lieu of a restaurant (Class A3) (682.5sq.m).	25/10/2016
16/01017/FULL Farringdon Within	54 - 58 Bartholomew Close, London, EC1A 7HP	Refurbishment and extension of the building including: (i) erection of an additional floor of office accommodation (Class B1) at 5th floor level; (ii) creation of a roof terrace at 5th floor level; (iii) refurbishment and replacement of existing glazing and ground floor entrances; and (iv) other associated external alterations. (Total increase in floorspace 171sq.m GIA).	07/10/2016
16/01055/FULL Farringdon Within	Retail Unit 2 , 3 Fleet Place, London, EC4M 7RA	Replacement and relocation of existing entrance doors.	12/10/2016
16/01027/FULL Farringdon Within	Christ Church Greyfriars, King Edward Street, London EC1A 7BA	Erection of a sculpture 'Christ's Hospital' designed by Andrew Brown measuring 3m wide by 1.7m high located on the boundary wall of the Christchurch Greyfriars Church Garden.	13/10/2016

16/01034/FULL Farringdon Within	10 Fleet Place, London EC4M 7RB	Erection of an infill structure to create a new retail unit for flexible use for retail (Class A1) and restaurant (Class A3) within the ground floor undercroft, extension to the existing retail unit (Class A1) at ground floor level and incorporation of the upper ground floor management suite (Class B1) to create a flexible use for a new retail unit (Class A1) and restaurant (Class A3). Creation of a new entrance door on the New Fleet Lane elevation and external seating.	19/10/2016
16/01134/FULL Farringdon Without	Halsbury House, 35 Chancery Lane, London, WC2A 1EL	Change of use of part of the lower ground and part of the ground floors from Class A (Retail) to Class D2 (Assembly and Leisure) (300sq.m).	31/10/2016
16/01077/FULL Farringdon Without	Smithfield Poultry Market, Central Markets, Charterhouse Street, London , EC1A 9LH	To carry out essential historic repairs to the fabric of the building, principally replacing the existing copper roof and M&E services that have either reached the end of their service life or become defective/damaged. Also included are internal decorations to landlord areas and proposals to improve safe access for cleaning and maintenance operations.	02/11/2016
16/00984/FULL Langbourn	37 - 39 Lime Street, London, EC3M 7AY	Change of use of the basement level from storage facility (Class B8) to a flexible use for (Class D1) physiotherapy clinic and offices (Class B1).	11/10/2016
16/01070/FULL Lime Street	St Helen's Place, London, EC3A 6AU	Reinstatement and alterations to the St Helen's Place roadway.	17/10/2016
16/00847/FULL Lime Street	22 Bishopsgate, Crosby Square Steps, London, EC2N	Works of hard and soft landscaping to the steps leading from Undershaft to Crosby Square, including the re-grading of the steps, installation of a public lift, provision of handrails and seating and the planting of new trees.	18/10/2016
16/01039/FULL Tower	The Crutched Friar Public House, 39 - 41 Crutched Friars, London EC3N 2AE	External alterations including replacing windows on rear elevation with bi-fold doors and new pergola within the courtyard.	07/10/2016

16/01132/FULL Walbrook	The Bank of England, Threadneedle Street, London, EC2R 8AH	Application under S73 of the Town and Country Planning Act for the variation of Condition 3 of planning permission 15/00742/FULL dated 12.11.2015 for the installation of three boiler flues and two generator flues extending from basement level to roof level, to extend the period of the temporary works to 01.01.2019.	08/11/2016
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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	30 November 2016
<b>Subject:</b> 60 London Wall London EC2M 5TQ Partial demolition and redevelopment to provide a basement, ground floor plus ten upper storey building, to provide retail (Class A1) and/or restaurant (Class A3) (floorspace 2,319sq.m GIA) at ground floor and basement levels and offices above (Class B1) (floorspace 42,984sq.m GEA) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works.	<b>Public</b>
<b>Ward:</b> Broad Street	<b>For Decision</b>
<b>Registered No:</b> 16/00776/FULMAJ	<b>Registered on:</b> 8 August 2016
<b>Conservation Area:</b> Bank	<b>Listed Building:</b> No

## Summary

The application is for the partial demolition, retaining the structural frame and basement and the proposed construction of a new core and facades to create a 12 storey building providing retail and restaurant uses at ground floor and basement levels with offices above.

The proposed development would deliver an additional 14,665sq.m GIA of office floorspace and would reconfigure the retail floorspace by pulling the building line forwards and creating a more prominent, active, retail frontage.

The re-design of the building, including consolidation and relocation of a large proportion of the plant to the basement would lead to a 695sq.m (GIA) reduction of retail floorspace at basement level. The enhanced design of the office entrance would reduce retail frontage by 5.7m. The alterations and enhancement to the retail appearance would outweigh the loss of retail floorspace.

The additional office accommodation and improved retail space would meet the needs of the primary business activities of the City.

Objections were received from the City Heritage Society and the Conservation Area Advisory Committee on the grounds of the height, bulk and design of the building and the impact on views from Finsbury Circus. Amendments have been made to the design to enhance the overall appearance from key views. It is considered that the amended scheme would deliver a design, massing, bulk and height that would respect the character and scale of the

neighbouring buildings on London Wall and Copthall Avenue and would not harm the character or appearance of the Bank Conservation Area or the setting of nearby listed buildings, the grade II listed Finsbury Circus historic park and Finsbury Circus Conservation Area.

The proposed development, having a total floorspace of 45,303sq.m (GIA), subject to conditions and S106 agreement would comply with the relevant planning policies in all other respects.

### **Recommendation**

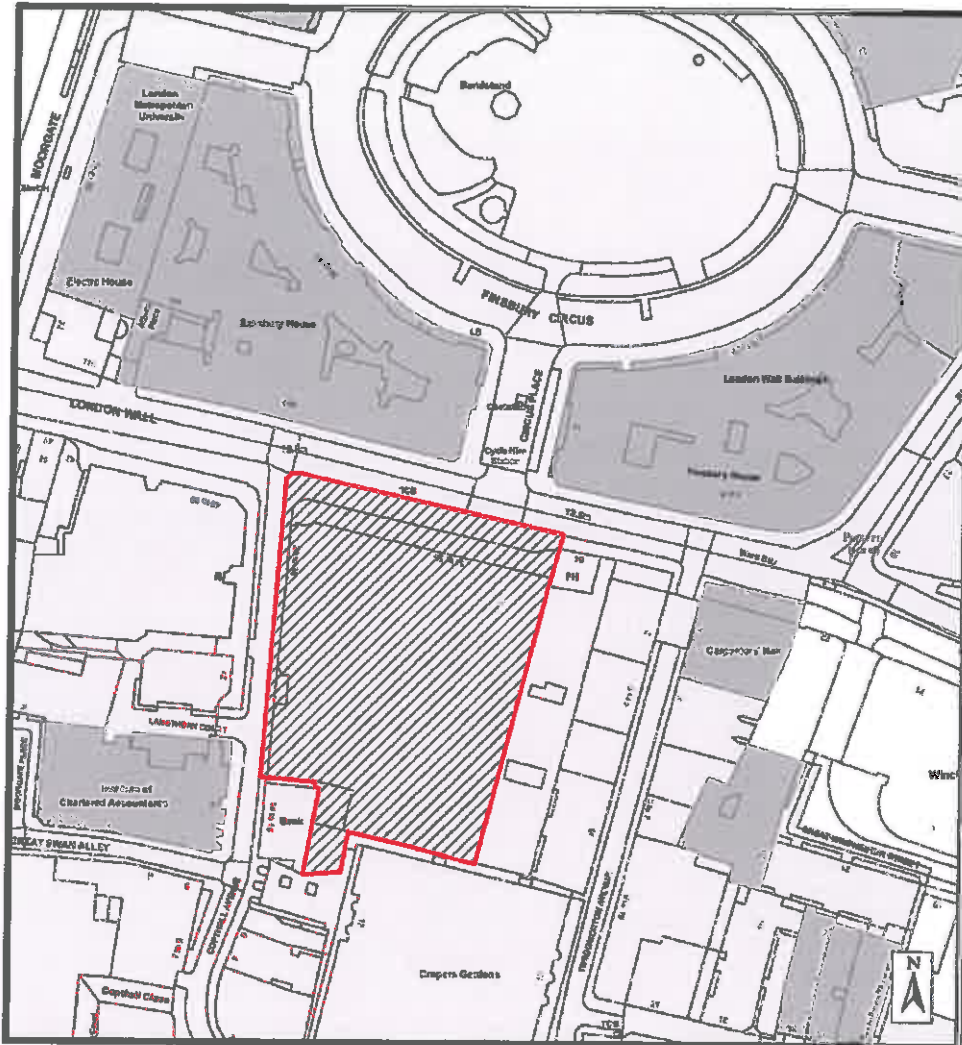
(1) That planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) 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 you agree in principle that the land affected by the building which are currently public highway and land over which the public have right of access may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.

(3) 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.

# Site Location Plan



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**ADDRESS:**  
60 London Wall

**CASE No.**  
18/00776/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT



60 London Wall  
16/00776/FULMAJ





## **Main Report**

### **Site**

1. The 0.53ha site is located on a corner plot, with London Wall to the north and Copthall Avenue to the west. Throgmorton Avenue is located to the east. The existing postmodern stone building by Fitzroy Robinson Partnership dates from the 1990's. It comprises five storeys to the street elevation, rising to eight behind. The ground floor is recessed with a covered walkway in front of the retail units. The main office entrance sits opposite Circus Place and has a retained facade element at 20-22 Copthall Avenue. The site sits within the context of varying building heights ranging from four storeys up to 16 storeys at the Black Rock building, located at Drapers Gardens, 12 Throgmorton Avenue, to the south of the site.
2. The site is within the Bank Conservation Area and within the setting of the Finsbury Circus Conservation Area which lies opposite. Finsbury Circus is listed grade II on the register of historic parks and gardens. 60 London Wall lies within the setting of the following listed buildings; Salisbury House (grade II) and London Wall Buildings (grade II) on London Wall, Carpenters Hall on Throgmorton Avenue (grade II), the Institute of Chartered Accountants on Copthall Avenue (grade II\*) and 23 Great Winchester Street (grade II).

### **Relevant Planning History**

3. The existing building was constructed following the granting of planning permission in 1987 for the demolition of 20 Copthall Avenue behind the retained facade, demolition of the remaining existing buildings and construction of an office building containing retail and ancillary areas, service access areas and underground car park. (Ref. 4955B).

### **Proposal**

4. Planning permission is sought for retention of the existing basement and structural frame of the building with re-cladding and extensions to provide a basement, ground plus 10 storey building to provide 1,637sqm (NIA) of retail (Class A1 and Class A3) uses and 30,029sqm (NIA) of office (class B1a) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works. The proposed works would include the removal of the existing colonnade on London Wall and the retention of the facade at 20-22 Copthall Avenue.

### **Consultations**

5. Prior to submission of the application, the applicant team held five consultation events. Concerns were raised regarding construction disturbance and project timeline and the suitability of the retail offer.

6. The applicant responded to this by:
  - Submitting a construction management plan.
  - Providing a development timeline which indicates that the development would be complete by November 2019.
  - Indicating that although the proposed retail offer is unknown, the presence of the retail offer would be enhanced by a clearer retail frontage to London Wall.
7. Following submission, the application was advertised by a site and press notice and a notification letter. The following comments were received:
8. City Heritage Society raised objections to the proposal, noting that the existing site blended well with the Conservation Area and that the facade treatment related to the building in scale with its surroundings. They said that the 'set piece' entrance facing Circle Place contributes effectively to the townscape. The increase in bulk is considered to be undesirable and the design contrived to ensure the proposal complied with St Paul's Views. The detailed design and massing is considered in more detail later on in the report at paragraphs 28-40.
9. Conservation Area Advisory Committee raised no objections to the loss of the covered walkway at street level but considered the proposed development to be detrimental to the conservation area. The design was considered to be disappointing because it lacked modulation and compromised the stone character of London Wall. The committee also objected to the loss of the view from Circus Place. The detailed design and massing is considered in more detail later on in the report at paragraphs 28-40.
10. Thames Water raised no objection but recommended conditions relating to the submission of impact studies of existing water supply infrastructure and submission of a piling method statement. The requested conditions have been included with the recommendation.
11. TfL has recommended that the S106 provides cycle hire membership to each member of staff for a fixed period. TfL has requested conditioning a servicing and delivery plan. One of the blue badge spaces should be equipped with an electric vehicle charge point. Delivery and servicing and construction and logistics plan should be secured by condition. The cycle hire membership has been noted for consideration in the Travel Plan secured by S106, as detailed in paragraph 90. An electrical vehicle charging point is secured by condition. It is proposed that the delivery and servicing plan would be secured via S106 agreement and the construction logistics plan would be reserved by condition.
12. Historic England raised no objections to the proposed development.
13. Crossrail raised no objections subject to the submission of a method statement to ensure that construction of Crossrail structures and tunnels is not impeded by any nearby development. The condition has been included.
14. London Underground raised no objections.

15. The views of other City of London departments have been taken into account and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.

### **Policy Context**

16. The development plan consists of the London Plan (2016) 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.
17. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction and London Views Management Framework and City of London supplementary planning documents in respect of: Protected Views, Bank and Finsbury Circus Conservation Areas, Planning Obligations and the City of London Community Infrastructure Levy Charging Schedule.
18. Government Guidance is contained in the National Planning Policy Framework (NPPF) and associated National Planning Policy Guidance (NPPG).

### **Considerations**

19. 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); and
  - 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.
20. 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.

21. The principal issues in considering this application are considered to be the impact of the office and retail offer and its impact on the primary business function of the city, the detailed design of the proposed development and its impact on surrounding buildings.

Economic Development Issues

22. The proposed development would deliver an office led mixed use scheme, resulting in an overall uplift in GIA of 13,970sq.m on a site located within a Central Activities Zone (CAZ) and within the Moorgate Principal Shopping Centre (PSC). Table 1 below sets out the changes in floorspace as a consequence of the proposed development:

	Existing sq.m	GIA	Proposed sq.m	GIA	Difference sq.m	GIA
Office	28,319		42,984		+14,665	
Retail	3,014		2,319		-695	
Total	31,333		45,303		+13,970	

**Table 1: Alterations to floorspace**

23. London Plan Policies 2.10, 2.11, 4.1, 4.2 and 4.3 are concerned with growing London's economy, recognising the CAZ as a strategically important financial and business services centre. The City of London Local Plan supports the growth of the business economy and promotes the provision of additional office floorspace and associated complementary uses which improve economic, social and environmental conditions (Policies CS1, DM 1.1 and DM 1.5). Local Plan Policy CS5 relates to sites in 'The North of the City', as is the case here and supports proposals that would rejuvenate Moorgate.

24. The proposed development would provide the opportunity to improve the Moorgate area and increase the provision of office accommodation and therefore employee capacity. Based on the Homes and Community Agency Employment Guide (2015), the site would be capable of accommodating approximately 3,300 employees, an uplift of 1,200 employees, which would make a strong contribution to employment provision. The applicant team has indicated the refurbishment programme and works would be scheduled for completion in 2019. The uplift in office floorspace is in accordance with planning policy and the proposed development would enhance the City's primary business function.

Retail uses

25. The application proposes a total of 2,319sq.m (GIA) of retail and restaurant (Class A1 and Class A3) uses. It is proposed to provide a large retail Class A1 unit on the corner of London Wall and Copthall Avenue at ground level providing 261sq.m (GEA) retail Class A1 floor space at a key corner location within the PSC. The remaining seven ground floor shop

units would be either retail and/or restaurant use (Class A1 and/or Class A3) use with a restaurant (Class A3) use at basement level.

26. Local Plan Policies CS20 and DM20.1 relates to retail floorspace provision. The policies support the provision of new retail floorspace within PSCs and say that existing retail should be protected. The proposed development would result in a reduction of 695sqm (GIA) of retail floorspace and a loss of 5.7m of retail frontage.
27. The loss of retail floorspace would principally be at basement level. The loss of frontage would be from two retail units which are currently isolated within the PSC by an existing office entrance. Basement retail floorspace is considered to be less desirable and its loss should be considered in relation to the contribution the unit makes to the PSC. The proposed retail unit on the corner of London Wall and Copthall Avenue and improved layout of the retail units would make a significant contribution to the PSC. To secure the predominance of A1 retail on this site, a condition has been included requiring 70% of the approved retail floorspace to be within Use Class A1. On balance, it is considered that the effect of the loss of the retail frontage and floorspace would be adequately mitigated by the design of the scheme. Pulling the building forwards and removing the colonnade would create a positive, active and clearly visible retail street frontage and overall would enhance the retail offer in this part of the PSC.

#### Design and Heritage Impact

28. One of the core planning principles of the NPPF are that development should always seek to secure high quality design. Proposals should conserve heritage assets in a manner that is appropriate to their significance endorsed in London Plan Policies 7.2, 7.3, 7.4 and 7.6. City of London Local Plan policies CS10 and DM 10.1 require developments to be of a bulk, height, scale, massing, quality of materials and detailed design that is appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces, as well as making an appropriate use of limited land resources, having regard to its street level presence and its roofscape. Developments should be designed in accordance with 'secured by design', with the design minimising crime and anti-social behaviour, in accordance with policy CS3 of the City of London Local Plan.
29. The proposal would refurbish the site by stripping the existing building back to the frame to deliver a sustainable development which would provide new facades, re-coring the building, retaining the basement and existing foundations and adding four additional storeys and a plant store. The existing colonnade would be removed and the building would be pulled forwards at ground floor level, creating a more prominent, active retail street frontage and the existing facade and mansard roof of 20-22 Copthall Avenue would be retained.
30. The proposed building would be finished in stone, with bronze anodised aluminium detailing to complement the neighbouring stone buildings that characterise this part of the Bank Conservation Area. The design reflects a base, middle and top, which would relate to the classical composition and

character of the surrounding buildings, the bronze framed bays would project up and out of the stone facade to create a rhythm, verticality and modulation to the elevations and the curve picture windows makes an appropriate corner statement which successfully marries the London Wall and Copthall Avenue elevations.

31. The recessed office entrance bay would be framed by a giant portal to provide a centred focal point to the facade in views from Finsbury Circus, along Circus Place, the design of which addresses comments received from the City Heritage Society and Conservation Area Advisory Committee. Final details, including submission of paving details, details of how this area would be maintained in order to discourage anti-social behaviour and details to discourage an attack have been reserved by condition.
32. The building facades visible from street level would have an attractive solidity, particularly when viewed obliquely along London Wall.
33. The facade and mansard roof of 20-22 Copthall Avenue would be retained and the new development set back behind it. New shopfronts are proposed to be incorporated, details of which would be reserved by condition.
34. The additional floors from 7<sup>th</sup> to 10<sup>th</sup> floor plus plant would be lower than the 16 storey BlackRock building immediately to the south at 12 Throgmorton Avenue. The design would be predominantly fritted glass and would be progressively set back from the north and west sides in gentle curves and incorporating terraces so as to minimise the visual bulk of the building when viewed from street level. In views along London Wall, the new floors from 7<sup>th</sup> floor upwards would be generally invisible due to the set-backs. Rooftop plant would be significantly consolidated compared to the existing situation and would be fully screened.
35. The glazed upper floors would recede into the backdrop of the main facades in longer view from Finsbury Circus and would be seen against the taller 16 storey BlackRock building and 1 Angel Court immediately behind it. As such, the additional floors would not appear incongruous in this setting. The views out of Finsbury Circus Conservation Area would not be harmed by the proposed development.
36. Greening would be incorporated on the new upper level terraces which are to be used by occupiers of the office space. The terraces would enhance the appearance in long views from Finsbury Circus and in views from higher surrounding buildings. To ensure the on-going quality of the proposed landscaping, it is recommended that a condition be included requiring the submission of details of landscaping and associated maintenance.
37. The rear (south) facade would be clad in white aluminium panels where it backs onto 12 Throgmorton Avenue and would otherwise be glazed.
38. The site falls within the setting of a number of listed buildings. Opposite the site on the west side of Copthall Avenue is the 1964 wing of the Institute of Chartered Accountants Grade II\*. The building is in a distinctive Brutalist style which contrasts with the surrounding area and

the 19th century facade being retained in the development. The proposed facade alterations and extensions above roof level would not impact on the listed building or cause harm to its setting. On the northern side of London Wall are two grade II listed buildings, No 31 Finsbury Circus (Salisbury House) and No 25 Finsbury Circus (London Wall Buildings). Both are imposing stone buildings dating to 1901 with a wealth of architectural modelling to their facades and roofline. The lower stone-framed section of the proposed development responds to the listed buildings through its materiality and composition, whilst providing a neutral backdrop which is not detrimental to their setting. The proposed set-back upper storeys would not be seen in the same street level views as the listed buildings along London Wall and would not cause any further harm to their setting. The full extent of the building would be seen behind the listed buildings when viewed from Circus Place and Finsbury Circus but would be seen in the context of the taller glazed buildings to the south of the site. The site lies within the wider setting of grade II listed buildings Carpenters Hall on Throgmorton Avenue and 23 Great Winchester Street. The development would not detract from the setting of these listed buildings.

39. Subject to conditions requiring the submission of further details including details of window cleaning equipment and housing, the lighting strategy for the building and details of shopfronts and associated signage, it is considered that the design, massing, bulk and height of the building would respect the character and scale of the neighbouring buildings along London Wall and Copthall Avenue and would not harm the character or appearance of the Bank Conservation Area or the setting of nearby listed buildings, the grade II listed Finsbury Circus historic park and garden and Finsbury Circus Conservation Area.

#### London View Management Framework

40. The north-west corner of the site lies within the background wider setting consultation area of the London View Management Framework Protected View 9A.1 from King Henry VIII's mound in Richmond Park to St Paul's Cathedral. The proposed development would not breach the threshold for consultation and the development would not impact on the Protected View.

#### Access

41. The development would achieve a good level of inclusive design with step free circulation routes and level entrances, accessible WCs and showers, storage for non-two-wheeled cycles and accessible parking bays at basement level with electric charging points. The proposal would accord with City of London Local Plan Policy DM 10.8.

#### Daylight and Sunlight

42. The development would increase the height and mass of the existing building. The applicant has therefore undertaken an assessment of the effects of the development on daylight and sunlight to nearby sensitive receptors at the seventh floor of Salisbury House (105-168 London Wall), 1-5 London Wall and 25 Finsbury Circus (these buildings have ancillary residential properties such as caretaker housing). The assessment

indicates the proposal would comply with the BRE Guidance: Site Layout Planning for Daylight and Sunlight (2011) and City of London Local Plan Policy DM 10.7.

#### Noise and Disturbance

43. The applicant has prepared a noise survey in support of the application. The nearest noise sensitive site in this case is the neighbouring BlackRock Building at 12 Throgmorton Street which is located 5m away from the site. A hotel is located opposite the site. The application documents indicate that mitigation could be incorporated to ensure that noise from plant would not detrimentally impact on neighbouring properties and this would be conditioned.
44. The report notes that there are a number of terraces proposed as part of the development. Noise surveys indicate that the spaces would be usable and would not suffer unduly from traffic noise. A condition has been included restricting the hours of use of the terraces to protect nearby occupiers.
45. The applicant has submitted a preliminary deconstruction and construction management plan as part of the planning application. The document indicates that suitable mitigation could be incorporated to minimise disruption to surrounding properties throughout the construction process. The submission of updated management plans prior to commencement of construction are reserved by condition.

#### Sustainability and Energy

46. The proposed energy efficiency measures include high thermal performance building materials and energy efficient lighting with sensors and installation of photovoltaic panels. This would mean that the building would conform to the London Plan energy hierarchy in respect of being lean and green. Connection to the Citigen District Energy Network and the installation of CHP has been considered but is unviable at this stage because owing to the distance of the site from the connecting point, the costs would not balance with the needs for heating and water cooling within the building. This would be reviewed throughout the development including exploring the opportunity for splitting the cost with other nearby developers. The sustainability measures proposed including the installation of photovoltaics and energy efficiencies would enable the building to achieve a 71.5% improvement on carbon dioxide emissions on a 2013 building regulations compliant building. This reduction in carbon emissions is principally achieved in the refurbishment element of the building (74.9) and not the new build element which only achieves 14.5%. To overcome a shortfall in the new element of the building, the S106 agreement incorporates a carbon offsetting payment to meet the requirements of London Plan Policy 5.2.
47. The building would have the potential of achieving a BREEAM rating of 'Excellent'. Evidence of this rating would be secured by condition.



48. Climate change adaptation and sustainable design measures of the development include the incorporation of a green roof to attenuate water run-off, improve insulation and biodiversity, water saving measures and incorporation of Sustainable Drainage Systems (SuDS), details of which are secured by condition.

#### Air Quality

49. 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. The proposed development meets both the building and transport benchmarks for nitrogen oxides (NOx) and particulate matter (PM10). Conditions have been included to secure this.

#### Servicing

50. Servicing would be within the existing service yard, accessed from Copthall Avenue. Five loading bays would be provided (three at ground floor level and two at basement level) and suitable refuse storage would be provided within the service yard. The basement would be accessible via a car lift which could accommodate medium sized vehicles such as transit vans and two platform lifts. Platform lifts would provide a contingency should the car lift break down.
51. In order to ensure that servicing and deliveries, including the collection of waste would not detrimentally impact on the highway network, it is recommended that the S106 agreement requires the submission of a servicing and delivery plan. The submission of demolition and construction management and logistics plans should be secured by condition to ensure the development would not detrimentally impact on the highway network.
52. The proposed S106 agreement would require the submission of an Interim Travel Plan and a Travel Plan with associated on-going monitoring to ensure that sustainable modes of travel are promoted for the lifetime of the development.

#### Car and Bicycle Parking

53. 359 cycle parking spaces with associated lockers and showers, including an area for non-two wheeled bicycles would be located at ground floor level and accessed from a dedicated entrance on Copthall Avenue which complies with London Plan standards.

Two disabled car parking spaces would be located at basement level, accessed via the car lift from the servicing entrance on Copthall Avenue. A condition has been included requiring the provision of an electrical charging point to address the recommendation from TfL.

54. No other car or motorcycle parking is proposed, which accords with policies to reduce motor vehicle use.

#### Stopping Up

55. The facade of the building on London Wall features colonnades, behind which is a footway forming part of the public highway. The colonnade was originally safeguarded for London Wall road widening works. This concept was removed from the City of London Local Plan 2015 and the footpath is no longer required. The proposed development would infill the colonnade, necessitating the stopping up of part of the footway and requiring a S278 agreement. The existing colonnade is considered to be of low quality because it is dark, reduces visibility of the shopping parade and does not provide a full through route because of the existing office building. The applicant has submitted supporting evidence to demonstrate that the reduction in width of the highway would not detrimentally impact on pedestrian flows in this location. The S278 works should be secured within the S106 agreement.

#### Archaeology

56. The site is in an area of significant archaeological potential, located to the south of the Roman and medieval London Wall and in the upper Walbrook valley. An archaeological excavation was carried out on part of the site prior to construction of the existing building and Roman buildings, a road and industrial activity was recorded. There is potential for medieval and post medieval survival on the site. An Archaeological Impact Assessment has been submitted with the application. The depth of the existing basement means archaeological potential is low. There would be a potential impact from removal of the existing slab, new and strengthened foundations, attenuation tanks and drainage.

57. Archaeological evaluation is required to provide additional archaeological information about the nature, character and date of survival and to design an appropriate mitigation strategy. The evaluation can be combined with proposed geotechnical investigations. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation and piling design.

#### Planning Obligations and Community Infrastructure Levy

58. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:

- restricting the development or use of land in any specified way;
- requiring specified operations or activities to be carried out in, on or under or over the land;
- requiring the land to be used in any specified way; or
- requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.

59. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 as amended ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
60. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.
61. Regulation 123 states that a planning obligation may not constitute a reason to grant planning permission to the extent that it provide funding for infrastructure included in the regulations "Regulation 123" list as the type of infrastructure on what CIL will be spent on.
62. The National Planning Policy Framework (March 2012) states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. The policy repeats the tests set out above and states that where planning obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

### **Mayor of London Policies**

#### Mayoral Community Infrastructure Levy (CIL)

63. London Plan Policy 8.3 requires the Mayoral CIL to be paid by developers to help fund strategically important infrastructure, initially focussing on Crossrail until 2019. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

#### Mayoral Planning Obligations

64. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (April 2013): offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m.
65. Developments liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail will not be double charged. The Mayor's approach is to treat Mayoral CIL payment as a credit towards Mayoral planning obligation liability. Therefore the planning obligation liability can be reduced by the Mayoral CIL.

66. At the time of preparing this report the Mayoral CIL has been calculated to be £698,500. The full Mayoral planning obligation has been calculated to be £1,990,550. This would be reduced to £1,292,050 after deduction of the Mayoral CIL. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative at this point.
67. Under the CIL regulations the City of London is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation contribution received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 administration and monitoring charge to the City Corporation. The total contributions due in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution £</b>	<b>Forwarded to the Mayor</b>	<b>Retained by City Corporation</b>
Mayoral Community Infrastructure Levy payable	£698,500	£670,560	£27,940
Mayoral planning obligation net liability*	£1,292,050	£1,292,050	Nil
Mayoral planning obligation administration and monitoring charge	£3,500	Nil	£3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>£1,994,050</b>	<b>£1,962,610</b>	<b>£31,440</b>

\*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

## **City of London's Planning Obligations Supplementary Planning Document (SPD) policy**

### City CIL

68. The City of London introduced its CIL on 1st July 2014 and will be chargeable in addition to the Mayoral CIL and Mayoral planning obligations. CIL will be charged at a rate of £75 per sq.m for Offices, £150 for Residential Riverside, £95 for Residential Rest of the City and £75 for all other uses. At the time of preparing this report the City CIL has been calculated to be £1,047,750. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
69. Under the CIL regulations the City of London is able to retain 5% of the CIL income as an administration fee. The contributions collected will be used to fund the infrastructure required to meet the requirements of the City's Development Plan.

### City Planning Obligations

70. On 1st July 2014 the City of London's Supplementary Planning Document on Planning Obligations was adopted. City Planning Obligations would be payable by developers in accordance with the Planning Obligations SPD on new commercial developments where there is a net increase of 500sq.m or more of Gross Internal Area. The policy seeks contributions towards Affordable Housing (£20 per sq.m), Local Training, Skills and Job Brokerage (£3 per sq.m) and Carbon Offsetting (£60 per tonne of carbon offset). The section 106 agreement would normally follow the agreement template available on the City of London website.
71. In this case the proposed net increase in floorspace would be 13,970sq.m. On the basis of the figure indicated in the SPD, the planning obligation figure would be £321,310. It is the City of London's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of adoption of the 1st July 2014 to the date of permission.

72. The applicant has agreed a breakdown which accords with the Supplementary Planning Document as follows:

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution £</b>	<b>Available for Allocation £</b>	<b>Retained for Administration Charge £</b>
City Community Infrastructure Levy	£1,047,750	£995,363	£52,388
City Planning Obligation Affordable Housing	£279,400	£276,606	£2,794
City Planning Obligation Local, Training, Skills and Job Brokerage	£41,910	£41,491	£419
City Planning Obligation Administration and Monitoring Charge	£9,213	Nil	£9,213
<b>Total liability in accordance with the City of London's policies</b>	<b>£1,378,273</b>	<b>£1,313,460</b>	<b>£64,814</b>

73. Set out below are further details concerning the planning obligations. All of the proposals are considered to be 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 above tests contained in the CIL Regulations and government policy. It is requested that delegated authority be given to continue to negotiate and agree the terms of the proposed obligations as necessary.

#### Affordable Housing

74. The Affordable Housing contribution will be used for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the London Plan. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

#### Local Training, Skills and Job Brokerage

75. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. The Developer will be required to pay this contribution on or before the implementation of planning permission.

76. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people

wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.

77. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

#### Highway Repair and other Highways obligation

78. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
79. If required, prior to implementation and based on the City of London's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

#### Utility Connections

80. The development would require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers, in order that the City of London's comments can be taken into account and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the development, including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the development will also be required.

#### Delivery and Servicing Management Plan

81. The developer would be required to submit for approval a Delivery and Servicing Management Plan prior to occupation. In the event of any breach of the Delivery and Service Management Plan, the developer will be required to resubmit a revised document, and should the developer default on this requirement, the City of London would be given the ability to provide a replacement plan. The operation of the Delivery and Servicing Management Plan would be subject to an annual review for a period of five years and the Delivery and Servicing Management Plan shall be in place for the lifetime of the development.

### Travel Plan

82. The developer would be required to submit both interim and full Travel Plans prior to occupation and six months after occupation respectively. In preparing the Travel Plans, regard should be had to the request from Transport for London that employees be offered free membership to the Mayor's cycle hire scheme for a period of one year. The obligations in relation to this shall apply for the life of the building and will be monitored for a period of five years and reviewed annually.

### Local Procurement

83. The developer has agreed to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
84. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London's Economic Development Office on their performance against the 10% local procurement target.
85. The Economic Development Officer is able to provide information and guidance to the developer and their contractors and sub-contractors. The developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation.

### Carbon Offsetting

86. The London Plan and Construction SPD sets a target for major developments to achieve an overall carbon dioxide emission reduction of 35% beyond 2013 building regulation requirements, through the use of clean, lean and green measures. A detailed post construction assessment will be required and if the assessment demonstrates that the target is not met on site the applicant will be required to meet the shortfall through a cash in lieu contribution. The contribution will be secured through the section 106 agreement, at an initial cost of £60 per tonne of carbon to be offset, calculated over a 30 year period. The financial contribution for carbon off-setting will be required on completion or prior to occupation of the development.

### Monitoring and Administrative Costs

87. A 10 year repayment period would be required where by 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.
88. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City of London's



Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City of London's SPD) would be allocated to the monitoring of the agreement.

89. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

### **Conclusion**

90. The proposed building would provide an increase in good quality office and retail space, promoting the primary business function of the City, in accordance with development plan policies.
91. The design and articulation of the proposed building would be of a high quality and would successfully integrate into the wider setting whilst preserving the character and appearance of the conservation area and nearby listed buildings.
92. The proposed servicing arrangements would ensure that the development would not detrimentally impact on the highway network. Cycle storage and limited car parking would promote more sustainable modes of travel.
93. It is concluded that the proposal is acceptable subject to conditions and a Section 106 agreement being entered into, to cover the matters set out in the report.

## **Background Papers**

### **Internal**

Environmental Health Officer Email dated 05.09.2016

### **External**

Accurate Visual Representations, Preconstruct Limited, July 2016

Air Quality Neutral Calculation, Ref.9021

Archaeological Impact Assessment, Museum of London Archaeology, July 2016 Ref. NGR 532820 181478

BREEAM New Construction (2014) Assessment

Construction Management Plan, July 2016

Daylight and Sunlight Report, GIA, July 2016

Design and Access Statement, July 2016

Design Evolution Addendum 12.10.2016

Environmental Noise Survey Report, 22696/ENS 1

Email from Crossrail dated 31.08.2016

Email from Thames Water dated 01.09.2016

Email from Transport for London dated 13.09.2016

Energy Statement, July 2016

Flood Risk Assessment Rev C, July 2016

Landscape Design and Access Statement, Churchman Landscape Architects, July 2016

Letter from London Underground dated 30.08.2016

Letter from Historic England dated 31.08.2016

Planning Statement, JLL, July 2016

Statement of Community Involvement, July 2016

Structural Planning Report, Heyne Tillett Steel, July 2016

Sustainability Statement, MECSERVE Ref. C6089

Surface Water Management Plan Revision D, 10/10/2016

Townscape and Visual Impact Assessment, Peter Stewart Consultancy, July 2016

Train Induced Vibration Report 22696, EPR Architects, July 2016

Transport Assessment, Caneparo Associates, July 2016

Workplace Travel Plan, Caneparo Associates, July 2016

## **Appendix A**

### **London Plan Policies**

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

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

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

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

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

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

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

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

**Policy 4.8** 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 6.1** The Mayor will work with all relevant partners to encourage the closer integration of transport and development.

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

**Policy 6.5** Contributions 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 BS 8300:2009
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

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

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

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

**Policy 7.6** 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 7.12** New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

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

**Policy 7.15** 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

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

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

#### ***DM1.1 Protection of office accommodation***

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

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

#### ***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.

### ***CS2 Facilitate utilities infrastructure***

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

#### ***DM2.1 Infrastructure provision***

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.

2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:

- a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
- b) reasonable gas and water supply considering the need to conserve natural resources;
- c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
- e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

### ***DM10.4 Environmental enhancement***

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

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

- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

#### ***DM10.5 Shopfronts***

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

#### ***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.

### ***DM12.2 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.

### ***DM12.5 Historic parks and gardens***

1. To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.

2. To protect gardens and open spaces which make a positive contribution to the historic character of the City.

### ***CS13 Protect/enhance significant views***

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

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

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

### ***DM15.1 Sustainability requirements***

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
  - a) BREEAM or Code for Sustainable Homes pre-assessment;
  - b) an energy statement in line with London Plan requirements;
  - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

### ***DM15.2 Energy and CO2 emissions***

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:

- a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
- b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
- c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
- d) anticipated residual power loads and routes for supply.

### ***DM15.3 Low and zero carbon technologies***

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

### ***DM15.4 Offsetting carbon emissions***

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".
2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.

3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

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

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

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

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

### ***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.

### ***DM16.1 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.

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

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

##### ***DM17.1 Provision for waste***

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

##### ***DM18.2 Sustainable drainage systems***

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

#### ***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.



### ***DM20.1 Principal shopping centres***

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:

- a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
- b) the contribution the unit makes to the function and character of the PSC;
- c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

### ***DM12.4 Archaeology***

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.

2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.

3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

## SCHEDULE

APPLICATION: 16/00776/FULMAJ

60 London Wall London EC2M 5TQ

**Partial demolition and redevelopment to provide a basement, ground floor plus ten upper storey building, to provide retail (Class A1) and/or restaurant (Class A3) (floorspace 2,319sq.m GIA) at ground floor and basement levels and offices above (Class B1) (floorspace 42,984sq.m GEA) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works.**

## 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 Before any works herein permitted are begun, the structural feasibility of supporting the retained fabric shall be demonstrated by the submission to and approval in writing by the Local Planning Authority of appropriate drawings and/or calculations and all development pursuant to this permission shall be carried out in accordance with the approved details.  
REASON: To ensure that the structure to be retained is safeguarded for incorporation into the development in accordance with the following policies of the Local Plan: DM12.1, DM12.2, DM12.3. 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 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall include relevant measures from Section 4 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. No demolition or construction shall be carried out other than in accordance with the approved details and methods.  
REASON: To ensure that demolition and construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of

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

- 4 None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.  
REASON: To safeguard the ongoing construction of Crossrail in accordance with Policy CS16.
- 5 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.
- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme.  
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.
- 7 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 4 of the Mayor of London's Construction Logistics Plan

Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. 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.

- 8 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.

- 9 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.

- 10 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.

- 11 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.

- 12 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.  
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that the construction starts.
- 13 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 4 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address [driver training for] the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

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

- 14 No piling or construction of basements using penetrative methods shall take place until it has been demonstrated that there would be no unacceptable risk to below ground utilities infrastructure, details of which shall be approved in writing by the Local Planning Authority in liaison with Thames Water before such works commence and the development shall be carried out in accordance with the approved details.

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

- 15 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) Fully detailed design and layout drawings for the proposed SuDS components (as described by the Surface Water Management Plan Revision D 10/10/2016) including but not limited to: attenuation systems, pumps, green roofs, design for system exceedance, design for the removal of silt, construction plan, cost etc. The surface water discharge rate should not exceed 37.3 l/s and the actual attenuation volume capacity should be no less than 100m<sup>3</sup>; unless otherwise agreed with the Lead Local Flood Authority;

(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works;

(c) The agreement and consent of Thames Water to the proposed discharge rate.

REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policy of the Local Plan: DM15.5, DM18.1, DM18.2 and DM18.3.

- 16 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.
- 17 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) A Lifetime Maintenance Plan for the SuDS system to include:  
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;  
- A Maintenance Inspection Checklist/Log;  
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.  
REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policy of the Local Plan: DM15.5, DM18.1, DM18.2 and DM18.3.
- 18 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, external ground and upper level surfaces and plant store;  
(b) detailed drawings of the typical bays including details of the fenestration and entrances at a scale of 1:20;  
(c) detailed drawings of typical stonework, including jointing at a scale of 1:20 and 1:5 as appropriate;  
(d) detailed drawings of the southern wall facing 12 Throgmorton Avenue (BlackRock);  
(e) detailed drawings of all alterations to the retained facade on Copthall Avenue, including windows, shopfronts, external doors and stonework at a scale of 1:20;  
(f) detailed drawings of the junctions with adjoining premises at a scale of 1:20;

(g) detailed drawings and specifications relating to the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences such as photovoltaics at roof level;

(h) detailed drawings of typical balustrades to the roof terraces, at a scale of 1:20;

(i) details of all ground level surfaces including materials to be used and associated maintenance; and

(j) drawings and particulars of lighting including fittings, brackets and lux levels to all facades and 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: DM3.2, DM10.1, DM10.5, DM12.2.

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

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

- 20 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.

- 21 Before any works thereby affected are begun, detailed elevations of the frontage(s) to the shop(s) including details of advertisements must 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.

REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.6.

- 22 Details of the construction, planting, irrigation and maintenance regime for the proposed green terraces and green roofs 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.

- 23 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A use and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.  
REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.
- 24 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.
- 25 Surface water drainage works shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.  
REASON: To ensure that there is no surface water draining from the building onto the public highway.
- 26 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority specifying any kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use commences and so maintained thereafter.  
REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Local Plan: DM15.7.

- 27 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. The details approved must be implemented before the Class A use takes place.
- REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 28 No cooking shall take place within any Class A1 or A3 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Any works that would materially affect the external appearance of the building will require a separate planning permission.
- REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 29 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA unless otherwise agreed by the Local Planning Authority. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
- (b) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
- REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.
- 30 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 Core Strategy: CS15.
- 31 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 359 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.

- 32 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.

- 33 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.

- 34 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.

- 35 A clear unobstructed minimum headroom of 3.8m must be maintained for the life of the building in the refuse skip collection area as shown on the approved drawings.

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

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

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

- 37 No doors, gates or windows at ground floor level shall open over the public highway.

**REASON:** In the interests of public safety

- 38 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.
- 39 2 car parking spaces with electric vehicle charging facilities, suitable for use by people with disabilities shall be provided on the premises in accordance with details to be submitted to and approved in writing by the Local Planning Authority before any works affected thereby are begun, and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.  
**REASON:** To ensure provision of suitable parking for people with disabilities in accordance with the following policy of the Local Plan: DM16.5.
- 40 A. No CHP plant in the thermal input range 50kWth to 20MWth with NOx emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.  
B. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:  
1. The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity carried out by an accredited laboratory/competent person; and  
2. An equipment maintenance schedule demonstrating that the emission standard would always be met.  
C. The CHP plant shall at all times be maintained in accordance with the approved schedule.  
**REASON:** To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 41 No boilers that have a dry NOx emission level exceeding 40 mg/kWh (measured at 0% excess O2) shall at any time be installed in the building.  
**REASON:** To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 42 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.

- 43 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 PM10, in accordance with the City of London Air Quality Strategy 2015 and the Local Plan DM15.6.

- 44 The generator shall be used solely on brief intermittent and exceptional occasions when required in response to a life threatening emergency 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 its noise impact and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.

REASON: To ensure that the generator, which does not meet City of London noise standards, is used only in response to a life threatening emergency situation in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 45 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.

- 46 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.

- 47 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.

- 48 The plant enclosure shown in the drawings hereby approved shall be constructed and completed within a period of three months from the date of the plant equipment being installed on the roof and shall be retained thereafter as approved for the life of the plant it encloses.  
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 49 No live or recorded music that can be heard outside the premises shall be played.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 50 The roof terraces hereby permitted shall not be used or accessed between the hours of 23.00 on one day and 07.00 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.
- 51 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.  
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.
- 52 Unless otherwise approved by the Local Planning Authority, no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.  
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 53 All new work and work in making good to the retained facade on Copthall Avenue shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this permission.  
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 54 Unless otherwise agreed in writing by the Local Planning Authority, no less than 70% of the retail floorspace hereby approved shall be occupied as Use Class A1 for the life of the development.

**REASON:** To ensure a predominance of A1 retail within the Principal Shopping Centre, in accordance with policies CS20 and DM20.1.

- 55 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: 10108-EPR-00-XX-TP-A-0201 Rev 1, 10108-EPR-00-EL-TP-A-0205 Rev 3, 10108-EPR-00-GF-TP-A-0210 Rev 4, 10108-EPR-00-01-TP-A-0211 Rev 2, 10108-EPR-00-02-TP-A-0212 Rev 2, 10108-EPR-00-03-TP-A-0213 Rev 2, 10108-EPR-00-04-TP-A-0214 Rev 2, 10108-EPR-00-05-TP-A-0215 Rev 2, 10108-EPR-00-06-TP-A-0216 Rev 2, 10108-EPR-00-07-TP-A-0217 Rev 2, 10108-EPR-00-08-TP-A-0218 Rev 2, 10108-EPR-00-09-TP-A-0219 Rev 2, 10108-EPR-00-10-TP-A-0220 Rev 2, 10108-EPR-00-11-TP-A-0221 Rev 2, 10108-EPR-00-12-TP-A-0222 Rev 4, 10108-EPR-00-B1-TP-A-0223 Rev 3, 10108-EPR-00-AA-TP-A-0230 Rev 3, 10108-EPR-00-BB-TP-A-0231 Rev 3, 10108-EPR-00-CC-TP-A-0232 Rev 3, 10108-EPR-00-DD-TP-A-0233 Rev 3, 10108-EPR-00-NO-TP-A-0240 Rev 3, 10108-EPR-00-WE-TP-A-0241 Rev 2, 10108-EPR-00-SO-TP-A-0242 Rev 2, 10108-EPR-00-EA-TP-A-0243 Rev 2, 10108-EPR-00-NO-TP-A-0250 Rev 2, 10108-EPR-00-NO-TP-A-0251 Rev 2, 10108-EPR-00-WE-TP-A-0252 Rev 2, 10108-EPR-00-WE-TP-A-0253 Rev 2, 10108-EPR-00-EA-TP-A-0254 Rev 2, 10108-EPR-00-EA-TP-A-0255 Rev 2, 10108-EPR-00-SO-TP-A-0256 Rev 2, 10108-EPR-00-SO-TP-A-0257 Rev 2, 10108-EPR-00-WE-TP-A-0258 Rev 2, 10108-EPR-00-NO-TP-A-0259 Rev 3, 10108-EPR-00-GF-TP-A-0300 Rev 1, 10108-EPR-00-GF-TP-A-0310 Rev 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 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

[http://www.cityoflondon.gov.uk/Corporation/LGNL\\_Services/Environment\\_and\\_planning/Planning](http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning)

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email [city.procurement@cityoflondon.gov.uk](mailto:city.procurement@cityoflondon.gov.uk)

3 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.

- 4 This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.
- 5 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 6 This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.
- 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 the Department of Markets and Consumer Protection 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 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 2015.

(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 2015.

(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.

#### Noise Affecting Residential Properties

(m)

The proposed residential flats are close to busy roads and are in an existing commercial area which operates 24 hours a day. The scheme should include effective sound proofing of the windows and the provision of air conditioning or silent ventilation units to enable the occupants to keep their windows closed to benefit from the sound insulation provided. This may need additional planning permission.

(n)

The proposed residential units are located in a busy City area that operates 24 hours a day and there are existing road sweeping, deliveries, ventilation plant and refuse collection activities that go on through the night. The units need to be designed and constructed to minimize noise disturbance to the residents. This should include acoustic treatment to prevent noise and vibration transmission from all sources. Sound insulation treatment needs to be provided to the windows and either air conditioning provided or silent ventilation provided to enable the windows to be kept closed yet maintain

comfortable conditions within the rooms of the flat. This may need additional planning permission.

#### Ventilation of Sewer Gases

(o)

The sewers in the City historically vent at low level in the road. The area containing the site of the development has suffered smell problems from sewer smells entering buildings. A number of these ventilation grills have been blocked up by Thames Water Utilities. These have now reached a point where no further blocking up can be carried out. It is therefore paramount that no low level ventilation intakes or entrances are adjacent to these vents. The Director of Markets and Consumer Protection strongly recommends that a sewer vent pipe be installed in the building terminating at a safe outlet at roof level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas.

#### Food Hygiene and Safety

(p)

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.

(q)

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.

(r)

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 Transport for London has indicated its preparedness to provide guidelines in relation to the proposed location of the CrossRail structures and tunnels, ground movement arising from the construction of the running tunnels, and noise and vibration arising from the use of the running tunnels. Applicants are encouraged to discuss the guidelines with the CrossRail Engineer in the course of preparing detailed design and method statements.
- 10 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.
- 11 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".

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

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

(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 The display of any advertisement material on the premises. Advertisements may be subject to the City of London Corporation's Byelaws.
- 14 The City Public Realm team are in the early stages of developing a new Area Enhancement Strategy for the Moorgate area, which will develop proposals for this section of London Wall. There is potential for this development to deliver an early stage of the works so it is recommended that close liaison is undertaken with the City Public Realm team as the development proposals progress.
- 15 The investigation and risk assessment referred to in the above conditions 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:
    - 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'.

- 16 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 Services Department 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.
- 17 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.

- 18 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
- 19 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 [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).
- 20 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 21 This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.
- 22 Owing to the existing location of street light cabling inside the building, you are advised to contact Brian Elliot or Andrew Rogers to discuss the installation of street lighting.

## City of London Conservation Area Advisory Committee

Mr. Ted Rayment,  
Department of the Built Environment,  
Corporation of London,  
P.O. Box 270,  
Guildhall,  
London, EC2P 2EJ

10<sup>th</sup> September 2016

Dear Sir,

At its meeting on 1<sup>st</sup> September 2016 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.112 16/00776/FULMAJ - 60 London Wall, London EC2M 5TQ**

**Bank Conservation Area/Broad Street Ward Club. No Ward Club rep.**

Partial demolition and redevelopment to provide a basement, ground floor plus ten upper storey building, to provide retail (Class A1) (floorspace 2,319 sq.m GIA) at ground floor level and offices above (Class B1a) (floorspace 42,984 sq.m GEA) with associated roof top plant, terraces, reconfigured servicing, ancillary cycle parking and other associated works.

The Committee had no objection to the proposed loss of the covered walkway at street level, but objected to the redevelopment considering it to be seriously deleterious to the conservation area. The Committee objected to the height and bulk of the proposal viewing it as over development of the site. Members thought that the design was disappointing, lacking modulation and compromising the stone character of the London Wall elevation by replacing the current façade with glass. The Committee also objected to the loss of view from Circus Place that would result if this development were to proceed.

I should be glad if you would bring the views of the Committee to the attention of the Planning and Transportation Committee.

Yours faithfully,



Mrs. Julie Fox  
Secretary



## City Heritage Society

*Please reply to:-*

35 Eagle Court,  
Hermon Hill,  
London E11 1PD

Tel. [REDACTED]

06 09 2016

City of London, Department of Planning & Transportation  
The Guildhall,  
London EC2 P2EJ

Dear Sirs,

**60 LONDON WALL< LONDON EC2M5TQ**

**Planning Application 16/00776/FULMAJ**

The existing building on this site has numerous aspects to commend it. Its materials blend well with the Conservation Area. The treatment of the facades relates the building in scale to its surrounding buildings. The set piece entrance bay facing Circle Place contributes very effectively to the townscape of the Conservation Area.

The Proposed building makes no effort to address any of these issues and we consider that any new building in a Conservation Area should not be less acceptable than the one it proposes to replace.

In addition the increase in bulk is not only undesirable in itself but the cursory treatment of the design of these additional storeys is regrettable. It appears that this proposal like a number that we have seen recently, treats the St Paul's Heights as if they were permission to raise buildings to the limit dictated by these Heights without any other effect on the surrounding areas being considered.

Needless to say we object to this Application.

Yours Faithfully

Peter Luscombe. [City Heritage Society Chairman]

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	30 November 2016
<b>Subject:</b> Postman's Park King Edward Street London Fell one London Plane and one Horse Chestnut and the planting of a replacement tree.	<b>Public</b>
<b>Ward:</b> Aldersgate	<b>For Decision</b>
<b>Registered No:</b> 16/00619/TPO	<b>Registered on:</b> 16 June 2016
<b>Conservation Area:</b> Postman's Park	<b>Listed Building:</b> No

## Summary

Postman's Park is a public garden and churchyard. It includes a number of trees which are the subject of a Tree Preservation Order. The Department of Open Spaces who maintain the trees are proposing a proactive stance to the long term management of the garden in order to achieve a sustainable tree cover. Having commissioned an arboricultural report they have identified two trees of particular concern and the report that accompanies the application recommends their removal.

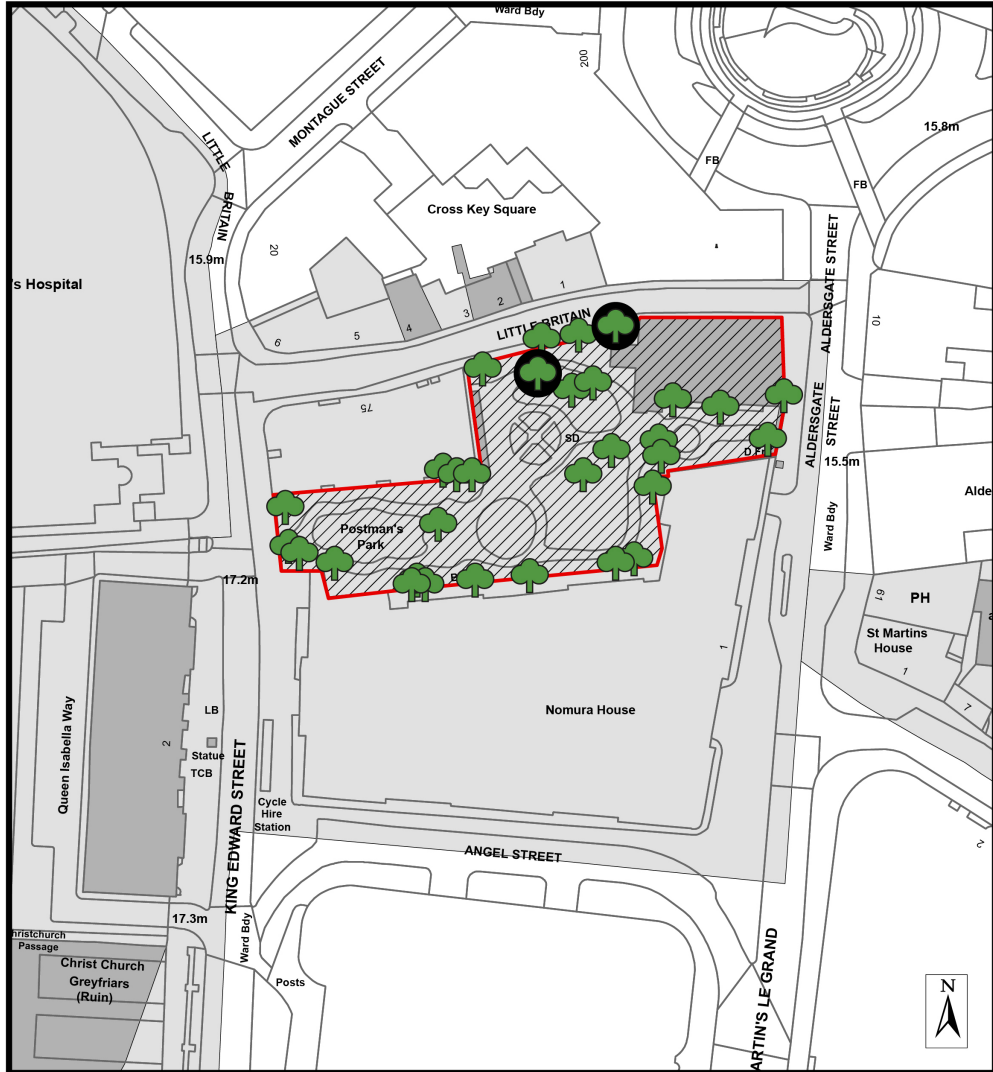
The arboricultural report justifies removal of the two trees on the basis of the condition of one of the trees and potential for the other to damage a wall, (which is listed by virtue of being fixed to the Grade I listed Church), in accordance with good arboricultural management. Having regard to the reasons and information in support of the application it is considered that on balance their removal would not be detrimental to the character and appearance of the conservation area, setting of the listed church and amenity of the area due to the size and form of the other mature trees and proposal to plant one replacement tree. The removal of the trees is considered to be consistent with good arboricultural practice in accordance with the objectives of the London Plan, the Local Plan and the City of London Tree Strategy and is considered a proportionate solution to the concerns identified in respect of the trees.

## Recommendation

It is recommended that consent is granted for the two trees to be removed subject to a replacement tree being planted in accordance with the conditions and informatives as set out in the attached schedule.

Members should note the financial implications in respect of compensation as set out in paragraphs 25 to 28.





# Location Plan TPO Application



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ADDRESS:  
Postmans Park

CASE No.  
16/00619/TPO

-  TREES SUBJECT TO APPLICATION
-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT





16/00619/TPO

Postmans Park

## **Main Report**

### **Background**

1. The Department of Open Spaces maintain the trees in Postman's Park and are proposing a proactive stance to the long term management of the garden in order to achieve a sustainable tree cover. Having commissioned an arboricultural report and considered the options they have identified one London Plane and one Horse Chestnut tree of particular concern and the report recommends their removal.
2. There have been several applications in the past seeking consent to remove these two trees, the last of which was the subject of a decision by the Secretary of State in 1994. This was refused on the grounds that the London Plane tree made an important contribution to the treescape of the Park and that the inconvenience caused by leaves in the gutter was insufficient to justify its removal. It was suggested instead that a couple of branches be cut back to clear adjacent buildings.
3. As to the Horse Chestnut the Inspector noted in his report that 'the City Changes Initiative may involve relandscaping of the park and the need to retain this tree may need to be reconsidered in the future in the light of detailed recommendations for the future management of the park'. He was of the view that, in the absence of detailed information about new planting, it was preferable to retain the Horse Chestnut as there was ample scope for establishing new tree planting prior to its removal and it was preferable to retain the screening which it provided until new planting was established. The Secretary of State agreed with the Inspector's view that with the existing number of trees in the park it was preferable to retain the Horse Chestnut for a period.

### **Current Position**

4. The site, which lies within the Postman's Park Conservation Area, comprises the Church of St Botolph-without-Aldergate, (Grade I) and churchyard, two detached burial grounds, some additional land and the Watts Memorial (Grade II) and includes a Scheduled Ancient Monument. The wall (1900) on the north side of Postman's Park abuts the church and is considered to be included in the church listing. Postman's Park is subject to Ecclesiastical Measures. The site is a public garden and maintained by Open Spaces. Abutting the site on the north western corner is a residential block, to the north, on the north side of Little Britain, are further residential properties and to the south is a commercial building No. 1 St Martin's-le-Grand.
5. Tree cover within the park consists of several large Plane Trees, a Horse Chestnut together with smaller Lime, Maple and Cherry and a Dove Tree. 15 trees in Postman's Park were originally covered by the Postman's Park Tree Preservation Order a couple of which have since been removed/replaced. The Order was confirmed on 20 September 1979 and is to be the subject of an audit.

## Proposals

6. An application has been submitted on behalf of the Director of Open Spaces for consent to fell a London Plane Tree and a Horse Chestnut. These trees are located along the northern edge of the garden and would be replaced with one tree to be planted in the large planting bed adjacent to the south west corner of the church. Only one replacement tree is proposed as Postman's Park is over planted with mature or establishing trees.
7. The application form states that the reasons for making the application are as follows:

In the case of the London Plane Tree the large stems overhang the Grade I listed church, the trunk abuts a listed wall and will cause its failure in the very near future and the tree has a severe lean over the road. Its removal will allow other trees to establish further.

In the case of the Horse Chestnut this exhibits a major defect in one of the two main branches which is serving to undermine its structural integrity. Removal of the limb is not an option as the tree canopy will be too weighty on one side. The tree is also shaded out by an overgrown Plane Tree in the vicinity.
8. An arboricultural report submitted on behalf of the applicant provides further reasons as set out below in Considerations.

## Consultations

9. The application has been advertised in a local newspaper and on site. The Diocese of London has been consulted and letters have been sent to residents and occupiers adjoining the site. In addition the Director of Open Spaces held a 2 hour tree consultation in Postman's Park on the 11 August 2016.
10. There has been no response to the letters however 4 residents attended the tree consultation. All 4 welcomed the removal of the trees. They wanted to retain their privacy which will still be the case and welcomed the additional light that they would receive. They hoped that the removal of the trees will help with their TV reception as the tree canopies affect the reception from their roof top satellite. One person expressed a preference for the removal of the trees over two consecutive days. They were advised that if and when the trees are removed they would be informed of the date as the road would need to be closed. In addition the Director of Open Spaces reported two responses from the church by email in respect of the consultation. The first respondent expressed delight at the prospect of the removal of the trees on the grounds that there had been concerns about their effects on the church building for some time. The second respondent advised that the church was not available for the consultation exercise but approved of the idea of holding it under the Watts Memorial.
11. The Conservation Area Advisory Committee had no objections. Natural England had no comments but stated that the lack of comment does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory

designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not the application is consistent with national and local policies on the natural environment. Other bodies may be able to provide advice and LPA's are advised to obtain specialist advice when determining environmental impacts of development. Natural England recommended referring to their SSSI Impact Risk Zones prior to consultation and advise that if the works have an impact on protected species to refer to the Standing Advice which contains details of survey and mitigation requirements.

12. A response was received from Head of the Parish Property Support Diocese of London who commented that in principle they had no objections to the work or improvement of the park but that all works to the landscape, improvement of fittings and fixtures or to the trees including felling and new planting are within the faculty jurisdiction. Any work would be subject to a faculty application and details of information required for the Faculty application was supplied. They wished to understand the proposed removal of two mature trees in relation to a larger proposal for tree works and in particular crown reduction within the churchyard setting. Both trees proposed for removal represented adopted native trees with strong associations with the urban landscape. They would wish to encourage the selection of a native or adopted native species and replacement of the felled trees with the same number felled. It should be noted that the Director of Open Spaces is in the process of applying for a faculty. The other issues raised have been addressed in Considerations and Proposals.

### **Considerations**

13. Planning Practice Guidance advises that when considering an application the local authority should:
  - a. assess the amenity value of the tree and the likely impact of the proposal on the amenity of the area;
  - b. consider, in the light of this assessment whether or not the proposal is justified, having regard to the reasons and additional information put forward in support of it;
  - c. consider whether any loss or damage is likely to arise if consent is refused or granted subject to conditions;
  - d. consider whether any requirements apply in regard to protected species;
  - e. consider other material considerations, including development plan policies where relevant;
  - f. ensure that appropriate expertise informs its decision.
14. Where an application relates to trees in a conservation area the authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the area in exercising its functions under the Planning Acts.

15. The Department of Open Spaces who maintain the trees in Postman's Park are proposing a proactive stance to the long term management of the garden in order to achieve a sustainable tree cover. Having commissioned an arboricultural report they have identified two trees of particular concern and the report that accompanies the application justifies their removal as follows:
- Due to the constrained growing environment the structure of each tree is compromised. The Plane is 'drawn' with an extended stem bearing foliage in the upper sections and the crown of the Horse Chestnut is biased to the south due to the competition with the adjoining Plane Trees.
  - The trees dominate this section of the garden due to their large size and confined growing environment. Although they provide a screen to the buildings to the north they diminish light levels within the buildings and within the planting beds below.
  - A defect was identified in the Horse Chestnut which could lead to weakness in the structural integrity of the stem and given the loading exerted on the stem from the large mass of crown that it supports this is a cause for concern.
  - The Plane Tree is in close proximity to the Grade I listed church to the east and residential premises to the north. Work is undertaken on a regular basis to maintain clearance to reduce the risk of damage to these buildings.
  - London Plane is the most frequently occurring species in the City approximately 14% of the City's tree population and a recent study of biodiversity revealed that London Planes support the least biodiversity of all trees studied. The Horse Chestnut is another frequently occurring species in the City and is also a poor performer.
  - London Planes are also known to produce irritants due to the allergens they produce and Massaria, a disease of the London Plane causing branch failure, is present in other Plane trees in the garden which presents an ongoing risk.
16. The two trees are part of a group of 5 trees, which form a dense barrier along the northern edge of the garden. This barrier comprises 4 Planes and the Horse Chestnut, all of which are the subject of the Postman's Park TPO.
17. All 5 trees have a special amenity value and contribute significantly to the character and appearance of Postman's Park. The trees have an intrinsic beauty as individual trees and as a group and provide a foil to the adjoining buildings contributing interest and variety in the townscape. The Plane Tree in particular forms an attractive backdrop to the church tower and can be seen in views from an adjoining walkway on the east side of Aldersgate Street and from Aldersgate Street itself. The trees are important in that green foliage provides an oasis and relief from the built environment and a pleasant environment to walk past, in visual terms. For

these reasons, the trees enhance significantly the amenity of the area and the enjoyment of the space by the passing public. The removal of two of the trees will have an impact on the amenity of the conservation area by reducing the density of the foliage in this part of the garden including the foliage which provides the backdrop to the church tower.

18. The arboricultural report states that the Horse Chestnut revealed a large rib of compensatory tissue on the southern stem 4-6 metres above ground level. The report couldn't identify what had led to the generation of this rib but advised that they are commonly associated with cracking of the underlying wood or of past infection with bacterial canker. It stated that either defect leads to a weakness in the structural integrity of the stem and given the loading exerted on the stem at this point from the large mass of crown that it supports it is cause for concern. The crown of the tree could be reduced but being asymmetric would place an abnormal loading on the apparently weakened major limb such that that it is not a viable option to retain the tree. Based on this evidence removal of the Horse Chestnut is justified given the defects.
19. At the time of inspection the Plane Tree did not exhibit any major defect or disease. The tree however lies in close proximity to the Grade I listed church and adjoining wall. The tree is inspected annually and works are carried out to maintain clearance from the church tower and a 2.5 metre clearance from the building line of the adjoining flats. Dead, dangerous and diseased wood is also removed. These works help to reduce the risk of damage to the church and wall from falling leaves and debris.
20. The Director of Open Spaces has stated that she has no written evidence that the rooting system of the Plane Tree is currently affecting either the church or the wall. Above ground the gap between the wall and tree is only 30/34cms at its closest and therefore the tree will eventually impact on the wall as the thickening of the trunk and growth of roots exerts pressure on the soil in between. In very high winds tree trunks even of this thickness move affecting the rooting system. How long the wall can sustain these pressures is not quantifiable and therefore the Director of Open Spaces approach is proactive. The Director of Open Spaces is also of the view that the root disturbance will affect the Church's foundations in the long term although no supporting evidence has been submitted.
21. Aesthetically the Plane is slightly compromised by its lean and the foliage is in the upper section. It is tucked at the end of the row of trees and competes with the adjoining Plane and branches overhang the church roof. It could be made smaller by crown reduction but the necessary pruning required to achieve any meaningful improvement would be drastic and would not rectify the lean. It would result in an unaesthetically pleasing appearance and would be contrary to current guidance on pruning as long term this amount of pruning permits decay.

22. The removal of the Plane tree will be noticeable as this tree is at the southern end of the row of trees and has a canopy that reaches for the sunlight shading out the other trees. In the short term the density of the foliage at this point and the addition of a replacement tree would help to mitigate the loss. However in 2-5 years the adjacent tree, which is very etiolated with a sparse canopy, will have had the opportunity to make the most of the new sunlight and should flourish resulting in a larger healthier canopy. In the long term the removal of the Plane tree would therefore improve the growing conditions for the adjoining protected tree allowing it to rejuvenate without a significant loss of visual impact. The remaining trees will be pruned in the same manner used to routinely prune all the City Corporation's managed tree stock.
23. Only one replacement tree is proposed as the garden is already substantially over planted with trees severely affecting light levels. As the Plane Tree and Horsechestnut are growing directly under existing tree canopies the replacement tree will be planted in a different location to enable it to establish successfully and provide the opportunity to plant ground cover. An Acer was originally suggested as the replacement tree as it is a more sensible sized tree for the location growing to around 10 metres in height with a lighter canopy. This species can cope with reduced light levels and would not impact on existing light levels. However, the Diocesan are of the view that the replacement tree should be a native tree. The Director of Open Spaces has advised that a native tree may not be the most appropriate tree for the location given their form. The choice of tree can however be dealt with under the submission of details and an appropriate condition has been attached.
24. The issue of bio-diversity, irritants, light levels and maintenance are important factors but not in themselves grounds to permit the removal of a tree in this case. The replacement tree will help to reduce the visual impact of the loss of both trees and a species will be chosen that adds to bio-diversity. As to the impact of any removal of protected species this would be covered by an informative. The Director of Open Spaces has in the meantime commissioned an ecological report.

## **Implications**

### Compensation

25. Under the Town and Country Planning (Tree Preservation) (England) Regulations 2012 the same compensation framework now applies to all Tree Preservation Orders irrespective of when they were made.
26. Subject to exceptions, the Regulations provide that persons are entitled to claim compensation from the authority when loss or damage has been caused or incurred as a consequence of a refusal to grant consent, a grant of consent subject to conditions or a refusal of approval required under a condition. The legislation sets limitations and criteria to be met.
27. The conditions imposed are in the interest of good arboricultural practice and no loss or damage is likely to arise. Any compensation claim would be dealt with under the provisions of the Regulations. However the

recommendation is unlikely to give rise to any compensation liabilities.

28. If consent were to be refused this could give rise to compensation if damage associated with the refusal could be proven. Any compensation claim would also be dealt with under the provisions of the Regulations.

### **Health Implications**

29. There are no health risks or implications the subject of this report.

### **Conclusion**

30. The condition of these trees warrants a pro-active stance and it is good arboricultural practice to manage them and to plan for longevity for the health and well-being of the remaining trees. On balance the proposal would preserve the character and appearance of the conservation area as the visual impact of the loss will be mitigated by the density of the foliage of the remaining trees in this part of the park and the rejuvenation of those trees which will have more space. The replacement tree will introduce new foliage.
31. The works to the trees maintain good arboricultural practice in accordance with the objectives of the National Planning Policy Framework policies London Plan polices 5.10, 7.19 and 7.21, the Local Plan policies DM10.4, DM12.4, DM12.5 and CS19 and the City of London Tree Strategy aim and policies 1, 2, 5, 8 and 9 which advocates a proactive stance to managing the City's trees and seeks to build resilience in the tree population to ensure that the full benefits of trees are enjoyed by both current and future generations.
32. If Members agree to the removal of the two trees it is recommended that conditions be attached to ensure that the works are carried out in accordance with BS 3998:2010 (Tree work - Recommendations), a replacement tree is planted and maintained, any archaeology is protected and recorded, that the trees are felled to ground level only and the works are in accordance with the approved plans and particulars, all for the reasons set out in the attached schedule. There is no need for a time limit as by default any consent would be valid for two years. Informatives are attached drawing attention to the requirements in regard to ownership, the need for a faculty, potential archaeological remains and protected species.



## Appendices

None

### Background Papers

Email 14/06/16 Director of Open Spaces  
Email 12/07/16 Director of Open Spaces  
Minutes 14/07/16 CAAC  
Email 25/07/16 Director of Open Spaces  
Letter 25/07/16 CAAC  
Email 25/07/16 Philip Brentford  
Email 09/08/16 Director of Open Spaces  
Email 09/08/16 Director of Open Spaces  
Email 14/08/16 Simon Dowdy  
Email 22/08/16 Director of Open Spaces  
Email 25/08/16 Natural England  
Email 25/08/16 Director of Open Spaces  
Email 25/08/16 Head of Parish Property Support  
Email 30/08/16 Head of Parish Property Support  
Email 31/08/16 Director of Open Spaces  
Email 31/08/16 Director of Open Spaces  
Email 31/08/16 Head of Parish Property Support  
Email 01/09/16 Assistant Secretary Diocesan Advisory Committee  
Email 05/09/16 Head of Parish Property Support  
Email 08/09/16 Director of Open Spaces  
Email 14/09/16 Natural England  
Email 15/09/16 Director of Open Spaces  
Email 19/09/16 Director of Open Spaces  
Email 04/10/16 Director of Open Spaces  
Email 26/10/16 Director of Open Spaces  
Email 26/10/16 Director of Open Spaces  
Email 02/11/16 Director of Open Spaces  
Email 07/11/16 Director of Open Spaces  
Email 07/11/16 Director of Open Spaces  
Email 08/11/26 Director of Open Spaces  
Email 08/11/16 Director of Open Spaces  
Email 09/11/16 Director of Open Spaces

### [Susan Bacon]

[Senior Planning Officer Department of the Built Environment]

T: [020 7332 1708]

E: [Susan.Bacon@cityoflondon.gov.uk]

## **Policies**

### National Planning Policy Framework

This includes the need for the planning system to provide an environmental role by contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity. Core planning principals include contributing to conserving and enhancing the natural environment and conserving heritage assets in a manor appropriate to their significance.

Section 11 Conserving and enhancing the natural environment states:

109. The planning system should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes, geological conservation interests and soils;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

Section 12. Conserving and enhancing the historic environment

129. Local planning authority should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

### Relevant London Plan Policies

The London Plan, dated March 2016 (consolidated with alterations since adoption in 2011), contains the following policies:

#### ***Policy 5.10 Urban Greening***

This supports urban greening in the public realm.

#### ***Policy 7.19 Biodiversity and access to nature:***

This supports a proactive approach to the management of biodiversity.

#### ***Policy 7.21 Trees and Woodlands.***

This advocates that trees should be protected, maintained and enhanced following the guidance of the London Tree and Woodland Framework (or any successor strategy) and makes reference to the Mayor's Supplementary

Guidance on Tree Strategies. It states that existing trees of value should be retained and that any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species, and boroughs should develop appropriate policies to implement their borough tree strategy.

### The City of London's Tree Strategy

This was adopted as a supplementary planning document on 15 May 2012 and sets out the strategy for managing the City's tree population. This includes:

#### Tree Strategy Aim

The City of London Tree Strategy aims to increase City Corporation owned trees by 5% by 2019 and ensure that all trees within the City are managed, preserved and planted in accordance with sound arboricultural practices whilst taking account of their contribution to amenity and the urban landscape for both current and future generations.

The following objectives are relevant

1. To protect, manage and enhance the existing tree stock in its environment, in accordance with good arboricultural practice
2. To safeguard trees which are subject to Tree Preservation Orders and create new Tree Preservation Orders, including trees in conservation areas, when considered expedient to do so
- 5.. To only permit the removal of trees in exceptional circumstances and in accordance with good arboricultural practice and to ensure that adequate and appropriate replacement tree planting places are identified and confirmed before any trees are removed
8. To encourage the planting of trees that make a positive contribution to the character and appearance of the City's townscape and encourage green corridors where appropriate.
9. To encourage the planting of trees that, having regard to their amenity, contribute to the biodiversity of the City, make a contribution towards air quality and/or help in off-setting climate change

## Relevant Local Plan Policies

### ***DM10.4 Environmental enhancement***

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

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

### ***DM12.4 Archaeology***

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

***DM12.5 Historic parks and gardens***

1. To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.
2. To protect gardens and open spaces which make a positive contribution to the historic character of the City.

***CS19 Improve open space and biodiversity***

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

## SCHEDULE

APPLICATION: **16/00619/TPO**

**Postman's Park King Edward Street London**

**Fell one London Plane and one Horse Chestnut and the planting of a replacement tree.**

## CONDITIONS

- 1 All works to the tree(s) shall be carried out in accordance with BS 3998: 2010, Tree work - Recommendations, and only the works specified in the schedule hereby approved shall be carried out.  
REASON: In order to ensure a planned programme of management of the trees in accordance with the following policies of the Local Plan: DM10.4, DM12.5 and CS19 and the aims and objectives 1, 2, 5, 8 and 9 of the City of London SPD Tree Strategy.
- 2 Within 12 calendar months of the removal of the first tree a replacement tree shall be planted in a position and shall be of a species and size to be agreed in writing by the Local Planning Authority.  
REASON: In order to ensure the continued presence of trees on the site in the interest of visual amenity in accordance with the following policies of the Local Plan: DM10.4, DM19.2 and the aim and objectives 1, 2, 5, 8 and 9 of the City of London SPD Tree Strategy.
- 3 If within a period of two years from the date of the planting of any tree, that tree or any tree planted in replacement for it, is removed, uprooted, destroyed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.  
REASON: In order to ensure the continued presence of trees on the site in the interest of visual amenity in accordance with the following policies of the Local Plan: DM10.4, DM12.5 and CS19 and the aim and objectives 1, 2, 5, 8 and 9 of the City of London SPD Tree Strategy.
- 4 Before replanting the replacement tree, unless agreed otherwise in writing by the Local Planning Authority, there should be an archaeological watching brief to monitor groundwork's and record any archaeological evidence revealed when digging the new tree pit and the tree pit should be lined to indicate the excavated area. Details of these arrangements shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4

- 5 The two trees shall be felled to ground level only and the stumps poisoned with an approved substance or solution.

REASON: To ensure that no damage is caused to archaeological remains in accordance with the following policy of the Local Plan DM12.4.

- 6 The works shall be carried out in accordance with the following approved plans and particulars or as approved under conditions of this consent; Application form dated 14 June 2016 and accompanying documents including 3 plans and arboricultural report reference JTK/8876/SO and emails dated 12 July 2016 and 9 August 2016 as amended by emails received 2 November 2016 and 8 November 2016.

REASON: To ensure that the works are in compliance with details and particulars which have been approved by the Local Planning Authority.

- 7 This consent only permits the removal of two trees T10 and T13 as shown on the Postman's Park Tree Preservation Order and does not grant consent for the removal of any other trees mentioned in the arboricultural report reference JTK/8876/SO accompanying the application dated 14 June 2016.

REASON: To ensure that the works are in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

- 1 You are advised to notify and if necessary obtain the permission of the owner before carrying out any work for which approval has been granted.
- 2 You are advised to contact the Diocese of London before any works commence in order that they can advise as to whether a Faculty is required for these works.
- 3 You are advised to discuss the location of the proposed tree(s) with the Chief Planning Officer who will advise in respect to any potential archaeological remains.
- 4 If at any time ground works or excavations are to take place below existing ground levels for works related to the existing tree(s) or any new tree(s), you are requested to contact the Chief Planning Officer to establish whether the site has archaeological potential.

- 5 Many species are protected under legislation such as the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010. A contravention of those statutory provisions may constitute a criminal offence. The grant of this consent/planning permission does not override any statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.



# Agenda Item 7

TO: **PLANNING AND TRANSPORTATION COMMITTEE**

17 November 2016

FROM: **STREETS & WALKWAYS SUB-COMMITTEE**

8 November 2016

## **Traffic in the City of London**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the current traffic situation in the City of London and suggested a range of measures that might be introduced or strengthened to improve traffic flow. The Chairman welcomed additional comments to be sent prior to the meeting of the Policy and Resources Committee on 21 November 2016, where the minute would be received.

Officers outlined the current level of congestion in the City and how this had increased in recent years. Recent developments, such as the introduction of the Cycle Super Highway and the closure of Tower Bridge were exacerbating the problem.

The measures proposed were focused on the area in which the Corporation could have most impact on congestion, the "macro" level demand for street space. All possible options, including those that might be considered radical, had been included in order for Members to provide a steer for the development of the strategy. It was noted that the developed strategy would be considered in partnership with the Mayor of London's report on the issue and the impact of all supported proposals would be carefully measured prior to final approval.

Members discussed the range of potential measures proposed and made suggestions for further considerations. The following points were made:

- Members did not support the proposal to introduce tolls on bridges, as it was felt the divide was arbitrary and risked dividing North and South London. It was also felt there was a risk that drivers could be charged twice with the current congestion zone charge being in effect.
- The use of night time servicing for businesses was discussed and the success of a similar scheme during the Olympics was noted. Some Members felt that such a scheme should be limited to before 11:00pm to prevent noise pollution for residents.
- The Deputy Chairman felt that given the negative impact of the new segregated cycle super highways (on traffic congestion) matters should not be made worse by building any more of them.
- A Member asked that a greater and more efficient use of the Thames and Walbrook Wharf be added to the proposals and this was supported by the Chairman.
- Members expressed a desire for further thought to be given to Smart City solutions.
- The use of technology as a means of monitoring road usage as an alternative to tolls was raised. It was felt that this presented privacy issues on an individual level, however technology could be used more effectively for real time solutions to congestion issues.
- Members discussed the impact of buses in the City. It was felt that many were not being deployed effectively, were run on overly long routes and were often empty. Officers undertook to engage with Transport for London on the issue.

- A Member raised the prospect of utilising Corporation assets, currently set aside for vehicle storage, for alternative development. Another Member felt that Car Parking was essential for reducing congestion.
- A Member felt that Park and ride schemes offered a viable solution.
- The promotion of electric vehicles was discussed. It was acknowledged that although an encouragement towards electric would not solve congestion issues it would contribute to improving air quality.
- There was a discussion about the extent to which the City was a conduit for traffic. It was felt that any scheme affecting the two major corridors through the city would have an impact on wider London.
- The need to work in conjunction with the rest of London was noted as a priority to reducing both congestion and pollution.
- In regards to the proposal to extend the Congestion Charging Zone a Member commented that this could lead to more traffic in the existing zone, as the financial disincentive for vehicles in the newly extended areas to enter the existing zone would be removed.

Members recognised the report contained a number of possibilities to address a very difficult problem - the sub-committee felt that at this stage the majority of them (apart from bridge tolls) should be explored further whilst recognising that some of them will not prove to be practicable.

**RESOLVED** – That the Sub-Committee:-

1. agrees the next steps as set out at paragraph 41-45 of the report;
2. agrees an overarching objective of reducing traffic in the City and that this should be emphasised in the next draft of the Local Implementation Plan (LIP);
3. agrees sums of £50k and £40k respectively towards appointment of consultants to advance the City of London's approach to consolidation centres and appointment of a FTE post, on a one year trial basis, to investigate how better construction and servicing/delivery planning might alleviate City congestion; and
4. supports the consideration of all proposals laid out in Appendix 2, with the addition of an investigation into river use, but does not recommend the introduction of tolls on bridges.

<b>Committee(s)</b>	<b>Dated:</b>
Streets and Walkways - For Comment Policy & Resources Committee - For Comment Planning and Transportation Committee – For Decision	<b>08/11/2016</b> <b>17/11/2016</b> <b>30/11/2016</b>
<b>Subject:</b> Traffic in the City of London	<b>Public</b>
<b>Report of:</b> Department of the Built Environment	<b>For Decision/ For Information</b>
<b>Report author:</b> Steve Presland, Transportation & Public Realm Director	

### Summary

This report discusses the current traffic situation in the City of London; recognising that it impacts upon the City's competitiveness. It acknowledges that current major infrastructure projects such as Crossrail and the Cycle Super Highway, along with the highest level of development activity for many years, have increased the demand on the highway network's capacity. Whilst not City wide, traffic congestion in certain areas has resulted.

The report recognises that delay to traffic is a London wide issue and alerts Members to an on-going London Assembly Transport Committee investigation into congestion which is considering causes and potential measures to reduce it. The City of London has contributed to the call for evidence for this investigation both through London Councils and in person, with officer representation at an expert panel.

This report considers a range of measures that might be introduced or strengthened to improve traffic flow. The main ways to improve traffic movement are summarised as managing our streets more effectively, spreading the length of time over which vehicles use the City and, most importantly, reducing the amount of traffic in the City to a level our community finds acceptable.

The report suggests a 3 pronged approach to congestion. Namely

- making representations for London wide policy change e.g. changes to the congestion charge
- developing a range of strategic and proactive measures to improve traffic flow in the short to medium term e.g. reducing the number and changing the time of goods vehicle arrivals, tackling perceived congestion hot spots such as Bank Junction.
- Reactive mitigation i.e. close monitoring of our network, speedy response to issues and robust enforcement

The full range of measures is summarised at appendix 2 along with an indication of consequent key impacts of each measure. The report seeks Member guidance on

political priorities and endorsement of an over arching objective of reducing over all traffic levels in the City.

## **Recommendation(s)**

Members are recommended to:

- Agree the next steps as set out at paragraph 41-45 of the report.
- Agree an overarching objective of reducing traffic in the City and that this should be emphasised in the next draft of our Local Implementation Plan (LIP).
- Agree sums of £50k and £40k respectively towards appointment of consultants to advance the City of London's approach to consolidation centres and appointment of a FTE post, on a 1 year trial basis, to investigate how better construction and servicing/delivery planning might alleviate City congestion.
- Consider Appendix 2 of this report and advise of any measures considered politically unacceptable.

## **Main Report**

### **Background**

1. As part of the recently introduced Chief Officer governance structure a group of Chief Officers has been formed to provide leadership in relation to place-making in the Square Mile. This group, known as the 'Place Steering Group', has identified three key themes regarding the physical factors that make the City competitive as a place to do business. These are Capacity, Connectivity and Character. The Policy and Resources Committee has requested a plan to tackle congestion in the City and this contributes to all three themes.
2. In considering vehicle movement it is recognised that our transport networks need to have sufficient capacity for the residents, visitors and workers in the City to move around safely and efficiently. The streets also need to support the delivery of goods and services. Our streets are fundamental to the character and working of the City.
3. The causes of congestion are well documented. Major infrastructure schemes such as Bank upgrade, Crossrail, Thames Tideway plus the needs and expectations of the utility companies all impact on traffic movement. In addition the increasing cycling numbers and the Cycle Super Highway, with the loss of network capacity that has resulted, compounds the problem. So does the current development boom, with over 60 building sites currently refreshing the highest amount of floorspace in the City since 2008.
4. In seeking to address the current imbalance between road space supply and demand, we must aim to:
  - accommodate projected growth in numbers of people in the City (1.15 million m2 of office floorspace is planned by- enough for a further 58,000 workers)

- improve road safety, particularly for pedestrians and cyclists who are involved in 83% of all accidents
  - enable 'placemaking' - using our streets to support culture, provide 'third spaces' for people to meet and work, provide more greenery and ensure that our streets provide a world class setting for the City's wonderful buildings
  - improve air quality
5. The main ways to improve traffic movement will be
- to reduce the amount of traffic in the City to a level that our community finds acceptable
  - to manage our streets efficiently and employ smart technologies to enable efficient movement
  - to spread the length of time over which vehicles use the City
6. The most recently analysed data (2014) regarding traffic in the 'Square Mile' is shown at Appendix 1. From this it can be seen that cars and taxis make up almost 50% of traffic movements. However these sectors are difficult to tackle in the absence of London wide policy change. It is proposed therefore to initially seek to reduce goods vehicle movements in the Square Mile over which the Corporation can have direct influence. Together goods vehicles of various sizes make up some 22% of all traffic movements and their associated loading and unloading can also add to congestion.
7. To make sustainable any traffic reduction achieved the City needs to adopt a policy change that will actively discourage vehicle movement. Otherwise road space freed up (e.g. through bus rationalisation or reduced freight movements) will simply be replaced by new traffic movement thereby negating the benefit.
8. In addition to focusing on freight Officers are exploring a wide range of actions to help traffic flow more smoothly. For ease of reference and prioritisation these are set out at Appendix 2. It should be noted that each measure will have additional impacts and a preliminary assessment of what these might be is also set out. For example retiming freight to evenings and /or night deliveries may pose significant noise issues and would have to be considered within the City's developing Noise Strategy. Another example would be that a significant congestion charge uplift might reduce congestion but may otherwise negatively impact on businesses.
9. Officers also require political guidance as to whether there is in principle support for adopting the overarching objective of delivering an overall reduction in traffic on our streets. This would arguably have the biggest impact on congestion as well as improving air quality and safety. The alternative approach of simply making our streets work more effectively by careful

planning of street works, use of technology and better enforcement, has already been well tried. For example we now have technology such as SCOOT to manage traffic signals so as to optimise their sequencing and we already adopt a robust approach to enforcement of parking and loading restrictions. Of course that is not to say that more could not be done with additional resources. Examples could be stricter control of business' 'servicing and delivering plans' and developer's 'construction and logistics plans'. In addition, delivery of our freight strategy, including increased use of consolidation centres etc., may deliver some further network efficiencies. However in the absence of a clear policy of reducing traffic on our streets experience tells us that any vehicle movements saved may simply be replaced by new traffic.

10. Traffic congestion is, of course, a London wide issue and is currently the subject of a London Assembly Transport Committee investigation. The investigating committee will be looking at a number of the ideas set out at Appendix 2 and these are shown on the appendix. The investigation will also be looking into the general causes of congestion and looking to see if lessons can be learnt from other major cities. Members may feel some of the ideas set out in this report are better addressed through the work of the investigating committee. Most importantly, the Mayor of London is due to publish a direction of travel document. That document has not been issued at the time of writing. But, in speeches given by the Deputy Mayor for Transport great emphasis has been placed on modal shift i.e. moving personal travel from motor vehicles to walking and cycling.

### **Suggested City response to improving traffic movement**

11. The City of London's suggested response is set out below under the following 3 headings:-
  - Seeking London wide policy change
  - City's option for strategic change in the Square Mile
  - Reactive mitigation

### **London wide Policy Change**

12. Opportunity has recently been taken to feed into the London Assembly Transport Committee (LATC) investigation into road congestion.
13. The City of London not only contributed to the London Councils response to the call for evidence but, given the unique nature of the City, officers also applied to give evidence in person to the Committee. This was granted and the Assistant Director of City Transportation represented the City sitting on an expert panel which was set up and quizzed by the LATC in early October
14. The LATC investigation is exploring a number of suggestions that if agreed could deliver real benefits to the City in terms of reduced congestion. Its investigations will consider a wide range of issues but those likely to be most impactful on the City include:

- Revision of the Congestion charge – expanding the geographical area covered and/or significant charge uplift
- Usage based road pricing
- Tolling for river crossings
- How to reduce delivery vehicles on London roads
- Improving bus efficiency

15. In providing evidence to the LATC all the above measures were broadly supported (subject to further detailed impact analysis).

16. In parallel to the LATC investigation it is proposed that the City of London makes representations to the Mayor of London, the GLA and TfL for the impact analysis and business case to be prioritised in relation to 4 specific measures. Namely

- Increasing the congestion charge significantly

The greatest reduction in City congestion was noted in 2003 when the Congestion Charge was first introduced. It is felt only a significant increase will be impactful and help in driving a retiming of deliveries across the City.

- TfL limiting access to the City of London

Currently TfL operates active management of London's traffic signals. It currently regulates access into the 'Square Mile' through its signal management. TfL accept that the Cycle Super Highway has impacted upon network capacity and there is a clear case for the level of mitigation currently being applied by TfL to be reviewed.

- Reducing Bus Numbers

2019 will see reduced numbers consequent to Crossrail. A further strategic document on buses can be expected from TfL in early 2017. In considering reduced bus movements the concern is that other traffic may simply replace any reduction. Therefore it is important that signal adjustments on bus routes are sought to remove the additional capacity at the same time as bus movements are reduced. This may have a neutral benefit on the bus routes themselves but should have the real benefit of delivering reduced traffic movement elsewhere on the network.

- Bridge Tolls

Clearly a strategic issue for London but a real opportunity to generate income to offset escalating highway maintenance costs if the City of London receives all or some of the monies collected. At this stage it is understood that tolling could be delivered by extending our camera network and use of Automatic Number Plate Recognition.

## **City of London's options for strategic change in the Square Mile**

17. Much of what the City of London might do would need TfL support or approval. However, the following measures could be pursued if deemed politically acceptable.

Use of new technology-Smart City

18. There are three main areas for use of technology.
  - Illuminated signage warning drivers in real-time of City Congested areas and offering diversionary routing. They would however add clutter and may not be aesthetically pleasing and in some areas may be limited by planning requirements. Satellite navigation systems already utilise real time data therefore illuminated signage is not currently proposed.
  - Speed sensors. These could deliver alerts when congestion is developing in specific streets to facilitate a reactive response. They could also be used to better map, on a temporal basis, City Congestion and thereby assist in designing in solutions. The SCOOT traffic signal system could help as well. However, this system is yet to be activated in critical parts of the City.
  - Parking bay sensors. To identify vacant spaces thereby reducing driver 'sharking' looking for parking spaces. The use of sensors arguably has a valuable role to play in designing the future 'Smart City'. However it is considered that their use is better considered once the Place Steering Group has fully considered their value and also once the City's lighting replacement programme has concluded which it is expected will not be until 2019.

## **Zero Emission Capable (ZEC) Timed Closures**

19. A City wide day time ban of non ZEC vehicles would be highly effective both in terms of Air Quality and congestion but would be unlikely to readily receive TfL support. The enforcement of such a ban may also be challenging although the concept warrants further discussion with TfL. It should be noted that specific non ZEC vehicle bans such as that proposed at Beech Street may actually work to cause congestion by necessitating vehicle diversions for non compliant vehicles. Hence any such proposal would require detailed modelling and assessment prior to implementation, as is the case with Beech Street.

## **Freight Strategy/Consolidation**

20. The City of London's approved strategy includes a number of important strands based around TfLs 4'R' approach of Rerouting, Retiming, Remodelling



and Removing. Arguably the biggest impact here would be through the establishment of more consolidation centres to serve the City.

21. New towers in the Eastern City Cluster will require consolidation centres to be able to fulfil vehicle movement limitations required by their planning consent. This has generated much interest in consolidation in this area and work is currently being led and driven by the private sector. The aim is to deliver a major consolidation centre located outside of the City and if this can be achieved this will serve as an excellent model for others to follow.
22. Unlike in the case of new developments the establishment of a consolidation centre approach to service existing businesses is both time consuming and difficult to achieve. Officers are, however, working with the Cheapside BID to try to move its servicing and deliveries to a consolidation centre approach. As part of our investigation officers will also be meeting with Crown Estates and Westminster Council to see what lessons can be learnt from their work at Regent Street.
23. In addition to the above Guildhall facility management has been reviewing deliveries to explore the potential to take advantage of capacity within a local authority focused Camden Council Consolidation Centre. This will require a detailed cost benefit assessment and this work is ongoing.
24. Officers are also working within DBE to explore Planning policies which might, if agreed, in future limit servicing and deliveries to outside 7am-7pm unless via consolidation.

### **Construction Logistics Plan (CLP)**

25. The detailed analysis of routing and timing of vehicle movement is currently limited by resource. An additional officer could work to provide detailed checks to all CLPs to ensure vehicles are moved away from more polluted and congested streets and also give greater consideration to Road Danger Reduction. It is suggested this be explored on a one year trial to establish if such an approval can deliver the perceived benefits.

### **Loading Restriction Review**

26. A further review of loading restrictions could take place in areas known to be congested. However a comprehensive city-wide review was only recently concluded. That work has already limited further or removed the ability for goods vehicles to load on the recognised important traffic routes.

### **Increased Parking Charges**

27. If the congestion charge is not dramatically increased Members may consider a sizeable uplift in parking charges. Such a price increase would be aimed at reducing traffic but may result in an overall reduced usage of our car parks and a consequent loss of income. For example a 25% loss of income

(consequent to a 25% reduction in traffic volume) might equate to a loss of income in the region of £1.5M. Care would also be needed to ensure that our pricing remains competitive with NCP otherwise we may generate the loss of income with no reduction in traffic movement.

28. A report on car parks including charges is scheduled to be considered by the Planning and Transportation Committee in November of this year. That report includes proposals to increase and align charges across all car parks and it is therefore proposed that no further significant uplift be considered at this stage nor until the GLA review of the congestion charge be concluded.

### **Declassify A&B Roads**

29. This is currently being explored. Streets were declassified in the 1990's to remove them from commercially available maps. The purpose of declassification of our roads again would be to reduce SatNav systems using them to direct traffic through the City when moving across London. The appropriateness and effectiveness of this approach is being further assessed and if considered appropriate will be reported to Members in the new year.

### **Road Works**

30. In addition to the detailed planning that currently takes place to mitigate the impact road works have on congestion, DBE has appointed an additional person. The new employee will operate on a 1 year trial to work on liaising with major infrastructure projects e.g. Thames Tideway, Cycle Super highway (North Route extension), Crossrail, Bank Station Capacity Upgrade. They will also work closely with all neighbouring authorities to gain early intelligence of events that may impact congestion in the City. They will plan mitigation and seek to establish a central London Traffic Movement Forum to explore ideas on Strategic Mitigation.

### **Network Improvements to meet Future Needs**

31. The City Corporation has already made significant improvements to a number of previously congested and/or dangerous junctions. Recent examples would be Holborn Circus and Aldgate Gyratory.
32. Officers are also investigating how other congested junctions might be improved. Most recently a trial scheme is being developed for Bank Junction that, if approved, should deliver real reductions in average journey times across the centre of the City for general traffic and buses.
33. Pedestrian crossings can delay vehicles and pedestrians especially where heavily used by pedestrians. The recent successful trial at Ludgate Hill has demonstrated that signalised crossings can reduce localised traffic delay. It is therefore proposed to review all of the City's Zebra crossing points in 2017/18 to see if there is potential to both reduce localised congestion and improve safety.

34. In designing the City's streets to meet future needs it will be essential to not only address safety and traffic movement but also to design with the future in mind eg making appropriate provision for the potential use of autonomous vehicles.

### **City of London's Reactive Congestion Mitigation**

35. We now have an 18 month trial of a dedicated Congestion Officer looking to identify congestions across the City and deal with the cause. The officer uses the rapid deployment of Civil Enforcement Officers to deal with any parking issues, works with TfL signals team to adjust timings. She has a broad remit of monitoring, causation identification and resolution and produces a weekly report on her activity.
36. The officer also works closely with the highways team in assessing the impact of development in the City and how any consequent congestion might be minimised. With over 60 current active development sites in the City this is clearly a significant task. Members will be aware that officers have little to no control over the timing of such development although coordination is sought through regular liaison and persuasion.

### **Congestion Mapping**

37. Despite how it is often perceived, much of the City is rarely congested. Officers are working with TfL to utilise its traffic signal data along with City data to produce a temporal City Congestion Map. The map will be used to plan street activity to achieve efficiency of movement. It will also be analysed to see how deployment of our resources e.g. CEOs, road openings/closures, loading restrictions etc. might be further used to improve traffic flow.

### **Resources**

38. The City Transportation Service has recently been restructured. Within the new structure two new senior posts leading Network Management and Strategic Transportation have been created. These posts and their teams will, together, deliver much of the services required to improve traffic movement. However in the short term, despite a recent recruitment exercise, both teams are carrying significant vacancies.
39. A recruitment strategy review is currently being supported by our HR Business Partner. In the meantime it is proposed a sum of £50K be allocated to commission consultants to progress the City's Freight Strategy including the establishment of Consolidation Centres. It is hoped, assuming successful recruitment, City staff will take over this work from the consultants early in 2017.

40. It is also proposed that the service be allocated a sum of £40K to fund a FTE post that will undertake detailed examination of 'construction logistics plans', in relation to new development, to establish what impact this approach might have on mitigating City congestion.

### **Next Steps**

41. It is proposed that officers continue to support the LATC investigation into traffic congestion supporting the principles set out in this report.
42. It is also proposed that the City Corporation write again to The Mayor of London stressing the negative impact that congestion has on the City's competitiveness and pressing for urgent assessment of the impact analysis and business cases in relation to the four issues set out in paragraph 16 above.
43. Thirdly it is proposed that consultants be engaged within a £50K budget to take forward the City of London's Freight Strategy with a focus on promoting consolidation of deliveries both for the Guildhall and within the business community.
44. Fourthly that a FTE post be established for one year to focus on improving Servicing and Delivery Plans and Construction Logistic plans and that the effectiveness of this approach be reported in 12 months' time.
45. Fifthly that the Corporation Reactive Mitigation measures continue as set out in this report in paragraphs 35-36.

### **Corporate & Strategic Implications**

46. To support and promote the City of London as the World Leader in international finance and business services.

### **Implications**

47. The £90K identified in this report to engage consultants and fund a one year trial in relation to Construction Logistics and Servicing and Delivery Plans will be met from compensatory savings in the directorates local risk budgets.

### **Health Implications**

48. Improvements to the City street network should aim to deliver both Road Danger Reduction and Air Quality benefits.

## **Conclusion**

49. Effective traffic movement across the City is essential to maintain the City's competitiveness. This report sets out a wide range of measures that could contribute to reducing congestion. The overarching objective however has to be reducing the total amount of traffic in the City at any one time as congestion only occurs when demand for road space outstrips supply. It is also recognised that our future street design will not only have to address movement but also other key factors such as improving Air Quality and reducing Road Danger. Furthermore any future designs will need to take into account developments in technology and be future-proofed where possible against possible innovations such as autonomous vehicles.

## **Appendices**

- Appendix 1 - Total Traffic Flow & Composition (0700-1900)
- Appendix 2 – Congestion in The City Table

## **Background Papers:**

[London Councils Submission to Transport Committees Review](#). (link)

**Steve Presland**

**Transportation and Public Realm Director**

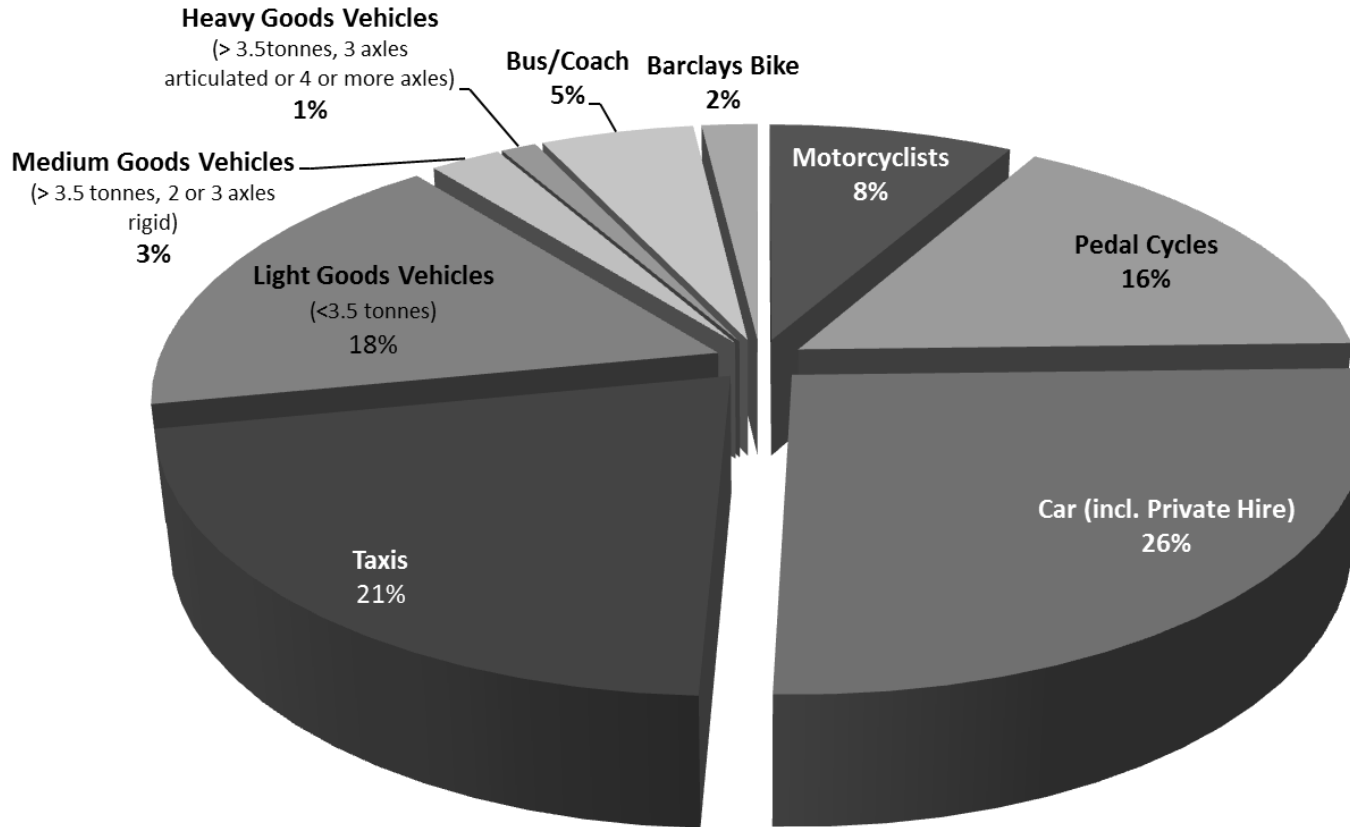
T: 020 7332 4990

E: [steve.presland@cityoflondon.gov.uk](mailto:steve.presland@cityoflondon.gov.uk)

### Total Traffic Flow and Composition (0700-1900)

All Screen Lines – (2014 Data)

(Total: 154,424)



## Appendix 2

### Congestion in the City

#### Key

+++ : high positive impact  
 ++ : medium positive impact  
 + : low positive impact  
 0 : no impact  
 --- : high negative impact  
 -- : medium negative impact  
 - : low negative impact

ISSUE	Congestion Impact	Cost Income = +	London Assembly Review included	Health & Wellbeing	Road Safety	Noise Strategy	Air Quality
<b><u>LOBBYING</u></b>							
Significant increase in Congestion Charge	+++	0	Yes	+++	+++	+++	+++
TfL Limiting Access to City	+++	0	No	+++	+++	+++	+++
Reducing Bus Numbers (reduce signal green time)	+	0	Yes	+	+	+	+
Bridge Tolls	++	+	Yes	++	++	++	++
<b><u>CITY STRATEGIC</u></b>							
Technology e.g. congestion alerts	+	--	Yes	+	+	+	+
Zero Emission Only / Timed Closures	++	-	No	++	++	++	++
Consolidation / Freight retiming	++	-	Yes	++	++	++	++
Servicing & Delivery Plans / Planning Policy Change	++	0	No	++	++	- / 0	++
Construction Logistics Plans	+	0	No	+	++	- / 0	+
Working with Neighbours / Congestion Forum	+	-	No	+	+	0	+
Loading Restriction Review	+	-	No	+	+	-	+
Increase Parking Charges	+	+	No	+	+	0	+
Declassify A & B Roads	+	-	No	+	+	+	+

<b>C. <u>REACTIVE MITIGATION</u></b>							
CEO Deployment	+	-	No	+	+	- / 0	+
Real Time Monitoring Officer	+	-	No	+	+	0	+
City Wide Congestion Mapping / Causation Analysis & Response	0 / +	-	No	0 / +	0 / +	0 / +	0 / +
<b>D. <u>OTHER</u></b>							
New Below Ground Roads	++	---	No	++	0	++	++
Park & Ride	+	-	Yes	+	+	+	+



# Agenda Item 8

TO: **PLANNING AND TRANSPORTATION  
COMMITTEE**

30 November 2016

FROM: **BARBICAN RESIDENTIAL COMMITTEE**

19 September 2016

## Lift at Wood Street/London Wall

Members remained very concerned about the frequent failures of this lift, given that the only alternative route was via the escalator and by-passing considerable road works and bicycle bays, which made crossing the road both hazardous and inconvenient. Whilst noting that this was outside the remit of the Barbican Residential Committee, Members asked for their concerns to be presented to the Planning and Transportation Committee by way of a resolution. Officers assured Members that they took their concerns very seriously and would continue to work with the relevant departments in seeking a resolution and keep the Chairman briefed.

RESOLVED, That:

1. The Planning and Transportation be asked to note the serious concerns of the Barbican Residential Committee in respect of the frequent failure of the Wood Street lift and the resultant inconvenience and disruption to residents, particularly in light of the lack of a suitable alternative through fare.
2. The update report be noted.

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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 three listed lifts/escalators that suffered breakdown within the reporting period are shown within this report.
- The report was created on 18 November 2016 and subsequently since this time the public lifts or escalators may have been brought back into service or experienced further breakdowns which will be conveyed in the next report.

Location And Age	Status as of  16/11/2016	% of time in service between 12/10/2016 and 16/11/2016	Number of times reported Between 12/10/2016 and 16/11/2016	Period of time Not in Use Between 12/10/2016 and 16/11/2016	Comments  Where the service is less than 100%
<b>London Wall (No.1) Escalator (UP)</b>	OUT OF SERVICE	0%	0	840 hrs	Lift out of service from 09/08/2016, refurbishment of escalator gearbox and drive unit underway. Current schedule for completion is early December.
<b>London Wall (No.1) Lift Western Pavilion</b>	OUT OF SERVICE	78%	1	184 hrs	08/11/2016 Lift developed an electrical fault caused by the motor failing. The motor has been replaced but unfortunately another fault with the control panel was identified due to the loss of power, parts have been ordered. Estimated return to service 23 <sup>rd</sup> November 2016.
<b>Tower Bridge Underspan</b>	OUT OF SERVICE	0%	0	840 hrs	Lift taken out of service due to Tower Bridge Bascule re-decking project.

*Additional information*

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