



## Planning and Transportation Committee

**Date:** WEDNESDAY, 25 JANUARY 2017

**Time:** 9.00 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

Christopher Hayward (Chairman)	Deputy Henry Jones
Deputy Alastair Moss (Deputy Chairman)	Gregory Jones QC
Randall Anderson	Alderman Vincent Keaveny
Alex Bain-Stewart	Oliver Lodge
David Bradshaw	Paul Martinelli
Henry Colthurst	Deputy 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	Deputy 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  
tel. no.: 020 7332 3414  
amanda.thompson@cityoflondon.gov.uk

**NB: Part of this meeting could be the subject of audio or video recording**

**John Barradell**  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
  - a) Planning and Transportation Committee (Pages 1 - 10)  
To agree the public minutes and summary of the meeting held on 13 December 2016.  

**For Decision**
  - b) Streets and Walkways Sub-Committee (Pages 11 - 20)  
To note the draft public minutes of the meeting held on 6 December 2016.  

**For Information**
4. **REVIEW OF THE COMMITTEE'S TERMS OF REFERENCE**  
Report of the Town Clerk.  

**For Decision**  
(Pages 21 - 24)
5. **CHAIRMEN OF COMMITTEES**  
Report of the Town Clerk.  

**For Information**  
(Pages 25 - 26)
6. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR.**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 27 - 58)
7. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 59 - 62)

8. **REPORTS RELATIVE TO PLANNING APPLICATIONS**

- a) Leadenhall Court, 1 Leadenhall Street London, EC3V 1AB (Pages 63 - 140)

Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (182.7m AOD).

**For Decision**

- b) Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE (Pages 141 - 180)

Installation of two air conditioning units at sixth floor.

**For Decision**

- c) Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE (Pages 181 - 184)

Listed Building Consent.

**For Decision**

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

- a) Cloth Fair Noise Disturbance (Pages 185 - 194)

**For Decision**

- b) City Freight & Servicing Strategy - Update (Pages 195 - 202)

**For Information**

- c) Bloomberg Development Highway Work (Report to Follow)

This report was not available at the time of agenda publication and will be circulated separately.

**For Decision**

10. **REPORTS OF THE CITY SURVEYOR**

- a) City Fund Highway Declaration - Development at 90 Fetter Lane, EC4 (Pages 203 - 208)

**For Decision**

- b) Public Lift Update (Pages 209 - 210)

**For Information**

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

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

13. **EXCLUSION OF THE PUBLIC**

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

**For Decision**

**Part 2 - Non-public Agenda**

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

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

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

## PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 13 December 2016

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

### **Present**

#### **Members:**

Christopher Hayward (Chairman)	Paul Martinelli
Deputy Alastair Moss (Deputy Chairman)	Brian Mooney
Peter Dunphy	Sylvia Moys
Alderman David Graves	Graham Packham
Deputy Brian Harris	Deputy Henry Pollard
Graeme Harrower	James de Sausmarez
Alderman Vincent Keaveny	Michael Welbank (Chief Commoner)

#### **Officers:**

Simon Murrells	- Assistant Town Clerk
Greg Moore	- Town Clerk's Department
Gemma Stokley	- Town Clerk's Department
Henry Tanner	- Town Clerk's Department
Simon Owen	- Chamberlain's Department
Dipti Patel	- Chamberlain's Department
Alan Rickwood	- City of London Police
Deborah Cluett	- Comptroller and City Solicitor's Department
Alison Hurley	- City Surveyor's Department
Carolyn Dwyer	- Director of the Built Environment
Annie Hampson	- Chief Planning Officer & Development Director
Sue Bacon	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Steve Presland	- Department of the Built Environment
Ted Rayment	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Craig Stansfield	- Department of the Built Environment
Richard Steele	- Department of the Built Environment
Jon Averbs	- Markets & Consumer Protection Department
Kelly Wilson	- Markets & Consumer Protection Department

#### **1. APOLOGIES**

Apologies were received from Randall Anderson, Alex Bain-Stewart, David Bradshaw, Henry Colthurst, Revd. Dr Martin Dudley, Deputy Bill Fraser,

George Gillon, Alderman Peter Hewitt, Alderman Robert Howard, Deputy Henry Jones, Oliver Lodge, Judith Pleasance, Tom Sleigh, Graeme Smith, Angela Starling, Patrick Streeter and Deputy James Thomson.

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

Marianne Fredericks highlighted a declarable interest recorded on her register of interests in respect of item 6 and withdrew from the meeting whilst the item was considered. She also advised prior to consideration of this item that she had entered in to no material discussions on this issue with relevant Members or officers.

**3. MINUTES**

a) The public minutes of the meeting held on 28 November 2016 were approved.

b) The public minutes of the meeting held on 30 November 2016 were approved.

**4. BANK JUNCTION IMPROVEMENTS: EXPERIMENTAL SAFETY SCHEME**

The Committee considered a report of the Director of the Built Environment concerning the proposed introduction of an experimental safety scheme at Bank Junction. A resolution of the Streets and Walkways Sub-Committee, which had considered this item at its meeting on 5 December 2016, was also noted.

The Assistant Director (Local Transportation) briefed the Committee on the background proposal, noting that Bank Junction was one of the busiest road junctions in London. The experimental scheme offered several benefits, but at this early stage the primary benefit would be public safety and a reduction in casualties; monitoring would be crucial to ensure that casualties were not simply being moved elsewhere as a result of traffic diversions and a number of attitudinal surveys, road safety audits, journey time measurements and air quality readings would be taken throughout the life of the trial to ensure a comprehensive understanding of its impact. Transport for London had examined the proposals in detail and had agreed they represented a sound potential solution to issues at Bank Junction, as well as offering real improvements to journey times for buses through the junction.

At the invitation of the Chairman, five persons addressed the Committee from the public gallery: Steven McNamara (Licensed Taxi Drivers' Association), Peter Murray (Construction Industry Cycling Commission), Vincent Stops (London TravelWatch), Steve Monk (London Cycling Campaign) and Tom Platt (London Living Streets) were heard.

Following these addresses, the Chairman opened debate by emphasising that a "do nothing" option did not exist in this case, highlighting the number of tragic accidents in each year, drawing attention to the fact that road safety was currently a red rated Corporate risk; to do nothing would be negligent. He added that he had recently met with representatives of the Licensed Taxi Drivers' Association who had asked if consideration could be given to their being able to use the bus routes through the junction. Copies of the LTDA's

letter as well as the Chairman's response had been tabled, but in essence given that buses went through almost all possible routes through the junction, this would effectively result in the status quo being more or less retained for taxis. The Assistant Director (Local Transportation) cautioned that officers' belief was that the removal of other vehicles whilst retaining access for taxis would result in an increased number of taxis to fill the newly created capacity, thereby leading to similar issues as at present but with an altered composition of vehicles.

A Member spoke to lament the lack of improvements for pedestrians included within this scheme, noting that six crossings were due to see reduced time for pedestrians to cross and that barricades were to be retained. He urged that any improvement to the junction should necessarily take in to account the majority of the junction's users. Other Members added their hope that more ambitious plans would be brought forward in the longer term which would consider the transformation of Bank Junction in to a modern and first-class location worthy of its location at the heart of one of the world's greatest cities. Officers confirmed that this particular proposal was just a first step towards this larger scheme, concerned primarily at this stage with improving safety at the junction; a wider piece of work was on-going which would look at the overall transformation of the junction in the longer term.

Responding to further queries around the potential impact on people with disabilities or mobility issues, it was advised that previous monitoring of the junction suggested that only a very small number of such individuals currently used taxis for collection or drop-offs in the affected area and therefore removing the ability of taxis to stop at the junction was not anticipated to have a significant impact. It was also confirmed that the knock-on impact of the changes to traffic outside the City been robustly examined, with highly extensive modelling demonstrating no impact on other TfL roads as the redistribution of traffic would be very local.

In response to a query concerning the impact of the scheme on tourist buses, the Assistant Director (Local Transportation) advised that such buses were licensed by TfL and that he would be engaging with both TfL and bus operators with a view to exploring variations to their routes to take them away from the junction.

A number of Members spoke to express their view that the most fundamental improvement to be achieved would be free-flowing traffic in the area, which would prove more beneficial to taxis and other road users in the longer run than access at the junction. Consequently, enforcement activity in the surrounding areas to prevent activity such as illegal unloading would be vital and officers were requested to bring back reports on enforcement activity within six months. The Assistant Director (Local Transportation) reassured Members that regular monitoring reports would be presented to the Committee, covering aspects such as enforcement and traffic data.

In reply to a question concerning the proposed length of the experimental scheme, it was advised that Traffic Regulation Orders required any scheme to

be operated for a six month period. As it was expected that the scheme would need to be tweaked in response to issues that might emerge once it was put in place and, given that the six month period would restart after such changes, it was felt that a total period of eighteen months was a prudent and realistic timeframe.

The Chairman thanked all Members and public speakers for their input to the debate and asked the Committee to consider the proposals as set out in the report. Upon the proposals being put to the vote, fourteen Members voted in favour of the proposals, with no Members opposed and one Member declining to vote. It was consequently:-

RESOLVED: That approval be given to:-

- the recommendation to proceed to implementation of the experimental safety scheme at Bank to be bus and cycle only Monday to Friday, 0700 -1900 for a period of up to 18 months by use of an experimental traffic order;
- authority being delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman to agree the procurement for the temporary enforcement cameras if not within the estimated budget range;
- the budget of £792,000 to implement, monitor and report back to committee the outcome of the experimental scheme within 18 months of the scheme becoming operational; and
- the inclusion of any further Transport for London funding to the project budget that arises after the Committee's decision.

• **TUDOR STREET - ALTERNATIVE DESIGN & MITIGATION MEASURES**

The Committee considered a report of the Director of the Built Environment presenting an alternative road layout design for the Tudor Street junction. This followed the Court of Common Council's decision in April 2016 to reject the previously proposed layout caused by the introduction of Transport for London's North-South cycle superhighway from Blackfriars to Stonecutter Street in view of the concerns raised by Members, residents and the Temples.

A Member spoke to commend the Chairman and officers for their positive engagement with TfL and the Temples on this issue and their success in achieving this much improved solution.

The Committee noted that a detailed design and safety audit would be reported back to the Streets and Walkways Sub-Committee before works began, with the exception of the mitigation measures which needed to be put in place as soon as possible.

RESOLVED: That the Committee agree to recommend the Court of Common Council to:

5. agree and instruct officers to continue to work with TfL to progress the alternative layout as shown in Appendix 2.
6. approve a total estimated cost of £195,000, of which £175,000 is a contribution towards TfL's costs in delivering the alternative layout.



7. approve and agree to the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation) as shown in Appendix 3.

- **15 TRINITY SQUARE UNAUTHORISED SHORT TERM LETTING - ENFORCEMENT REPORT**

The Committee considered a report of the Chief Planning Officer and Development Director concerning a reported breach of planning control at 15 Trinity Square, involving the unauthorised use of three flats as short-term lets in excess of the 90 nights permitted per calendar year.

Prior to consideration of this item, Marianne Fredericks highlighted a declarable interest recorded on her register of interests in respect of this item. She advised the Committee that she had entered in to no material discussions on this issue with relevant Members or Officers and would not participate in the debate on this item. Consequently, she then withdrew from the meeting for the duration of the consideration of this matter.

It was noted that the principal issues of concern in considering this breach were the loss of residential flats, the effect on the amenity of residents in terms of noise and shared facilities, security concerns, and the impact on the building. Having regard to the provisions of the development plan and the material considerations, it was considered expedient to take enforcement action, under section 172 of the Town and Country Planning Act 1990, to remedy the breach of planning control.

In introducing the report, the Chief Planning Officer and Development Director informed the Committee that the owners of the flats in question had accepted they had been in breach of the 90 day limit and had co-operated entirely throughout the process. They had since submitted additional representations which expressed their view that they had taken steps to improve the security and facilities of the building. They advised that they had also been unaware of any noise complaints and expressed dissatisfaction at being the first owners to have such enforcement action taken against them and queried the motives of the complainants.

In debating the report, Members noted that excessive short-term letting was an issue of concern across the City and suggested that officers would need to give wider thought to the issue of monitoring and enforcement in this area. It was also suggested that guidance should be placed on the City Corporation's website, with a view to informing residents affected by this issue of the sort of information that they would need to gather to facilitate enforcement.

In response to a query around the possibility of requiring certain companies who facilitated short-term lets to participate in enforcement, a Member who also served on the Barbican Residential Committee advised that discussions were on-going with one such major company, who were likely to insert clauses in their contracts reminding owners of the legal position. However, these discussions were not concluded and were currently limited to a single company;

they would also not prevent people from intentionally circumventing these restrictions.

In response to queries around the rationale for this issue being presented to Committee, the Deputy Chairman suggested that it was important to be seen to be send a strong message given this was the first use of enforcement action and the very real concerns around the shortage of housing supply.

RESOLVED: That the Committee agree to:

6. issue Enforcement Notices in respect of flats 6, 9 and 15, 15 Trinity Square to secure the cessation of the unauthorised use; and
7. instruct the Comptroller and City Solicitor to serve copies on the owners and occupiers and any other persons having an interest in the land materially affected by the Notice.

- **CITY CORPORATION'S RESPONSE TO MAYOR'S CONSULTATION ON 'A CITY FOR ALL LONDONERS'**

The Committee considered a report of the Director of the Built Environment setting out a proposed response to the Mayor of London's statement of ambition for the future of London and Londoners, 'A City for all Londoners'. Responses to this consultation would be used to inform the development of the Mayor's seven statutory strategies, including the London Plan and the Transport Strategy, which would then be published for consultation during 2017.

Introducing the report, the Policy & Performance Director was pleased to note the statement's continued support for and commitment to the protection of the international business cluster within the City of London and the rest of the Central Activities Zone. The statement's recognition of the need to improve transport infrastructure and resilience, as well as an improved focus on air quality, were also particularly welcome. A draft response to the consultation was set out at appendix one to the report which also highlighted additional issues that the City Corporation would wish the Mayor to consider, including further thought on increasing airport capacity and facilitating swift progress in this area, as well as the need to balance increased housing provision with the preservation of the central area as an employment hub.

In considering the proposed response, a Member asked that a request be included for the existing scope of protected views be revisited. The importance of pressing for the development of a Freight & Delivery Policy was stressed, as was the need to highlight how crucial the safety and security of London and its workers, residents, tourists and infrastructure was, with the potential impact of an attack on the economy of the entire country highlighted. It was also asked that more robust wording be used at appropriate points to emphasise the importance of the various issues set out in the response being acted upon.

RESOLVED: That Members:-

7. Note the summary of the key issues and the implications for the City of London arising from the Mayor's document 'A City for all Londoners', as set out in the report; and,

8. agree that the City Corporation supports the Mayor's ambitions for London and agree that the detailed comments set out in Appendix 1 should be forwarded to the Mayor as the City Corporation's formal response to 'A City for all Londoners', subject to the inclusion of Members' comments during discussion.

- **CONSULTATION ON THE CITY OF LONDON CORPORATION'S AIR QUALITY SUPPLEMENTARY PLANNING DOCUMENT**

The Committee considered a report of the Director of Markets and Consumer Protection that sought approval to the draft City of London Corporation Air Quality Supplementary Planning Document (SPD) for public consultation.

In response to queries around the proportion of development proposals which were air quality neutral, the Port Health & Public Protection Director advised that the majority of applications were already such but that the Plan was intended to increase the proportion further. He also agreed to include reference to both air and ground source heat pumps within the next version of the Plan.

RESOLVED: That the draft SPD be approved for an eight week public consultation period.

9. **REVENUE AND CAPITAL BUDGETS 2017/18**

The Committee considered a joint report of the Chamberlain, the Director of the Built Environment and the Director of Culture Heritage and Libraries seeking approval to the latest revenue budget for 2016/17 and the provisional revenue budget for 2017/18, for subsequent submission to the Finance Committee.

A Member noted that the repair and maintenance works for Blackfriars Bridge were now scheduled for 2017/18 and expressed concern at the delay, given that the Committee had previously been informed that the works had been scheduled for this year. The Chamberlain advised that the delay to the works was likely to be linked to the timings of the Thames Tideway Tunnel project, but undertook to confirm with the relevant technical officers and confirm with the Member following the meeting.

RESOLVED: That Members:-

9. note the latest 2016/17 revenue budget;
  10. confirm that the provisional 2017/18 revenue budget reflects the Committee's objectives and approve the budget for submission to the Finance Committee;
- approve the draft capital budget;
  - approve the draft 50 year Bridges' Repairs, Maintenance and Major Works Fund budgets and the consequent required contributions; and
  - authorise the Chamberlain to revise these budgets for changes to the Additional Works Programme and in respect of recharges.

- **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

The Committee received a report of the Chief Planning Officer and Development Director setting out the list of valid planning applications received by Department of the Built Environment since the last meeting.

It was noted that the list of delegated decisions, which normally accompanied this report, would be presented to the next meeting of the Committee.

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

11. **SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY MONITORING REPORT**

The Committee received a report of the Director of the Built Environment detailing the progress made in securing and implementing financial and non-financial planning obligations secured under the Community Infrastructure Levy Regulations 2010 (As amended)(CIL), Section 106 (S106) of the Town and Country Planning Act 1990 (The Act) and The London Plan, in the financial year 2015 to 2016. The report also provided an analysis for the period and included a financial summary.

Noting that only £51.8m of the £128.6m S106 monies received so far had been spent, Members sought assurances that the funds would be committed to appropriate projects and not returned to developers unused. It was advised that a review was currently underway to improve the efficiency with which these monies were spent to ensure that this was the case and the Chief Planning Officer confirmed that no funds had been required to be returned to developers to date.

In response to further questions, it was clarified that the Mayoral CIL monies were currently all committed to the Crossrail project. It was also confirmed that S106 agreements were used to secure non-financial obligations as far as possible, within the limits provided by the three statutory and policy tests for the use of planning obligations.

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

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*RESOLVED: With two hours having elapsed since the start of the meeting, in accordance with Standing Order No. 40 the Committee agreed at this point to extend the meeting by up to thirty minutes.*

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12. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT – QUARTERLY REPORT**

The Committee received a report of the Director of the Built Environment updating on the current risks that existed in relation to the operations of the Department of the Built Environment and, therefore, Planning & Transportation Committee. In response to the Committee's recent request, those risks

belonging to the Port Health and Environmental Services Committee had been separated out and removed from this report.

RESOLVED: That the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations be noted.

**13. PUBLIC LIFTS UPDATE**

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

The City Surveyor advised that the two lifts and one escalator which had been out of service at the time of writing the report had now been repaired and were back in use.

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

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

**Millennium Bridge**

In response to a Member's query concerning potential instability on the Bridge, the Director of the Built Environment was asked to undertake a check of its condition and advise the Member accordingly.

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

There were no urgent items.

**16. EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.

**17. NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 28 November 2016 were approved.

**18. DEBT ARREARS (BUILT ENVIRONMENT) PERIOD ENDING 30TH SEPTEMBER 2016**

The Committee received a report of the Director of the Built Environment setting out the levels of arrears associated with services provided by the Department and providing an analysis of the various debts, as well as action being taken to recover outstanding debts.

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

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

There were no questions.

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

There were no urgent items.

**The meeting closed at 12.35 pm**

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Chairman

**Contact Officer: Greg Moore  
tel. no.: 020 7332 1399  
gregory.moore@cityoflondon.gov.uk**

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

**Tuesday, 6 December 2016**

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

**Tuesday, 6 December 2016**

**Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am**

**Present**

**Members:**

Christopher Hayward (Chairman)	Marianne Fredericks
Graham Packham (Deputy Chairman)	Gregory Jones QC
Randall Anderson	Deputy Alastair Moss
Deputy John Barker (Ex-Officio Member)	Jeremy Simons (Ex-Officio Member)
Emma Edhem	

**Officers:**

Sacha Than	-	Town Clerk's Department
Olumayowa Obisesan	-	Chamberlain's Department
Simon Glynn	-	Department of the Built Environment
Gillian Howard	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Sam Lee	-	Department of the Built Environment
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Craig Stansfield	-	Department of the Built Environment
Alan Rickwood	-	City of London Police
Sarah Smallwood	-	City of London Police

The Chairman welcomed members of the public to the meeting.

**1. APOLOGIES FOR ABSENCE**

Apologies were received from Alderman Alison Gowman.

**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 8 November were agreed as a correct record, subject to the following amendments:

Page 3

“Report to follow” *to be* deleted from the heading.

Page 4

“Park and Ride” *to be* amended to “Park and Walk”.

Matters Arising

A Member raised that in relation to the Mark Lane Public Realm Enhancements which were discussed at the last meeting; if the police security barrier will go back past the servicing entrance to continue to allow servicing to the building via 70 Mark Lane, it had been agreed that the barrier would be flexible and could be retracted up and down so that the road could be opened up if required.

The Chairman advised that the Outstanding References report had been circulated to the Sub-Committee and would be considered under matters arising.

Parking for Motorcyclists

In response to Members asking that this piece of work be brought forward from 2017/18, officers reported that further advisement of timings would be considered at the January Streets and Walkways Sub-Committee meeting, but it will be a priority on the 2017/18 business plan for consideration at the February Planning and Transport Committee.

20mph Speed Limit

A report would be submitted to the February meeting.

Swan Pier

The matter had been referred to the City Surveyor and would be brought to the Sub-Committee in early 2017.

Cloth Fair Noise

The Chairman advised that both he and the Deputy Chairman would be attending a meeting with ward members in relation to this. A report would be brought to the January meeting of the Sub-Committee.

Inconsistent Road Markings

An update would be provided on this later in the meeting.

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

**4. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

**4.1 Bank Junction Improvements: Experimental Safety Scheme**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the proposed experimental Safety



Scheme at Bank Junction. Officers advised that there have been a number of casualties at Bank Junction and this was not a safe environment for cyclists and pedestrians. The focus of the proposed scheme would be on casualty reduction and to ensure safety at this key location.

Officers advised that to ensure the scheme delivers maximum benefit, it was proposed to implement an experimental traffic order with only buses, cyclists, and pedestrians allowed access to Bank Junction from 7am to 7pm from Monday to Friday. Officers highlighted that the modelling work carried out has shown that the average peak journey times for general traffic would be more efficient if only buses and cyclists were allowed access to the area whereas if taxis were allowed to continue using the Junction, the impact would be worse on traffic journey times than if nothing were to be done.

The Deputy Chairman advised that he had attended a meeting with the Taxi Trade and the following comments had been raised at the meeting:

- the Trade did not have confidence in the modelling results as they felt they had been discredited by the Cycle Super Highway;
- they would like two trials to be conducted, with one to include taxis;
- that there would be a negative impact on mobility impaired customers if taxis were not allowed in the zone;
- that another taxi rank be provided at King William Street if the scheme were to go ahead;
- that the taxis do not need all of the possible routes through the junction and they would be prepared to forego these if east-west access was maintained.
- that zero emission taxis should be allowed within the zone; and
- that taxi users had not been consulted in the survey so could another joint survey be carried out.

A detailed discussion took place with a number of questions and comments made by Members which included:

- Members confirmed that they had confidence in the modelling and evidence that had been presented to them by officers;
- this would be an experimental scheme to which changes could be made at a later date, therefore only buses and cyclists should be allowed access primarily and this could be amended later if necessary;
- the area close to Bank junction would still be accessible for those with mobility impairments;
- officers had looked into the creation of a taxi rank at King William Street and found that with the location of bus stops etc, this is not possible; however officers would look again to see if any of the other activity could be moved to accommodate a rank;
- surveys had previously taken place which showed the high volume of empty taxis crossing the Junction;
- in relation to mobility impaired customers, they are currently unable to be dropped off in the junction and so any new taxi prohibition would not make matters worse as taxis would be able to get near the Junction;

- as the scheme would encourage more cyclists to use the area, the road danger awareness team would increase their level of activity;
- the scheme would not specifically target air quality, but there were a number of City initiatives that would look at making improvements in this area;
- the proposed scheme would not cause traffic gridlock as similar schemes had been implemented in other areas of London, such as Holborn Circus which had been highly successful, and the modelling work carried out had demonstrated the safety benefits to the area;
- with the increased usage of perimeter roads, significant resources would be put in place for monitoring purposes, particularly in relation to looking at traffic signals;

Overall Members were supportive of the proposals and thanked officers for the level of work that had been undertaken.

Officers undertook to feed the Streets and Walkways Committee's comments in to the Planning and Transportation Committee.

The Chairman invited the Sub-Committee to undertake a straw poll to demonstrate the feeling for and against the proposals. The straw poll indicated overwhelming support for the recommendations contained in the report, although two Members of the Sub-Committee abstained due to not having been present for the whole debate.

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

- a) support the proposals set out in the report; and
- b) note the contents of the report.

#### 4.2 North - South Cycle Superhighway Phase 2: The City's response

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the North-South Cycle Superhighway proposals and the work carried out between City officers and Transport for London (TfL).

The Chairman advised that the Markets Committee had submitted a resolution to the Streets and Walkways Sub Committee which noted that Members of the Markets Committee would like to see the ban lifted on left turns into West Smithfield during certain hours. In response, Members advised that they were supportive of the position of the Markets Committee.

In response to a Member's question on the number of collisions within the market area, officers agreed to provide these details outside of the meeting.

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

- support TfL's proposal in principle to extend the North – South Cycle Superhighway from Stonecutter Street to Kings Cross;
- support the recommendation to direct officers to continue to work with TfL to establish if a timed suspension of the banned left turn is

- practicable during key market operating times, and also to consider how the cycle lane separation at Stonecutter Street might be improved; and
- also support the resolution of the Markets Committee for a suspension of the banned turn during the main market hours (9pm – 5am).

The Sub-Committee therefore supported the recommendations that were before them.

#### 4.3 **Tudor Street - Alternative Design & Mitigation Measures**

The Sub-Committee considered a report of the Director of the Built Environment which provided information on an alternative design for the Tudor Street junction which would be presented to the Planning Committee and the Court of Common Council.

The Chairman advised that the revised layout had taken place in consultation with the Temples and TFL, with both TFL and the City Corporation contributing towards the costs. The Chairman further advised that this alternative design was a compromise which brought all parties to an agreed position.

In response to a Member's question on timings for the project, officers advised that although TFL had approved the scheme in principal, additional traffic modelling would need to be carried out, as well as a safety audit.

In response to a Member's question about traffic accidents taking place following TfL's Superhighway, officers suggested that an accident profile be carried out for the junctions which the safety team could look at and raise with TFL. Members asked that the mitigation measures be put in place as soon as possible.

Members asked that following their approval of the recommendations, that the full scheme, i.e. a detailed design and safety audit be reported back to the Sub-Committee before works take place, with the exception of the mitigation measures, which would be implemented as soon as possible.

**RESOLVED** – That the Sub-Committee recommend to the Planning Committee to:

- a) agree and instruct officers to continue to work with TFL to progress the alternative layout as shown in Appendix 2;
- b) approve a total estimated cost of £195,000, of which £175,000 is a contribution towards TFL's costs in delivering the alternative layout; and
- c) approve and agree to the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation) as shown in Appendix 3.

#### 4.4 **Raised carriageway enforcement**

The Sub-Committee considered a report of the Director of the Built Environment which provided information on a proposal to implement measures in relation to the parking prohibition on raised carriageway sites. Officers

advised that Section 86 prohibits parking at all times on raised carriageways, however as the act gives no provisions to make this clear, for example, via road markings, the onus to be aware of this act has been on the public.

**RESOLVED** – That the Sub-Committee approve the introduction of double yellow lines on raised carriageways at locations where either single yellow or no lines are present, at a total estimated cost of £23,800, funded from the Department of Built Environment’s Traffic Management Budget for 2016/17.

#### 4.5 **City-Wide Pedestrian Model**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the digital pedestrian model and the proposed enhancements to the model. Officers advised that the model had enabled them to identify future levels of pedestrian movement.

In response to a Member’s question on whether future simulations could be carried out without requiring the aid of the vendor which incurs a cost each time, officers advised that whilst it would not be possible to fully bring the software in-house, any future manipulations with the supplier would not incur a high cost.

A discussion took place during which Members raised amongst others the following points:

- that the report be submitted to the Planning and Transportation Committee for information;
- that the model provides a number of opportunities and has a lot of uses, but other measures could be in place to capture the number of people using the spaces, for example mounted cameras;
- whether costs could in future be funded from the Community Infrastructure Levy;

**RESOLVED** – That:

- a) the Sub-Committee note the contents of the report;
- b) the Sub-Committee authorise officers to extend the project budget by £137,600 in order to procure further enhancements to the model. This will be part funded by TFL (£80,000), and partly from departmental resources (£57,000); and
- c) the Sub-Committee authorise a waiver of procurement orders to allow officers to procure these services directly from Space Syntax Ltd; and
- d) the report be submitted to the Planning and Transportation Committee for information.

#### 4.6 **Crossrail Urban Realm Projects: Update Report**

The Sub-Committee considered a report of the Director of the Built Environment which advised of the status of the Crossrail proposals for the areas immediately surrounding the three station accesses in the City.

The Sub-Committee was advised that a resolution had been received from the Markets Committee which noted that Members of the Markets Committee were dissatisfied with the compromise with Crossrail to accommodate a formal, 15 metre long, loading bay for market trader use towards the northern end of Lindsey Street and that the Committee maintained the view that the cycle stands could lead to problems in navigating the turn on the corner of the street.

In response, officers addressed the concerns of the Markets Committee by advising the Sub-Committee that the original loading bays used by the Market had been under hoarding for a number of years and the activities of the Market had continued. Officers further advised that a compromise had been proposed as a result of discussions with the Markets and Crossrail of a loading bay that could be used by the Markets and would also be available to pedestrians during peak hours. Officers advised that they felt this was an acceptable solution.

Officers further advised that in response to the concerns in relation to the cycle stands, they felt that the turn was wide enough and could be used by large vehicles, citing the example of a 16 metre refrigerated vehicle which successfully navigated the turn with the stands in place, but would be disposed to look at modifying the position of the cycle stands to allow for overrun onto the footway.

Members raised that they would expect an uptake in cyclists in the Liverpool Street area and asked that provisions be made for them.

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

- a) note that the public realm proposals for the Crossrail Work Sites in the City have been submitted to the City, as Local Planning Authority under Schedule 7 of the Crossrail Act and a delegated decision is due by the end of 2016;
- b) in respect of the Crossrail Work Sites approve the proposed new loading bay, footway build-out and taxi rank on Lindsey Street (Farringdon East Station), subject to i) a Waiting and Loading Order being approved in respect of the loading bay and ii) the taxi rank being appointed by the Commissioner of the City of London Police;
- c) in respect of the Crossrail Work Sites note that a new project will be initiated to manage the reinstatement of land at the Finsbury Circus construction shaft;
- d) in respect of the Wider Work Areas authorise officers to complete the design of the areas immediately adjacent to the Crossrail Works Sites at Liverpool Street and Moorgate (the Wider Work Areas), and further authorise the release of the following additional funds for this purpose: £213,000 for Liverpool Street, and £218,000 for Moorgate, both to be funded by S106 funds.

#### **4.7 Monument and Lower Thames Street Junction -Public Realm Enhancement Project (Update)**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of the Monument and Lower Thames

Street Junction public realm enhancement project. Officers advised that this project would create green spaces, opportunities for informal seating, and an improved layout within the area.

In response to Member's questions on future maintenance, officers advised that the responsibility would lie with the City and not TFL.

Members asked that officers ensure skateboarding is discouraged when creating the designs.

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

- a) agree that the project proceeds to Gateway 5 at a total estimated cost up to £260,032 to be funded from Transport for London (£111,532), the 20 Fenchurch Street Section 106 Agreement (£97,500 plus interest accrued and indexation) and further funding of approximately £50,000 to be identified and confirmed at the next reporting stage – see paragraph 3, Next Steps;
- b) agree the funding of £32,500 required to reach the next stage of reporting to be funded from Transport for London (£111,532) – see details in table 2; and
- c) agree that this project proceed on the light route of the project procedure.

#### 4.8 **Special Events in March 2018**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview of two applications received by the City for two half marathons to take place in March 2018 and asked Members for their views on whether either or both events should be supported. Officers advised that the Culture, Heritage and Libraries Committee had voted in favour of option 2a, which recommended to TFL that they reject London Marathon's application.

Members discussed the merits of both events, but noted that whilst the London Marathon had a global and recognisable brand, the London Landmarks Half Marathon (Tommy's) offered a unique approach which promoted the City's cultural offer.

Members raised their concerns on holding two events in such close proximity to each other, and noted that whilst both events would provide benefits to local businesses, it was important to consider their impact, for example, the need to close City roads.

The Chairman invited Members of the Sub-Committee to vote for their preferred option, the vote indicated overwhelming support for option 2a with one Member abstaining.

**RESOLVED** – That:

- a) the Sub-Committee support the London Landmarks Half Marathon (Tommy's) event to take place in the City (subject to detailed traffic management design, communications planning & safety assessment);
- b) the Sub-Committee reiterate to TfL the City's concerns regarding the addition of further events to the event calendar in general beyond the London Landmarks Half Marathon;
- c) the City make it clear to TfL that should only one event be thought appropriate for this time of year, the City's clear preference would be to support the Tommy's proposal, in accordance with the significant additional benefit to the City as illustrated in the assessment matrix.

**4.9 Eastern City Cluster - Public Art (Year 6 & 7-9)**

The Sub-Committee considered a report of the Director of the Built Environment which provided an overview on Year six of the Sculpture in the City project; advised on preparations for Year seven; and reviewed funding for the delivery of Years eight and nine. Officers advised that a three year cycle for this project had previously been approved and that over the next three years, options would be considered such as; expansion of the online education programme, increasing the global reach through working with international artists, and continuing to support local UK artists.

In response to a Member's question on an increase in costs in relation to staffing, officers advised that in previous years the project had been partially staffed through existing City employees, but the £90,000 would provide specifically assigned staff to the project.

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

- a) note the contents of the report;
- b) agree to retain the project in-house for the next three years;
- c) agree that any underspend from previous years be transferred to future years of the project;
- d) approve the appointment and/or procurement of all services associated with the delivery of the project for years 2017-19 in accordance with Section 5 of the report; and
- e) delegate authority to the Director of Transportation and Public Realm and Head of Finance to adjust the project budget between staff costs, fees and works (and between Years seven to nine), providing the overall budget is not exceeded.

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

There were no questions.

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

There was no other business.

**The meeting closed at 1.12 pm**

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Chairman

**Contact Officer: Sacha Than**  
**tel. no.: 020 7332 3419**  
**sacha.than@cityoflondon.gov.uk**



<b>Committee:</b> Planning & Transportation Committee	<b>Date:</b> 25 January 2017
<b>Subject:</b> Terms of Reference and Frequency of meetings	<b>Public</b>
<b>Report of:</b> Town Clerk	<b>For Decision</b>
<b>Report author:</b> Amanda Thompson, Town Clerk's Department	

## **Summary**

As part of the post-implementation review of the changes made to the governance arrangements in 2011 it was agreed that all Committees should review their terms of reference annually. This will enable any proposed changes to be considered in time for the reappointment of Committees by the Court of Common Council.

It is proposed that the approval of any further changes to the Committee's terms of reference be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman.

The Committee is also required to review the frequency of its Committee meetings.

## **Recommendations**

That:

- a) Subject to any comments, the amended terms of reference of the Committee be approved for submission to the Court, as set out at Appendix 1, and that any further changes required in the lead up to the Court's appointment of Committees be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman; and
- b) Members consider whether any change is required to the frequency of the Committee's meetings.

### **Contact:**

Amanda Thompson

Telephone: 020 7332 3414

Email: [Amanda.thompson@cityoflondon.gov.uk](mailto:Amanda.thompson@cityoflondon.gov.uk)

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## PLANNING & TRANSPORTATION COMMITTEE

1. Constitution  
A Ward Committee consisting of,
  - four Aldermen nominated by the Court of Aldermen
  - up to 31 Commoners representing each Ward (two representatives for the Wards with six or more Members regardless of whether the Ward has sides) or Side of Ward.
2. Quorum  
The quorum consists of any nine Members.
3. Terms of Reference  
To be responsible for:-
  - (a) All functions of the City as local planning authority [relating to town and country planning and development control] pursuant to the Town and Country Planning Act 1990, the Planning (Listed Building and Conservation Areas) Act 1990 and Compulsory Purchases Act 2004, the Planning Act 2008 and all secondary legislation pursuant to the same and all enabling legislation (including legislation amending or replacing the same).
  - (b) Making recommendations to Common Council relating to the acquisition, appropriation and disposal of land held for planning purposes and to exercise all other functions of the local planning authority relating to land held for planning (or highways) purposes, and making determinations as to whether land held for planning or highways purposes is no longer required for those purposes, other than in respect of powers expressly delegated to another committee.
  - (c) All functions of the Common Council as local highway, traffic, walkway and parking authority (other than in respect of powers expressly delegated to another committee) and the improvement of other open land under S.4 of the City of London (Various Powers) Act 1952.
  - (d) All functions under part II of the City of London (Various Powers) Act 1967 including declaration, alteration and discontinuance of City Walkway.
  - (e) All functions relating to the construction, maintenance and repair of sewers in the City, including public sewers (on behalf of Thames Water under an agency arrangement).
  - (f) All functions relating to the Stopping Up of highway (including as local planning authority and highway authority).
  - (g) All functions relating to street naming and numbering under the London Building Acts (Amendment) Act 1939.
  - (h) All functions relating to the control, maintenance and repair of the five City river bridges (insofar as matters not within the delegated authority of another Committee).
  - (i) All functions relating to building control under the Building Act 1984, Building Regulations 2000-10 and London Building Acts 1930-82.
  - (j) The setting of building control charges under the Building (Local Authority Charges) Regulations 2010.
  - (k) Response to and resolution of dangerous structures under the London Building Acts (Amendment) Act 1939.
  - (j) All functions relating to the City of London Corporation's commemorative blue plaques.
  - (k) All functions relating to the Local Land Charges Act 1975.
  - (l) The appointment of the Chief Planning Officer.
  - (m) The appointment of the Director of the Built Environment (in consultation with the Port Health and Environmental Services Committee).
  - (n) The appointment of such Sub-Committees as is considered necessary for the better performance of its duties including a Streets & Walkways Sub-Committee.

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# Agenda Item 5

TO: **PLANNING & TRANSPORTATION COMMITTEE**

25 January 2017

FROM: **POLICY AND RESOURCES COMMITTEE**

15 December 2016

## **APPOINTMENT OF CHAIRMEN OF SUB-COMMITTEES**

Members considered and approved a report of the Town Clerk and Comptroller and City Solicitor regarding the appointment of Sub-Committee Chairmen.

### **RESOLVED – that:-**

- when a Chairman does not wish to exercise his/her right to be the Chairman of a Sub-Committee and wishes a specific Member to be appointed, Committees adopt a convention whereby the Chairman submits his/her nomination for Chairman and/or Deputy Chairman to the service committee for approval; and
- a resolution to this effect be circulated to all relevant Committees to endorse this convention.

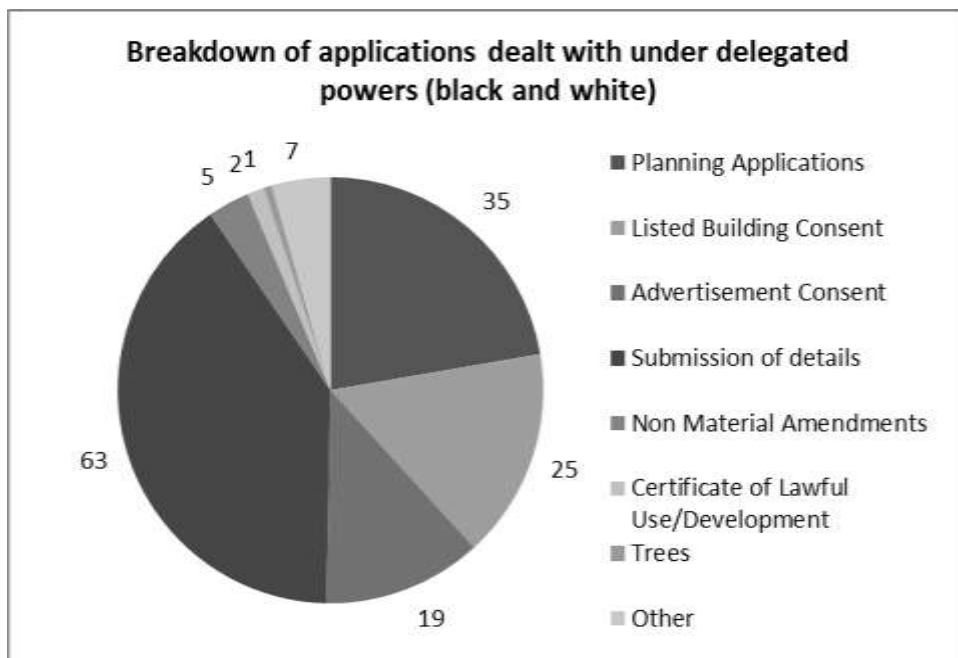
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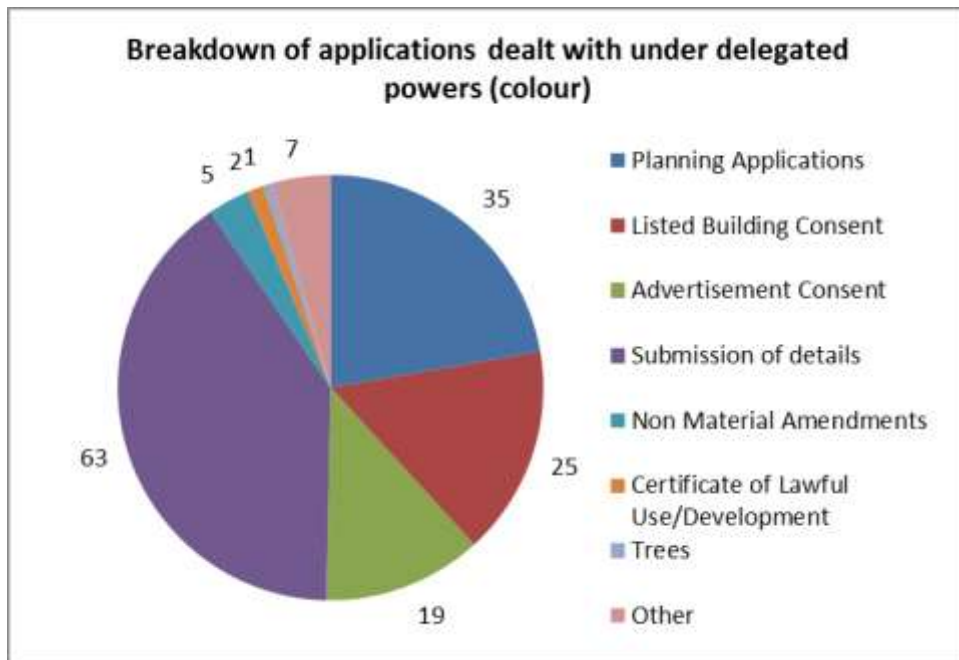
<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	25 <sup>th</sup> January 2017
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

## 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 157 (one hundred and fifty seven) matters have been dealt with under delegated powers. Over a third of these relate to submission of details of previously approved schemes, and a number relate to works to listed buildings. Nineteen (19) applications for advertisement consent have been dealt with, of which two (2) were refused. Thirty five (35) applications for development have been approved including 5,558sq.m of floorspace and six (6) applications for change of use.





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

#### Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
16/00976/MDC Aldersgate	2 Fann Street London EC2Y 8BR	Particulars and samples of external windows and doors pursuant to condition 7d of planning permission 14/00322/FULMAJ dated 06/03/2015.	Approved 17.11.2016
16/00977/LDC Aldersgate	2 Fann Street London EC2Y 8BR	Particulars and samples of external windows and doors pursuant to condition 2(d) of listed building consent 15/00527/LBC dated 02/07/2015.	Approved 17.11.2016
16/00978/MDC Aldersgate	2 Fann Street London EC2Y 8BR	Particulars and samples of curtain walling pursuant to condition 7a (part) of planning permission 14/00322/FULMAJ dated 06/03/2015.	Approved 17.11.2016
16/00979/LDC	2 Fann Street	Particulars and samples of	Approved



Aldersgate	London EC2Y 8BR	curtain walling pursuant to condition 2a (part) of listed building consent 15/00527/LBC dated 02.07.15	17.11.2016
16/00998/MDC Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Details of rooftop plant and basement plant mounting pursuant to condition 11 of planning permission dated 06 March 2015 (ref: 14/00322/FULMAJ).	Approved 29.11.2016
16/01045/NMA Aldersgate	YMCA 2 Fann Street London EC2Y 8BR	Application under Section 96a of the Town and Country Planning Act 1990 for a non-material amendment to vary condition 19 of planning permission dated 6th March 2015 (ref: 14/00322/FULMAJ) to enable the replacement of the access doors on the north elevation either side of the main entrance with fire-safe automatic opening vent windows.	Approved 29.11.2016
16/01061/LBC Aldersgate	311 Shakespeare Tower Barbican London EC2Y 8NJ	Internal reconfiguration of non-structural internal walls, doors and associated frames.	Approved 08.12.2016
16/01079/LBC Aldersgate	134 Defoe House Barbican London EC2Y 8ND	Reconfiguration of existing partition wall and other minor internal alterations to flat.	Approved 24.11.2016
16/00843/MDC Aldgate	61 St Mary Axe, 80-86 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only) London EC2N 4AG	Details of materials on all external faces of the buildings pursuant to condition 11(a) (Part) of planning permission 12/00129/FULL dated 30.03.12	Approved 22.12.2016
16/01025/LBC	Dixon House 72	Application under Section 19	Approved

Aldgate	- 75 Fenchurch Street & 1 Lloyds Avenue London EC3M 4BR	of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 4 of listed building consent (application no. 15/00323/LBC) dated 26th May 2015 to refer to a revised list of drawings amended to reflect minor alterations to the detailed design.	22.12.2016
16/01030/NMA Aldgate	Dixon House 72 - 75 Fenchurch Street & 1 Lloyds Avenue London EC3M 4BR	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 14/00579/FULL dated 25th February 2015 to allow minor internal and external revisions including changes to the internal floor levels at 2nd and 4th floors, toilet arrangements at 1st to 6th floors, office lobby arrangements, external lighting positions and alterations to the Northumberland Alley facade.	Approved 22.12.2016
16/00920/MDC Bassishaw	Livery Hall Salters Hall 4 Fore Street London EC2Y 5DE	Details of the access slope, landscaping and retaining wall pursuant to condition 8 (a) and (b) of planning permission dated 08 November 2013 (ref: 13/00463/FULL).	Approved 20.12.2016
16/00921/LDC Bassishaw	Livery Hall Salters Hall 4 Fore Street London EC2Y 5DE	Details of the access slope, landscaping and retaining wall pursuant to condition 6 (a) and (b) of listed building consent dated 5 April 2016 (ref: 16/00113/LBC).	Approved 20.12.2016
16/01091/MDC Bassishaw	Livery Hall Salters Hall 4 Fore Street London EC2Y 5DE	Details of the reinstatement of the Salters' Hall gates pursuant to condition 7 (a) (in part) of planning permission dated 08 November 2013 (ref: 13/00463/FULL).	Approved 08.12.2016
16/01092/LDC	Livery Hall	Details of the reinstatement of	Approved

Bassishaw	Salters' Hall 4 Fore Street London EC2Y 5DE	the Salters' Hall gates pursuant to condition 5 of listed building consent dated 05 April 2016 (ref: 16/00113/LBC).	08.12.2016
16/01106/LBC 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.	Approved 20.12.2016
16/01226/PODC Bassishaw	55 Gresham Street London EC2V 7HQ	Submission of a Local Procurement and Local Training Skills and Job Brokerage Strategy pursuant to schedule 3 paragraph 2.1 and schedule 3 paragraph 3.4 of the section 106 agreement dated 21st December 2015 planning application reference 15/00706/FULMAJ	Approved 30.12.2016
16/01072/FULL Billingsgate	2 Idol Lane London EC3R 5DD	Use of part of the lower ground and part ground floors for a flexible use for either a shop/restaurant/non- residential institution/assembly & leisure (A1/A3/D1/D2) in lieu of a shop/restaurant (Class A1/A3) (599.5sq.m).	Approved 08.12.2016
16/01099/FULL Billingsgate	30 Fenchurch Street London EC3M 3BD	Installation of three louvres within external elevation of building at fifth floor level.	Approved 20.12.2016
16/01113/FULL Billingsgate	20 St Dunstan's Hill London EC3R 8HL	Installation of five new air conditioning units at second floor roof level.	Approved 20.12.2016
16/00255/ADVT Bishopsgate	Bus Shelter Outside Exchange Arcade	Installation and display of a freestanding internally illuminated advertisement measuring 1.3m wide by 2.4m	Refused 24.11.2016

	Bishopsgate EC2M 3WA	high by 0.35m deep (REFUSE)	
16/00378/FULL Bishopsgate	24 Widigate Street London E1 7HP	Extension of existing basement to the rear and excavation of second basement level (108sqm).	Approved 22.12.2016
16/00380/LBC Bishopsgate	24 Widigate Street London E1 7HP	Extension of existing basement to the rear and excavation of second basement level (108sqm); removal of partitions walls at ground floor level and installation of new partitions walls; removal of staircases from ground floor to basement and from ground floor to first floor and installation of new staircases; creation of new internal entrance lobby at ground floor level; and removal of partition wall and toilets at basement level and installation of new partition walls and relocated toilets.	Approved 22.12.2016
16/00548/MDC Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88- 90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only), London EC3	Details of the junctions between the landscaped space and the walls of St Ethelburga's Centre for Reconciliation and Peace, pursuant to Condition 11(r) of planning application Ref. 12/00129/FULL dated 30th March 2012.	Approved 22.12.2016
16/00552/MDC Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88- 90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only),	Discharge of condition 11(d), (h), (i), (j), (k), (l), (m) pursuant to application ref. 12/00129/FULL dated 30th March 2012.	Approved 22.12.2016

	London EC3		
16/00881/FULL Bishopsgate	New Chapter House 14 New Street London EC2M 4TR	Demolition of existing plant room and erection of a new sixth floor level to provide additional B1 (a) office accommodation (232sqm); formation of a 42sqm roof terrace; erection of a plant room at seventh floor level; alterations to the fenestration; associated internal and external alterations.	Approved  22.11.2016
16/00951/ADVT Bishopsgate	Premier Place 2 & A Half Devonshire Square London EC2M 4BA	Installation and display of one non-illuminated fascia sign measuring 1.76m high by 3m wide at a height above ground of 3m.	Approved  13.12.2016
16/00957/ADVT Bishopsgate	18 Liverpool Street London EC2M 7PD	Installation and display of i) one halo illuminated fascia sign measuring 5.1m wide by 0.7m high located at a height of 3m above ground floor level; ii) one externally illuminated projecting roundel sign measuring 0.6m in diameter located at a height of 2.75m above ground floor level.	Approved  22.11.2016
16/00968/ADVT Bishopsgate	Exchange Square Exchange Place London EC2A 2BR	Installation and display of i) ice rink panels comprising 35 non illuminated internal advertising panels & 20 non illuminated external panels measuring 0.68m high by 1.9m wide at a height above ground of 0.24m, ii) branding around the skate exchange comprising 30 non illuminated panels measuring 1.04m high by 2.3m wide at heights above ground between 1.2m and 7.1m, iii) non illuminated tent branding measuring 2.4m high by 10m wide at a height above	Approved  15.11.2016

		ground of 1.2m, iv) non illuminated tent branding measuring 2.4m high by 3.1m wide at a height above ground of 1.2m, v) branding around the viewing terrace comprising 12 non illuminated panels measuring 0.83 high by 2.3m wide at a height above ground of 1.2m, vi) 2 video screens measuring 1.1m high by 1.2m wide at a height above ground of 1.2m.	
16/00985/MDC Bishopsgate	4-5 Devonshire Square London EC2M 4YE	Details of an internal noise commissioning survey pursuant to condition 6 of planning permission 14/00849/FULL dated 15/12/2014.	Approved 17.11.2016
16/00986/MDC Bishopsgate	4-5 Devonshire Square London EC2M 4YE	Details of a noise report pursuant to condition 5 of planning permission 14/00849/FULL dated 15/12/2014.	Approved 17.11.2016
16/01004/FULL Bishopsgate	8 Devonshire Square London EC2M 4PL	Installation of a new portico entrance and safety barriers at roof level.	Approved 24.11.2016
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) (30sq.m) and installation of a new shopfront.	Approved 08.12.2016
16/01102/ADVT Bishopsgate	Devonshire Square London EC2M 4WD	Installation and display of i) two internally illuminated totem signs measuring 3m high by 0.75m wide and ii) two internally illuminated fascia signs measuring 1.34m high by 0.5m wide at a height above ground of 0.9m.	Approved 13.12.2016
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	Approved 20.12.2016

		of Building 6, 7 and 8.	
16/01136/MDC Bishopsgate	8 Devonshire Square London EC2M 4PL	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; details of the proposed new facade; details of new windows; details of soffits, hand rails and balustrades; details of the plant screen at roof level pursuant to condition 4 (a) (c1) (c2) (d) (e) of planning permission dated 22/4/2015 (15/00165/FULL).	Approved 05.01.2017
16/01277/PODC Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Submission of Highway Schedule of Condition Survey pursuant to schedule 3 paragraph 7.1 and 7.2 of Section 106 agreement dated 31 October 2016 in association with planning application reference 15/01387/FULEIA.	Approved 05.01.2017
16/00752/MDC Bridge And Bridge Without	11 – 19 Monument Street, 46 Fish Street & 1-2 Pudding Lane, London, EC3	Details of a Servicing Management Plan Pursuant to condition 28 planning permission 13/00049/FULMAJ dated 23/09/2013.	
16/00753/MDC Bridge And Bridge Without	11 - 19 Monument Street, 46 Fish Street & 1-2 Pudding Lane, London EC3	Details of an Interim Travel Plan pursuant to condition 29 of planning permission (application no. 13/00049/FULMAJ) dated 23rd September 2013.	Approved 13.12.2016
16/00837/FULL Bridge And Bridge Without	5 Philpot Lane London EC3M 8AN	Retention of alterations to the shopfront to include external illumination of the tiles on the panels above the shopfront	Approved 08.12.2016
16/00838/ADVT	5 Philpot Lane London	Retention of i) externally illuminated tiled fascia panel	Approved

Bridge And Bridge Without	EC3M 8AN	measuring 2.8m (w) by 0.5m (h) with halo illuminated individual lettering located at a height of 2.7m above ground floor level ii) externally illuminated tiled fascia panel measuring 2.8m (w) by 0.5m (h) with individual vinyl lettering located 2.9m above ground floor level iii) one externally illuminated projecting sign measuring 0.6m (h) by 0.7m (w) located at varying heights of 2.9m above ground floor level.	08.12.2016
16/01016/ADVT Bridge And Bridge Without	31 - 35 Eastcheap London EC3	Installation and display of i) one non-illuminated temporary advertisement measuring 22.3m high by 14m wide at a height above ground of 3.2m.	Approved 24.11.2016
16/01023/FULL Bridge And Bridge Without	23 -29 Eastcheap London EC3M 1DE	Installation of two flues and four louvres on the rear elevation.	Approved 29.11.2016
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.	Approved 24.11.2016
16/01043/LBC Bridge And Bridge Without	31 - 35 Eastcheap London EC3M 1DE	Internal alterations to the upper floor. Installation of a rear roof mansard extension, plant enclosure to the rear roof and louvres on the rear elevation.	Approved 24.11.2016
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.	Approved 01.12.2016
16/01097/LBC Bridge And Bridge Without	31 - 35 Eastcheap London EC3	Internal alterations to upper floors.	Approved 13.12.2016



16/01118/LBC Bridge And Bridge Without	31 - 35 Eastcheap London EC3M 1DE	Erection and display of a non-illuminated temporary shroud on the scaffolding covering the building.	Approved 13.12.2016
16/01248/NMA Bridge And Bridge Without	23 - 29 Eastcheap London EC3M 1DE	Non-material amendment under Section 96a of the Town & Country Planning Act 1990 (as amended) to condition 8 of planning permission 16/00267/FULL dated 24/05/2016 to extend the operational hours of the approved A3/A4 use between the hours of 07:00 and 00:00.	Approved 14.12.2016
16/00850/FULL Bread Street	St Paul's Cathedral School 2 New Change London EC4M 9AD	(i) Erection of a three storey boarding house elevated on piers above ground floor level to the south of the site; (ii) demolition of existing 1980s dining room extension and erection of new dining room extension at ground floor level; (iii) erection of new access link bridge and steps between playground areas; and (iv) associated enabling and refurbishment works to St Augustine's Tower, St Augustine's House and the south playground (Total increase in floorspace 461sq.m GIA).	Approved 08.12.2016
16/00851/LBC Bread Street	St Paul's Cathedral School 2 New Change London EC4M 9AD	(i) Erection of a three storey boarding house elevated on piers above ground floor level to the south of the site; (ii) alterations to the top floor of the existing south wing of the main building to provide 3 new classrooms; (iii) refurbishment of St Augustine's House to provide staff and teaching accommodation; (iv) demolition of existing 1980s dining room extension and erection of new dining room	Approved 08.12.2016

		extension at ground floor level; (v) replacement of staircase and creation of new door openings in St Augustine's Tower; (vi) erection of new access link bridge and steps between playground areas; and (vii) refurbishment of the south playground.	
16/00946/FULL Broad Street	9 - 10 Angel Court London EC2R 7HB	(i) Erection of an additional seventh floor and associated terraces for Office (Class B1) use (143 sq.m GEA); (iii) Erection of extensions to the rear at fifth and sixth floors; (ii) Alterations and provision of plant and plant room at new roof level.	Approved 29.11.2016
16/00992/MDC Broad Street	1 Angel Court & 33 Throgmorton Street London EC2N 2BR	Details of the proposed new facades including typical details of the fenestration and entrances; a typical bay of the development; the flank walls of the proposed new building; soffits, hand rails and balustrades; junctions with adjoining premises; integration of window cleaning equipment and the garaging thereof, flues, fire escapes and other excrescences at roof level; ventilation and air-conditioning for the A1, A2 and A3 uses; external surfaces within the site boundary including hard and soft landscaping; roof lanterns and plant enclosures; pursuant to condition 14 (c) (d) (f) (h) (i) (j) (k) (l) and (n) of planning permission dated 17 November 2014 (13/00985/FULL).	Approved 16.12.2016
16/01063/ADVT Broad Street	111 Old Broad Street London EC2N 1AP	Installation and display of i) three internally illuminated fascia signs measuring 0.7m high by 2.07m wide at a height	Approved 08.12.2016

		above ground of 2.6m.	
16/01109/MDC Broad Street	Drapers' Hall Throgmorton Avenue London EC2N 2DQ	Details of rear entrance doors pursuant to condition 3B of planning permission dated 22.04.15 (ref: 15/00012/FULL) and condition 2A of listed building consent dated 22.04.15 (ref: 15/00013/LBC).	Approved  01.12.2016
15/01158/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Details of sewer vents pursuant to condition 8 of planning permission dated 30th May 2015 (App No 14/01103/FULL).	Approved  20.12.2016
16/00342/FULMAJ Candlewick	St Clement's House 27-28 Clement's Lane London EC4N 7AE	Alterations to the property, including the removal and replacement of the fourth and fifth floor levels, additional floors at sixth and seventh floor levels with associated terrace at sixth floor level and new terraces at fifth floor level, installation of plant at roof and seventh floor levels, infilling of lightwells along Lombard Court and St Clement's Court, alterations to main entrance and external stairs, partial removal of the lower ground floor slab, the provision of cycle parking, replacement fenestration and facade alterations and other associated works in connection with the existing use as offices (Class B1(a)). (uplift 1,195sq.m GIA).	Approved  20.12.2016
16/00344/LBC Candlewick	St Clement's House 27-28 Clement's Lane London EC4N 7AE	Refurbishment and alterations to the property, including the removal and replacement of the fourth and fifth floor levels, additional floors at sixth and seventh floor levels with associated terrace at sixth floor level and new terraces at fifth floor level, installation of plant at basement, lower	Approved  20.12.2016

		ground, roof and seventh floor levels, infilling of lightwells along Lombard Court and St Clement's Court, alterations to main entrance and external stairs, partial removal of the lower ground floor slab, alteration to internal stair cores, removal of cross-walls and the introduction of additional structural support at basement level, the provision of cycle parking, replacement fenestration and facade alterations and other associated works internal works.	
16/00571/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Details of foundations and piling method statement pursuant to Condition 14 of planning permission dated 13/05/2015 (application number 14/01103/FULL).	Approved 22.12.2016
16/00785/FULL Candlewick	The Olde Wine Shades Public House 6 Martin Lane London EC4R 0DJ	Installation of one air condenser unit within an acoustic enclosure; and installation of a louvred panel above the side door.	Approved 13.12.2016
16/00786/LBC Candlewick	The Old Wine Shades Public House 6 Martin Lane London EC4R 0DJ	Removal of partitions and installation of new partitions; rewiring; removal of the gas fire units and replacement of the central unit with a gel fire; refurbishment of toilet accommodation including new tiling and sanitary ware; refurbishment of bar areas; creation of beer storage area; installation of new lighting; installation of new floor mounted radiators; upgrade of fire alarm and emergency lighting system; installation of kitchen extract ductwork; installation of fire rated ceilings; removal of three air	Approved 13.12.2016

		condenser units and one chiller unit situated on the side elevation and replacement with one air condenser unit within an acoustic enclosure; and installation of a louvred panel above the side door.	
16/00813/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Details of the proposed new facades, typical bay and all elevations including 8th and 9th floor glazed facades pursuant to conditions 9 (f), (g) and (h) of planning permission dated 21st July 2013 (14/01103/FULL).	Approved 20.12.2016
15/00825/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Submission of details of a programme of archaeological work (i.e. a written statement of investigation) including a timetable for the proposed work pursuant to condition 13 of planning permission dated 21st July 2015 (14/01103/FULL).	Approved 22.12.2016
16/00926/MDC Candlewick	24 - 32 King William Street London EC4R 9AJ	Details of soffits, handrails, balustrades and roof structures pursuant to condition 6 (f) (in part) and g (in part) of planning permission dated 11/05/2015 (14/01096/FULMAJ).	Approved 17.11.2016
16/01035/LBC Candlewick	1 King William Street London EC4N 8DH	Retention of lighting at ground floor level.	Approved 24.11.2016
16/01036/LBC Candlewick	113 Cannon Street London EC4N 5AW	Proposed shop fit-out works.	Approved 24.11.2016
16/01144/ADVT Candlewick	113 Cannon Street London EC4N 5AW	Installation and display of one non-illuminated projecting sign measuring 0.8m by 0.8m situated at a height above ground of 3.04m.	Approved 05.01.2017
16/00880/FULL	Audit House 58	Installation of four new	Approved

Castle Baynard	Victoria Embankment London EC4Y ODS	condenser units at roof level.	29.11.2016
16/00897/MDC Castle Baynard	Blackfriars Bridge And Paul's Walk London EC4V 4DD	Details of coring into the pipe subway are submitted pursuant to condition 7 part 2 of planning permission dated 08.09.2015 (15/00589/FULL)	Approved 17.11.2016
16/00958/FULL Castle Baynard	60 Fleet Street London EC4Y 1JU	Re-positioning and replacement of main entrance doors at ground floor level.	Approved 15.11.2016
16/01008/TTT Castle Baynard	Blackfriars Bridge Victoria Embankment London EC4	Partial discharge of schedule 3 requirement relating to air quality management plan pursuant to PW6 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 15.11.2016
16/01058/TTT Castle Baynard	From Victoria Embankment To Blackfriars Bridge Paul's Walk London	Partial discharge of schedule 3 requirements relating to build heritage recording pursuant to PW9 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 14.12.2016
16/01059/TTT Castle Baynard	From Victoria Embankment To Blackfriars Bridge Paul's Walk London	Partial discharge of schedule 3 requirements relating to archaeology SSAWSI pursuant to BLABF17 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 08.12.2016
16/01085/MDC Castle Baynard	St Andrews House 18 - 20 St Andrew Street London EC4A 3AG	Submission of details: (i) ground floor elevations and office entrances; (ii) windows; (iii) soffits, handrails and balustrades; and (iv) rooftop plant and screening pursuant to condition 5 (b), (c), (d), (f) and (g) of planning permission dated 18th December 2015 (ref: 15/00673/FULL).	Approved 30.12.2016

16/01119/CLOPD Castle Baynard	Flat C & D Sovereign House 5 Poppins Court London EC4A 4AX	Application for a Lawful Development Certificate for minor internal alterations to combine two flats into one.	Grant Certificate of Lawful Development  22.12.2016
16/01152/LBC Castle Baynard	Blackfriars Bridge London SE1 9UD	Installation of eight Samaritans signs on granite piers of bridge.	Approved  14.12.2016
16/01155/TTT Castle Baynard	Blackfriars Bridge Foreshore Victoria Embankment London	Partial discharge of schedule 3 requirements relating to the Thames Path temporary diversion pursuant to BLABF8 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved  03.01.2017
16/01250/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore London Victoria Embankment EC4Y 0DR	Partial discharge of schedule 3 requirements relating to the appearance of hoarding pursuant to BLABF1 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved  30.12.2016
16/00991/MDC Cheap	36 - 37 Old Jewry London EC2V 8EY	Details and samples of proposed balustrade, new doors and external ramp pursuant to conditions 3 (a), (b) and (c) of planning permission (application no. 16/00623/FULL) dated 2nd September 2016.	Approved  05.01.2017
16/01087/TCA Cheap	St Vedast Church 4 Foster Lane London EC2V 6HH	Reduction and thinning of crown to Acer tree located in the centre of the courtyard.	No objections to tree works - TCA  28.11.2016
16/00965/MDC Coleman Street	7 - 11 Finsbury Circus London EC2	Submission of details of plant and ductwork to serve the A1,A3, A4 or A5 uses and kitchen extract arrangements, materials and construction	Approved  01.12.2016

		methods pursuant to conditions 11 and 24 of planning permission dated 10.05.2013. (12/00811/FULMAJ).	
16/00972/MDC Coleman Street	30 - 34 Moorgate London EC2R 6EL	Details of a Deconstruction Logistics Plan, Construction Logistics Plans and Environmental Protection scheme pursuant to conditions 2, 3, & 4 of planning permission 16/00560/FULL dated 19/08/2016.	Approved 17.11.2016
16/01080/MDC Coleman Street	Finsbury House 23 Finsbury Circus London EC2M 7EA	Submission of details of measurements of noise from the new plant pursuant to condition 2 (a) and (b) of planning permission reference 16/00141/FULL dated 31 May 2016.	Approved 08.12.2016
16/01084/FULL Coleman Street	20 Finsbury Circus London EC2M 1UT	Refurbishment and alterations including the change of use of part lower ground and part ground floors from office (B1) to shop (A1) & a flexible use for either a shop/restaurant (A1/A3), 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.	Approved 16.12.2016
16/01093/MDC Coleman Street	51 Moorgate London EC2R 6BH	Details of measures to improve carbon dioxide emissions savings and a BREEAM pre assessment pursuant to condition 17 of planning permission 16/00463/FULL dated 26/7/2016.	Approved 13.12.2016
16/01095/ADVT Coleman Street	37 Coleman Street London EC2R 5EH	Installation and display of i) non-illuminated projecting sign measuring 0.6m wide x 0.9m	Approved 20.12.2016



		high located at a height of 2.9m above ground floor level ii) internally illuminated fascia sign measuring 1.4m wide by 0.5m high located at a height of 2.3m above ground floor level iii) internally illuminated fascia lettering measuring 1.1m wide by 0.4m high located at a height of 2.3m above ground floor level.	
16/01026/MDC Cordwainer	39-53 Cannon Street, 11-14 Bow Lane Watling Court London EC4M 9AL	Details of the proposed new subway entrance and revised subway layout pursuant to condition 14 (i) of planning permission 13/00339/FULMAJ dated 27/02/2014.	Approved 29.11.2016
16/01162/PODC Cordwainer	39-53 Cannon Street, 11-14 Bow Lane & Watling Court London EC4	Open Space Specification required under Clause 13 of the S106 pursuant to planning permission 13/00339/FULMAJ dated 27.02.2014.	Approved 14.12.2016
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.	Approved 20.12.2016
16/01075/FULL Cordwainer	Aldermay House 15 Queen Street London EC4N 1TX	Upgrade to existing telecommunications equipment comprising the replacement of six existing antennas with six new antennas and ancillary works.	Approved 01.12.2016
16/01044/ADVT Cornhill	Royal Exchange London EC3V 3LL	Installation and display of 28 non-illuminated hanging signs each measuring 450mm high by 570mm wide situated at a height above ground of 2.20m.	Approved 30.12.2016
16/01082/FULL	22 Old Broad Street London	Alterations to the existing shopfront to include cladding	Approved

Cornhill	EC2N 1DP	to the entrance doors and installation of new pendant lights under the existing canopy.	20.12.2016
16/01083/ADVT Cornhill	22 Old Broad Street London EC2N 1DP	Installation and display of one internally illuminated fascia sign measuring 0.80 m high by 1.70 m wide at a height of 2.57 m above ground level.	Approved 20.12.2016
16/01054/LBC Cornhill	The Royal Exchange Threadneedle Street London EC3V 3LL	Installation and display of 28 non-illuminated hanging signs each measuring 450mm high by 570mm wide situated at a height above ground of 2.20m.	Approved 30.12.2016
16/01057/MDC Cornhill	15 Bishopsgate London EC2R 8AY	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; windows and doors; junctions with adjoining premises; proposed new facade and typical details; external surfaces within the site boundary including hard and soft landscaping; treatment of surfaces and pedestrian routes including ramp gradients, step nosing sand paving design; typical stonework details; ventilation of Class A uses; plant and ductwork to serve Class A uses; new external staircases and ramps including handrails; provision of street lighting and landscaping scheme excluding the hand standing area of Fountain Court pursuant to conditions 11 (a), (b), (c), (d), (e), (f), (g), (h), (i), 13 (in part) and 18 of planning permission dated 4th January 2016 (14/01251/FULMAJ).	Approved 20.12.2016
16/01187/FULL	45 - 47 Cornhill	Change of use of the second	Approved

Cornhill	London EC3V 3PF	floor from a chiropractor's clinic (Class D1) to offices (Class B1) (64.5sq.m).	22.12.2016
16/01096/LBC Cripplegate	301 Crescent House Golden Lane Estate London EC1Y 0SN	Installation of mezzanine floor spanning two bedrooms, including access staircase and storage cupboards.	Approved 20.12.2016
16/01151/LBC Cripplegate	7 Brandon Mews Barbican London EC2Y 8BE	Installation of a staircase to basement, repositioning of associated door. Construction of partition wall in basement utility room to form WC and shower.	Approved 30.12.2016
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).	Approved 14.12.2016
16/01100/MDC Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Details of samples pursuant to conditions 10(a) of planning permission 15/00844/FULL dated 13/10/15.	Approved 14.12.2016
16/01173/MDC Dowgate	Cannon Bridge House 1 Cousin Lane London EC4R 3XX	Details of the colour of the metal cladding panels on the south elevation; and door handles to be used and their material pursuant to condition 2 (a) & (b) of planning permission 15/00821/FULL dated 24/09/2015.	Approved 16.12.2016
16/01295/NMA Dowgate	80 Cannon Street London EC4N 6HL	Application under Section 96a of the Town and Country Planning Act 1990 for a non-material amendment to planning permission dated 16.08.2016 (ref: 16/00580/FULL) to alter the arrangement of plant at roof level.	Approved 22.12.2016

16/00967/MDC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of details of; the new facades, retained façade alterations, fenestration and entrances, soffits, handrails and balustrades, junctions between new and retained facades, external surfaces within the site boundary including hard and soft landscaping pursuant to conditions 8 (b), (c), (d), (e) and (h) of planning permission 30.06.2016 dated (ref: 16/00417/FULL).	Approved 17.11.2016
16/00969/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain, & 20, 25, 47, 48- 50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Submission of details for Phase 2a (Office A): (i) particulars and samples of the materials to be used on all external faces of the buildings; (ii) proposed new facades of the buildings including typical details of fenestration and entrances; (iii) windows and external joinery; (iv) soffits, handrails and balustrades; (v) junctions with adjoining premises; (vi) the integration of window cleaning equipment and garaging thereof, at roof level; and (vii) details of the visibility splays and vehicular crossing for Office A serving the entrance on Montague Street pursuant to condition 33 (a)(part), (b)(part), (e)(part), (g)(part), (h)(part), (i)(part), (o)(part) of planning permission dated 24th July 2015 (ref: 15/00417/FULMAJ).	Approved 29.11.2016
16/00989/FULL Farringdon Within	80 - 83 Long Lane London EC1A 9ET	Installation of new windows to offices on the ground floor overlooking East Passage.	Approved 29.11.2016
16/01007/MDC Farringdon Within	20 Farringdon Street London EC4A 4AB	Details of external cladding, glazing, brickwork, loading bay shutters, soffits, balustrades, handrails, junctions with adjoining	Approved 22.11.2016

		buildings, external doors and cycle parking pursuant to conditions 12 (a)-(g) of planning permission 15/00509/FULMAJ dated 22.12.16	
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.	Approved 08.12.2016
16/01033/LBC Farringdon Within	59 West Smithfield London EC1A 9DS	Refurbishment works to restaurant including: (i) removal of internal partition walls, and (ii) replacement of external signs.	Approved 14.12.2016
16/01056/ADVT Farringdon Within	Retail Unit 2 3 Fleet Place London EC4M 7RA	Installation and display of three internally illuminated fascia signs measuring 5.7m wide by 0.3m high located at a height of 3.3m above ground floor level.	Approved 06.12.2016
16/01101/FULL Farringdon Within	3 Hayne Street London EC1A 9HG	Creation of five new windows to the north and south elevations.	Approved 20.12.2016
16/00584/MDC Farringdon Without	St Bartholomews Hospital West Smithfield London EC1A 7BE	Details of the hard and soft landscaping to the pedestrian entrance from Giltspur Street pursuant to condition 13 (in part) of planning permission dated 30 March 2005 (ref: 04/00344/FULEIA).	Approved 14.12.2016
16/00457/ADVT Farringdon Without	Bus Shelter Outside Inner Temple Garden, North Side of Victoria Embankment London EC4Y 7EN	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Inner Temple Garden, north side of Victoria Embankment (REFUSE).	Refused 24.11.2016
16/00854/PODC	St	Submission of details of the	Approved

Farringdon Without	Bartholomew's Hospital West Smithfield London EC1	Public Art installation pursuant to Schedule 1 of agreement dated 30 March 2005 planning application reference 04/00344/FULEIA.	22.11.2016
16/00900/LBC Farringdon Without	Third Floor 4 Staple Inn London WC1V 7QH	Creation of two new doorways and installation of wall partition.	Approved 15.11.2016
16/00940/FULL Farringdon Without	84 Fetter Lane London EC4A 1EQ	Replacement of existing extraction system and flue to roof level.	Approved 09.12.2016
16/00954/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	Details of sewer vents for Phase 2A (Office A) of the development pursuant to condition 26 (in part) of planning permission dated 24th July 2015 (app ref: 15/00417/FULMAJ).	Approved 15.11.2016
16/01014/LBC Farringdon Without	East Wing St Bartholomew's Hospital West Smithfield London EC1	Removal of internal partition walls and installation of new suspended ceiling at second floor level.	Approved 08.12.2016
16/01051/LBC Farringdon Without	1 Pair West 1 Paper Buildings Crown Office Row London EC4Y 7EP	Alterations to existing ground floor W.C and Tea Station to form new toilet with wheelchair access.	Approved 13.12.2016
16/01053/LBC Farringdon Without	North Staple Inn Buildings London WC1V 7PZ	Installation of one logo sign and one fret cut lettering sign.	Approved 08.12.2016
16/01077/FULL Farringdon Without	Smithfield Poultry Market Central Markets Charterhouse Street	(i) Replacement of the existing copper and asphalt roofs, repair and re-glazing of the East Poultry canopy. (ii) works of repair and refurbishment to	Approved 30.12.2016

	London EC1A 9LH	include: M&E services, internal decoration of landlord areas and proposals to improve safe access for cleaning and maintenance operations.	
16/01146/FULL Farringdon Without	38 Chancery Lane London WC2A 1EL	Change of use of part of the lower ground and ground floor from office (Class B1) to a medical scanning centre (Class D1) (984sq.m) and installation of a new entrance door on Cursitor Street.	Approved  05.01.2017
16/01166/XRAIL Farringdon Without	Facade At Farringdon Eastern Ticket Hall Smithfield London EC1	Installation of patterned glass- art-work pursuant to Schedule 7 of the Crossrail Act 2008.	Approved  30.12.2016
16/01171/FULL Farringdon Without	1 & 2 Temple Gardens Middle Temple Lane London EC4Y 9AY	Installation of a new boiler and flue	Approved  22.12.2016
16/01172/LBC Farringdon Without	1 & 2 Temple Gardens Middle Temple Lane London EC4Y 9AY	Installation of a new boiler and flue.	Approved  22.12.2016
16/01179/PODC Farringdon Without	90 Fetter Lane London EC4A 1EN	Submission of the Highway Schedule of Condition survey pursuant to Schedule 3, paragraph 7.1 of the Section 106 Agreement dated 26 October 2016 relating to Planning Permission 16/00299/FULMAJ.	Approved  20.12.2016
16/01186/ADVT Farringdon Without	38 Chancery Lane London WC2A 1EL	Installation and display of one set of halo illuminated numbers measuring 0.4m high by 0.6m wide at a height above ground of 2.58m.	Approved  22.12.2016
16/01211/MDC	24 - 30 West	Details of a scheme for	Approved

Farringdon Without	Smithfield London EC1A 9HB	protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition pursuant to Condition 3 of planning permission Ref. 16/00215/FULMAJ dated 17 November 2016.	05.01.2017
16/01214/MDC Farringdon Without	24 - 30 West Smithfield London EC1A 9HB	Details of archaeological evaluation (Phase II) pursuant to condition 7 of planning permission dated 17 November 2016 (application number 16/00215/FULMAJ)	Approved 30.12.2016
16/01280/NMA Farringdon Without	St Bartholomews Hospital West Smithfield London EC1A 7BE	Application under Section 96a of the Town and Country Planning Act 1990 for a non-material amendment to planning permission dated 30 March 2005 (ref: 04/00344/FULEIA) to vary the wording of Condition 24 to refer to an updated drawing and revised car park layout that was subsequently approved on 14 January 2016 (ref: 15/01200/MDC).	Approved 04.01.2017
16/00345/FULMAJ Langbourn	150-152 & 153 Fenchurch Street London EC3M 6BB	Demolition of existing building at No. 152 and demolition of existing buildings at No. 150 and No. 153 behind retained facades. Erection of new eight storey building with the facade to No. 152 built in facsimile for Class B1(a) use at upper floors with a flexible office at first floor level (Class B1(a)) and medical use (Class D1) and ground floor in part shop (Class A1), part medical use (Class D1) and part office use (Class B1(a)). Excavation of part of basement. Plant at roof level, creation of terraces, bicycle and waste store at basement level and other	Approved 12.12.2016



		ancillary works (2163sqm B1(a) + 367.5sqm B1(a) or D1 + 149sqm D1 + 73.5sqm A1 + 398sqm common area = 3151sqm GIA).	
16/01005/MDC Langbourn	60 Lombard Street London EC3V 9EA	Submission of details of windows and external joinery pursuant to partial discharge of condition 2(c) of planning permission dated 13.09.2016 (Ref: 16/00650/FULL).	Approved 29.11.2016
16/01012/FULL Langbourn	60 Lombard Street London EC3V 9EA	Refurbishment of existing B1(a) office building including removal of existing rooftop lift/stair enclosure, plant and railings; addition of new storey at 5th floor level for office use with terraces and roof plant ; installation of replacement windows and doors; associated external/internal alterations including cycle storage/shower facilities.	Approved 20.12.2016
16/01013/LBC Langbourn	60 Lombard Street London EC3V 9EA	Refurbishment of existing B1(a) office building including removal of existing rooftop lift/stair enclosure, plant and railings; addition of new storey at 5th floor level for office use with terraces and roof plant ; installation of replacement windows and doors; associated external/internal alterations including cycle storage/shower facilities.	Approved 20.12.2016
16/01139/LDC Langbourn	60 Lombard Street London EC3V 9EA	Submission of details of windows and external joinery pursuant to partial discharge of condition 2(c) of planning permission dated 13.09.2016 (Ref: 16/00651/LBC)	Approved 29.11.2016
16/01066/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court,	Details of handrails and balustrades pursuant to condition 18 (i) (in part) of planning permission dated	Approved 08.12.2016

	Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	30/03/2012 (11/00854/FULEIA).	
16/01071/MDC Langbourn	60 Lombard Street London EC3V 9EA	Submission of details of windows and external joinery pursuant to partial discharge of condition 2(c) of planning permission dated 13.09.2016 (Ref: 16/00650/FULL).	Approved 14.12.2016
16/01116/LDC Langbourn	60 Lombard Street London EC3V 9EA	Submission of details of windows and external joinery pursuant to partial discharge of condition 2(c) of listed building consent dated 13.09.2016 (Ref: 16/00651/LBC).	Approved 14.12.2016
16/01217/MDC Langbourn	60 Lombard Street London EC3V 9EA	Submission of details of stonework repairs, ground floor office entrances, and roof level items pursuant to discharge of conditions 2 (a), (b) and (e) of planning permission 16/00650/FULL and listed building consent 16/00651/LBC dated 13.09.2016	Approved 14.12.2016
16/00756/MDC Lime Street	22 Bishopsgate London EC2N	Submission of details of the SuDs components, Surface Water Drainage Pro-forma and flood prevention measures pursuant to condition 7 (in part) of planning permission dated 16th June 2016 (15/00764/FULEIA).	Approved 04.01.2017
16/01070/FULL Lime Street	St Helen's Place London EC3A 6AU	Reinstatement and alterations to the St Helen's Place roadway.	Approved 06.12.2016
16/00742/FULL Portsoken	9-13 Aldgate High Street London	Proposed extension to hotel building comprising rooftop hotel bar and external terrace	Approved 24.11.2016

	EC3N 1AH	area including associated facilities, service and guest access with reconfiguration of plant equipment. (188sqm gia)	
16/01018/MDC Queenhithe	Broken Wharf House 2 Broken Wharf London EC4V 3DT	Demolition method statement pursuant to condition 2 and Cundell river wall report pursuant to condition 5 of planning permission 11/00469/FULMAJ dated 26 March 2012.	Approved 15.11.2016
16/01149/MDC Queenhithe	Broken Wharf House 2 Broken Wharf London EC4V 3DT	Detailed assessment of the potential to achieve Code for Sustainable Homes (Demolition Phase) pursuant to condition 4 (in part) of planning permission 11/00469/FULMAJ dated 26.03.2012.	Approved 06.12.2016
16/00973/ADVT Tower	105A Minories London EC3N 1LA	Installation and display of; i) internally illuminated projecting roundel sign measuring 0.75m located at a height of 2.75m above ground floor level ii) halo illuminated individual lettering measuring 1.8m (wide) by 0.6m (high) located at a height of 2.5m above ground floor level iii) internally illuminated wall sign measuring 0.4m by 0.4m located 1.6m above ground floor level iv) individual aluminium painted bird mounts onto the brickwork.	Approved 13.12.2016
16/00987/LBC Tower	London Metropolitan University & Sir John Cass's Foundation 31 Jewry Street London EC3N 2EY	Internal refurbishment and alterations to partition walls.	Approved 22.11.2016
16/00995/ADVT	124 - 127 Minories London	Installation and display of i) two internally illuminated	Approved

Tower	EC3N 1NT	fascia signs measuring 0.6m (w) by 0.3m (h) located at a varying heights of 3.7m and 3.6m above ground floor level on the Minories elevation ii) one externally illuminated projecting roundel sign measuring 0.6m in diameter located at a height of 2.75m above ground floor level on the Minories elevation iii) one externally illuminated projecting roundel sign measuring 0.6m in diameter located at a height of 2.75m above ground floor level on the Vine Street elevation.	20.12.2016
16/00924/MDC Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Submission of a Deconstruction Logistics Plan and a Construction Logistics Plan pursuant to conditions 8 and 9 of planning permission 16/00236/FULL dated 06/05/2016.	Approved 29.11.2016
16/00944/MDC Vintry	27 Garlick Hill London EC4V 2BA	Discharge of condition 4, fume extract arrangements and condition 8, fume extract maintenance, materials and construction methods pursuant to planning permission 16/00583/FULL dated 09.08.2016.	Approved 29.11.2016
16/01088/MDC Vintry	30 Cannon Street London EC4M 6XH	Particulars and samples of materials and details of new glazing pursuant to condition 2 (a) and (b) planning permission and listed building consent dated 15/10/2015 (15/00889/FULL and 15/00890/LBC).	Approved 06.12.2016
16/01094/ADVT Vintry	27 Garlick Hill London EC4V 2BA	Installation and display of: (i) four fascia signs measuring 0.36m high by 2.56m wide, 0.36m high by 2.52m wide, 0.38m high by 2.14m wide and 0.38m high by 2.13m	Approved 22.12.2016

		wide all at a height above ground of 3.43m; (ii) two projecting signs measuring 0.41m high by 0.6m wide at a height above ground of 3.52m and 3.47m.	
16/01107/MDC Vintry	33 Queen Street London EC4R 1BR	Details of proposed new cladding, balustrade, office entrance facade and plant equipment and screening at roof level pursuant to condition 4 (a), (b), (c), (d) of planning permission 16/00077/FULL dated 14.04.16.	Approved 20.12.2016
16/01167/CLOPD Vintry	Vintners Place 68 Upper Thames Street London EC4V 3BJ	Application for certificate of lawfulness replacement of portland stone facade with frameless glazed opening on the Upper Thames Street elevation. in accordance with in accordance with Part 7 Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015.	Grant Certificate of Lawful Development 20.12.2016
16/01183/MDC Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Details of design and method statements relating to impacts on London Underground pursuant to application Ref. 16/00236/FULL dated 06.05.2016.	Approved 22.12.2016
16/00930/ADVT Walbrook	The Walbrook Building 25 Walbrook London EC4N 8AF	Installation and display of one non illuminated fascia sign measuring 0.4m high by 2.5m wide at a height above ground of 2.4m and vinyl graphics applied to the glazing.	Approved 15.11.2016
16/01076/BANK Walbrook	Site Bounded By King William Street, Cannon Street, Abchurch Lane & Nicholas Lane Incorporating 10	Details of archaeological evaluation pursuant to condition 7 (part) of the Transport and Works Act dated 15/12/2015 (application number TWA/14/APP/05).	Approved 22.11.2016

	King William Street, 12 Nicholas Lane, 14 Nicholas Lane, 135-141 Cannon Street, 143-149 Cannon Street & 20 Abchurch Lane, London, EC4		
16/01147/MDC Walbrook	111 Cannon Street London EC4N 5AR	Details of archaeological evaluation, a programme of archaeological work and foundation design pursuant to conditions 2, 3 and 4 of planning permission dated 07.11.2016 (application number 15/01368/FULL)	Approved 22.12.2016
16/01158/MDC Walbrook	111 Cannon Street London EC4N 5AR	Details of a Deconstruction Environmental Plan and Construction Environmental Management Plan pursuant to conditions 5 & 6 of planning permission 15/01368/FULL dated 24/11/2016.	Approved 14.12.2016

# Agenda Item 7

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	25 <sup>th</sup> January, 2017
<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>

## Summary

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

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

## Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation
16/01342/FULL Aldgate	The Baltic Exchange, 38 St Mary Axe, London, EC3A 8EX	(i) Removal of three antennas and installation of three new antennas; (ii) replacement of an equipment cabinet and (iii) ancillary works.	20/12/2016
16/01356/FULL Aldgate	Flat 8, 27 - 31 Mitre Street, London, EC3A 5BZ	Increase in height of the parapet wall at roof level, creation of new access stairs in association with the creation of a roof terrace.	21/12/2016
16/01252/FULMAJ Billingsgate	10 Lower Thames Street, London, EC3R 6EN	Extensions on flat roof areas at floors 3 to 9 to provide additional office floorspace [1,662sq.m GEA]; alterations to the atrium roof and remodelling of the ground floor entrance to Lower Thames Street.	07/12/2016
16/01224/FULL Bishopsgate	1 Finsbury Avenue, London, EC2M 2PA	Demolition of connecting link bridges and canopy located above Whitecross Place and reinstatement of building elevations to match existing.	23/11/2016
16/01215/FULL Bishopsgate	Devonshire Square, London, EC2M 4WD	Replacement of the glazing at Building 10, Devonshire Square.	23/11/2016

16/01253/FULL Bishopsgate	New Chapter House , 14 New Street, London, EC2M 4TR	Demolition of part of the existing shopfront to be replaced with a new frontage and altered access at the ground floor.	02/12/2016
16/01021/FULL Bridge And Bridge Without	23 - 39 Eastcheap, London, EC3M 1DE	Installation of external lighting on the front elevation to illuminate the upper storey's of buildings.	06/12/2016
16/01240/FULL Broad Street	26 Throgmorton Street, London, EC2N 2AN	Retention of five air handling units situated at roof level.	30/11/2016
16/01291/FULL Broad Street	85 London Wall, London, EC2M 7AD	Application under section 73 of the Town and Country Planning Act to vary condition 2 and remove condition 3 of planning permission 16/00550/FULL dated 28 July 2016.	02/12/2016
16/01367/FULL Broad Street	1C Angel Court And 31/32 Throgmorton Street, London, EC2R 7HB	Use of part private and part public land for the provision of outdoor seating ancillary to the adjoining retail use at Angel Court.	23/12/2016
16/01267/FULL Candlewick	38 Lombard Street, London, EC3V 9BS	Change of use of the ground & lower ground floors from office (class B1(a)) to a flexible use of either office (class B1(a)) or health clinic (class D1) (228.7sq.m).	02/12/2016
16/01174/FULL Cheap	143 - 144 Cheapside, London, EC2V 6BJ	Installation of a new full height glazed double door and new fascia panel.	06/12/2016
16/01347/FULL Cheap	Retail Unit, 81 - 82 Cheapside, London, EC2V 6EB	Alterations to existing shopfront.	19/12/2016
16/01287/FULL Coleman Street	Cycle Hire Docking Station At Rear of Moor House, Fore Street Avenue, London, EC2	Installation on the footway of a Santander Cycles docking station, containing a maximum of 25 docking points for scheme cycles plus a terminal.	02/12/2016
16/01288/FULL Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook, London, EC4	Application under Section 73 to vary condition 39 of planning permission 11/00935/FULEIA dated 30th March 2012 to amend the servicing hours.	02/12/2016



16/01015/FULL Cornhill	34 Threadneedle Street, London, EC2R 8AY	External cleaning and minor stone repairs to the facade. Internally replace non-original partition between the reception and lift lobby with a glazed partition and double doors. Installation of showers, bike racks and lockers within the basement. Installation of an entry door system panel to the external facade adjacent to the main entrance doors.	17/11/2016
16/01206/FULL Cornhill	Royal Exchange, Threadneedle Street, London, EC3V 3DG	Installation of an additional canopy box and canvas.	30/11/2016
16/01062/FULL Cornhill	77 Cornhill, London, EC3V 3QQ	Retention of air conditioning condenser at roof level.	09/12/2016
16/01221/FULLR3 Cripplegate	Golden Lane Community Centre, Golden Lane Estate, London, EC1Y 0RJ	Relocation of door and minor external alterations associated with the refurbishment of the Golden Lane Estate Community Centre (use class D1).	22/11/2016
16/01300/FULL Dowgate	76 Cannon Street, London, EC4N 6AE	(i) Installation of a new entrance and canopy on the Cannon Street elevation; (ii) creation of a new terrace at roof level; (iii) installation of a handrail to level six balustrade.	12/12/2016
16/01184/FULL Farringdon Within	9 Ludgate Square, London, EC4M 7AS	Change of use from retail (A1) to restaurant (A3) (84sq.m).	28/11/2016
16/01290/FULL Farringdon Without	188 - 190 Fleet Street, London, EC4A 2AG	Revised entrance to 190 Fleet Street, changes to fenestration and introduction of canopy.	02/12/2016
16/01150/FULEIA Lime Street	22 Bishopsgate, London, EC2N 4BQ	Construction of a building arranged on 3 basement floors, ground and 58 upper floors plus mezzanines and plant comprising floorspace for use within Classes A and B1 of the Use Classes Order and a publicly accessible viewing gallery and facilities (sui generis); hard and soft landscaping works; the provision of ancillary servicing and other works incidental to the development. (201,449sq.m. GEA)	24/11/2016

		This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of the Environmental Statement may be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ (FAO David Graham) at a cost of £180, and further electronic copies of the application can be purchased at a cost of £20 as long as stocks last.	
16/01284/FULL Lime Street	46 Bishopsgate, London, EC2N 4AJ	Installation of a new shopfront with associated illumination.	08/12/2016
16/01337/FULL Portsoken	Aldgate House, 33 Aldgate High Street, London, EC3N 1AH	Application under Section 73 to vary condition 4 of planning permission 16/00073/FULL dated 5th July 2016 to create a dedicated entrance to the cycle store.	15/12/2016
16/01153/FULL Tower	105A Minories, London, EC3N 1LA	Installation of a new shop front.	28/11/2016
16/01366/FULL Tower	2 America Square, London, EC3N 2LU	Change of use of under-arch car parking to Use Class A1 (retail) and associated works to include improvements to landscaping and improved public access.	23/12/2016
16/01269/FULL Walbrook	27 - 32 Old Jewry, London, EC2R 8DQ	Retention of tables and seating set on the window ledges.	06/12/2016
16/01315/FULL Walbrook	38A Walbrook, London, EC4N 8BN	Refurbishment and alterations including the change of use from Shop (A1) to Hospitality Facility (B1), alterations to ground floor facades, new windows, partial infill of an existing lightwell and new roof with recessed plant and ancillary works.	13/12/2016

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	25 January 2017
<b>Subject:</b> Leadenhall Court 1 Leadenhall Street London EC3V 1AB Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (182.7m AOD).	<b>Public</b>
<b>Ward:</b> Lime Street	<b>For Decision</b>
<b>Registered No:</b> 16/00859/FULEIA	<b>Registered on:</b> 6 September 2016
<b>Conservation Area:</b> No	<b>Listed Building:</b> No

## Summary

Planning permission is sought for the demolition of the existing building and redevelopment to provide a 36 storey building.

The proposed building would be 182.7m AOD in height, approximately 165m above ground level. The accommodation comprises three basement levels, three storeys of retail space (including a public terrace on the second floor), a double height plant space (on the third floor), 28 floors of office space (incorporating two office terraces) and four levels of plant space (on the 32nd-35th floors). The accommodation would be arranged around a central core.

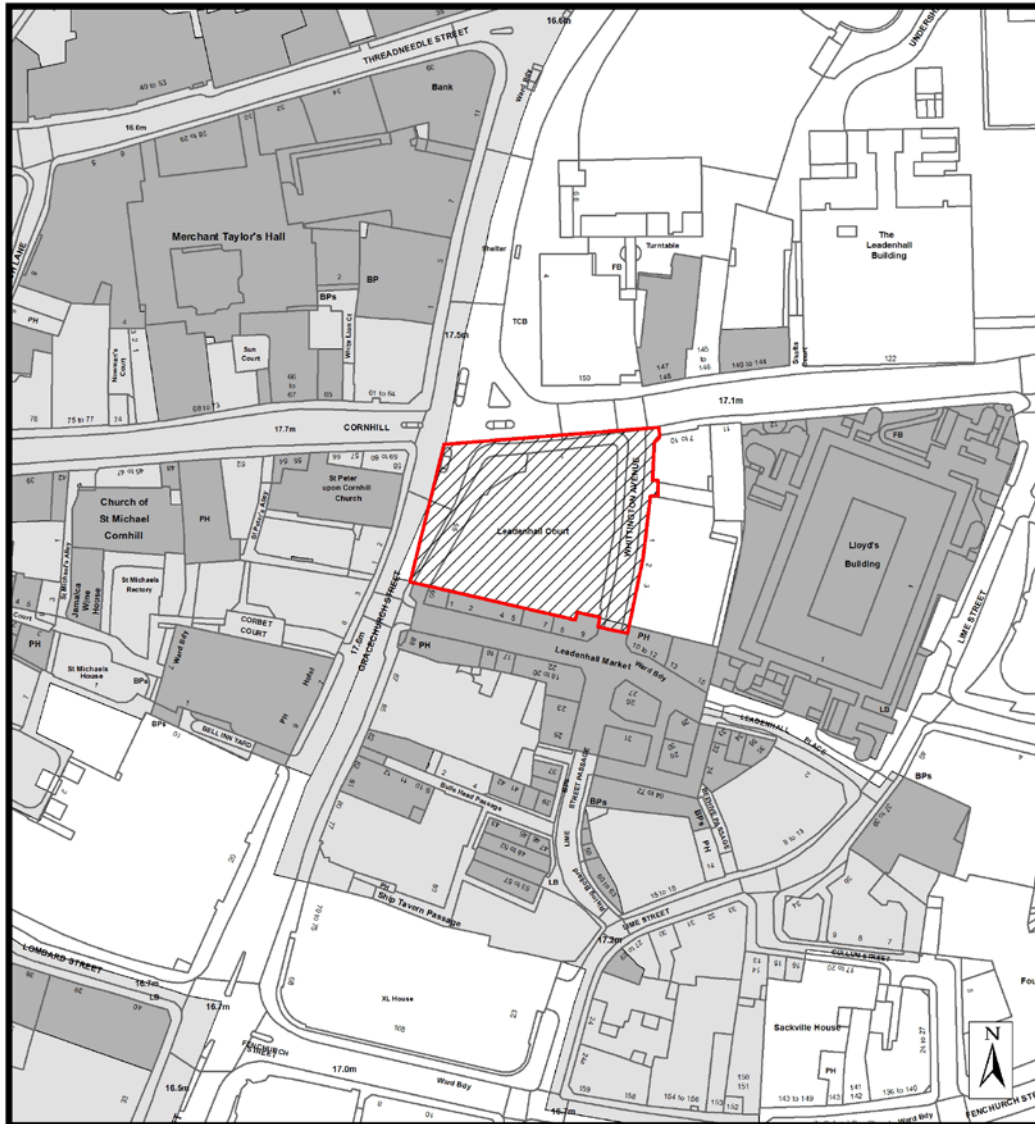
The Mayor of London supports the scheme in strategic planning terms. Historic England did not wish to offer any comment on this application. Historic Royal Palaces has objected to the scheme on the grounds of its impact on the World Heritage Site. The Victoria Society has objected to the application expressing concern about the impact the proposal would have on the setting and character of neighbouring listed buildings.

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

## **Recommendation**

- (a) The Mayor of London be given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);
- (b) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;
- (c) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

# Site Location Plan



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ADDRESS:  
Leadenhall Court, 1 Leadenhall Street

CASE No.  
16/00859/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



## **Main Report**

### **Environmental Statement**

1. The application is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues.
3. Representations made by anybody required by the EIA Regulations to be invited to make representations and any representations duly made by any other person about the environmental effects of the development also forms part of the environmental information before your Committee.
4. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

### **Site Location and Current Buildings**

5. The site is approximately 0.3 hectares in size and is located at the junction of Bishopsgate, Leadenhall Street, Gracechurch Street (TfL road) and Cornhill. The site is bound by Leadenhall Street to the north, Whittington Avenue to the east, Gracechurch Street to the west and Leadenhall Market to the south.
6. The site comprises a seven storey office building with retail at ground floor, and two levels of basement. The building was constructed in 1988 and provides approximately 15,277sq.m (GIA) of floorspace, which includes 729sq.m of retail floorspace. At ground floor level the building has a low level colonnade onto Gracechurch Street. The site is located within the Leadenhall Market Principal Shopping Centre (PSC).
7. The existing building is not listed, however the Grade II\* Listed Leadenhall Market adjoins the southern boundary of the site, and the Grade I Listed Lloyds building and Church of St Peter Cornhill are located in close proximity. There are a number of Grade II Listed Buildings on Leadenhall Street, Gracechurch Street, Cornhill and Bishopsgate.
8. The site is not in a conservation area, but the Leadenhall Market Conservation Area is located immediately to the south of the site and the Bank Conservation Area is located to the west. Other conservation areas

located within 200m of the site include St Helen's Place Conservation Area, located to the north, and the Eastcheap Conservation Area located to the south.

9. The site has a Public Transport Accessibility (PTAL) rating of 6b. It is located in close proximity to Liverpool Street Station, Fenchurch Street Station, Aldgate Underground Station and Bank Underground Station. The site is located in close proximity to several cycle routes.
10. The site is located within Flood Zone 1 and is in an Air Quality Management Area.

**Proposal**

11. Planning permission is sought for the redevelopment of the site for:

*Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (182.7m AOD)*

12. A summary of the total proposed floorspace areas are set out in the table below:

<b>Use Class</b>	<b>GIA (sq.m)</b>	<b>GEA (sq.m)</b>
Retail (A1-A4)	4187	4758
Office (B1)	48,511	49,949
Ancillary (basement and plant)	10,575	10,301
<b>TOTAL</b>	<b>63,273</b>	<b>65,008</b>

13. The proposed building would be 182.7m AOD in height, which is approximately 165m above ground level, and would have a total of 36 storeys (including ground level).
14. The accommodation comprises three basement levels, three storeys of retail space (including a public terrace on the second floor), a double height plant space (on the third floor), 28 floors of office space (incorporating two office terraces) and four levels of plant space (on the 32<sup>nd</sup>-35<sup>th</sup> floors). The accommodation would be arranged around a central core.
15. The proposed massing comprises of three vertical elements which step in height and sit on a 'base' forming a new 'street block'. The articulation of the facades includes projecting vertical fins, which transition into a colonnade at ground level.



16. The office floorspace is accessed from a lobby on Leadenhall Street and Whittington Avenue. The Whittington Avenue entrance ensures that the office accommodation within the building relates to the insurance district to the east. This connectivity would be of key importance to occupiers, many of whom are anticipated to work within this industry.
17. Retail floorspace is provided at part ground floor level, which would provide an active frontage within the double height colonnade. Retail units are also proposed at first and second floors. These upper floors would be accessed via a dedicated retail entrance on Gracechurch Street.
18. A publicly accessible terrace and winter garden is proposed at second floor level, which would overlook the roof of Leadenhall Market, and would also afford views of the Lloyds Building, St Michael's Cornhill and St Peter upon Cornhill churches. The terrace would be accessed via the dedicated retail entrance at ground floor on Gracechurch Street and a secondary exit would be provided via lifts and stairs to Whittington Avenue.
19. Cycle parking and cyclist shower facilities would be provided within the basement.
20. Service vehicles and couriers would access the ground floor loading bay from Whittington Avenue.

### **Consultations**

21. The views of other City of London departments have been taken into account in considering the scheme and detailed matters will be covered under conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security matters.
22. No objections or comments were raised as a consequence of consultation with statutory bodies and other London Boroughs.
23. The GLA states that *the “London Plan policies on Central Activities Zone; offices; mix of uses; urban design; strategic views; the historic environment; inclusive access; climate change; air quality and transport are relevant to this application. Whilst the application is broadly supported in strategic planning terms, the application does not fully comply with the London Plan as set out below.*  
*Central Activities Zone: The proposed development would respond to established demand for office space within the CAZ, and would support London’s continuing function as a World City in accordance with London Plan policies 2.10 and 4.2.*  
*Mix of Uses: The proposed mix of on-site uses is appropriate given the characteristics of this scheme in terms of supporting an important cluster*

of CAZ business activity and the CAZ retail frontage. However, an affordable housing contribution should be made as per the tariff established within the City of London Corporation Planning Obligation SPD to ensure the requirements of London Plan policy 4.3 are met.

Urban Design: This is an appropriate location for a tall building, and the high architectural quality proposed is fitting for a development of this scale and prominence. The development provides for high quality office as well as enhancement to the existing public realm along Whittington Avenue. Accordingly the application accords with London Plan policies 7.1, 7.4, 7.3, 7.5, 7.6 and 7.7.

Strategic Views: The development would reinforce and enhance the characteristics of strategic views through an improved consideration of the City's eastern cluster and complies with London Plan policy 7.12.

Historic Environment: The development would not compromise the ability to appreciate the Outstanding Universal Value of World Heritage Sites. Accordingly the application complies with London Plan policy 7.10. The development would have an adverse impact upon the Grade I Listed Chapel Royal of St Peter ad Vincula (Tower of London), however the harm is considered to be less than substantial and this harm is considered to be outweighed by the public and townscape benefits of the proposal.

Inclusive Access: The approach to access and inclusion is supported in accordance with London Plan policies 4.12 and 7.2.

Sustainable development: The proposed energy strategy falls short of the 35% target within London Plan 5.2. The applicant should consider scope for additional measures aimed at achieving further carbon reductions. (The applicant has provided further information and the GLA are satisfied)

Transport: TfL's main concern relates to the proposed changes to the building line on the corner of Gracechurch Street and Leadenhall Street and the resultant impacts on pedestrians and further clarifications are sought. Otherwise the proposal is broadly acceptable in strategic transport terms; however the applicant should address the matters discussed in this report and the detailed TfL response in respect to the kerbline on Gracechurch Street, the travel plan, trip generation and short term cycle parking in order to ensure accordance with London Plan policies 6.3, 6.5, 6.9, 6.10, 6.13 and 6.14." (Comments attached). These comments have been addressed in the relevant part of the report.

24. Historic England did not wish to offer any comments on this application.
25. The Victorian Society object to the application expressing concern about the impact the proposal would have on the setting and character of the Grade II\* Listed Leadenhall Market, the setting of Grade I Listed St Peter's Cornhill, the setting of the Grade I Listed Lloyds Building's and the character of the Leadenhall Conservation Area and the Bank Conservation Area. (Letter attached). These comments have been addressed in the relevant part of the report. It is considered that the setting of the market is already characterised by the close proximity of large modern buildings including Leadenhall Court, the Lloyds Building

and the visual presence of other office towers to the north, east and south.

26. Historic Royal Palaces object to the application stating that *“Historic Royal Places is extremely alarmed by the steady build-up in both density and height of the Eastern Cluster, to which the proposed development at 1 Leadenhall Street would contribute. Despite the distance between the WHS and the Cluster, the latter is becoming visually dominant in the iconic views of the Tower from the Queen’s Walk and Tower Bridge and posing a serious threat to a key attribute of the Outstanding Universal Value of the WHS, a matter of considerable concern to us.”* (Email attached). These comments have been addressed in the relevant part of the report. It is considered that the proposed tower would appear as a peripheral feature on the skyline decreasing in height from the highest point of the cluster, a considerable distance from the World Heritage Site, and would not harm the setting or outstanding Universal value of the World Heritage site in any of these views.

### **Policy Context**

27. The development plan consists of the London Plan 2016 and the City of London Local Plan 2015. The London Plan sets out the Mayor’s vision for London up to 2036, and includes policies aimed at delivering employment growth of 57,000 or 13.5% in the City of London in this period. The London Plan identifies the City as falling within London’s Central Activities Zone (CAZ) and requires that planning policy should sustain and enhance the City as a “strategically important, globally-orientated financial and business centre”, ensuring that development of office provision is not strategically constrained and that provision is made for a range of occupiers, especially financial and business services. To deliver office growth, the Plan encourages the renewal, modernisation and increase in the office stock, where there is strategic and local evidence of sustained demand for office-based activities.
28. The London Plan requires that new development should not adversely affect the safety of the transport network and should take account of cumulative impacts of development on transport requirements. New development is required to be of the highest architectural quality and not to cause harm to the amenity of surrounding land and buildings, in respect of overshadowing, wind and micro climate. The Plan contains detailed guidance on the location and development of tall buildings, requiring that they should only be considered in areas whose character would not be adversely affected by the scale, mass and bulk of the building, relate well to surrounding buildings and public realm and, individually or as a group, improve the legibility of an area and enhance the skyline and image of London. Where appropriate they should have accessible public areas on the upper floors. Tall buildings should not impact adversely on local or strategically defined views. The impact of tall buildings in sensitive locations should be given particular consideration. Such locations include conservation areas, the settings of

listed buildings and World Heritage Sites.

29. The City of London Local Plan provides detailed, City specific, guidance on development. A key objective is to ensure that the City remains the world's leading international, financial and business services centre, planning for 1,150,000 square metres of additional office floorspace between 2011 and 2026. The bulk of this growth is expected to take place within the City's Eastern Cluster. The Eastern Cluster is identified as an area where new tall buildings may be appropriate, adding to and enhancing the existing tall buildings cluster and the overall appearance of the cluster on the skyline, while adhering to the principles of sustainable development and conserving heritage assets and their settings. A significant growth in office floorspace and employment is envisaged, particularly through the development of tall buildings on appropriate sites. The Plan seeks to ensure that streets, spaces and the public realm are enhanced to accommodate the scale of development envisaged, and that the area remains a safe and attractive area to work and visit.
30. 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.
31. There is relevant City of London supplementary planning guidance in respect of: Planning Obligations, Protected Views, Leadenhall Market and Bank, as well as the City of London Community Infrastructure Levy Charging Schedule. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
32. Government Guidance is contained in the National Planning Policy Framework (NPPF), issued in March 2012. The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are: building a strong, competitive economy, placing significant weight on supporting economic growth, job creation and prosperity; promoting sustainable transport and requiring transport assessments where significant transport movements are envisaged; requiring good design, ensuring buildings function well and add to the overall quality of an area; meeting the challenge of climate change and addressing the potential for flooding; conserving and enhancing the natural environment; conserving and enhancing the historic environment, attaching great weight to the conservation of heritage assets of the highest significance.

### **Considerations**

33. 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, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);

To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);

To pay special attention to the desirability of preserving or enhancing the character or appearance of the Leadenhall Market Conservation Area and the Bank Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990), which adjoin the site;

34. 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 have special regard to the desirability of preserving the settings of listed buildings.
35. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings.
36. In respect of sustainable development the NPPF states at paragraph 14 that *'at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision taking... for decision taking this means: approving development proposals that accord with the development plan without delay...'*.
37. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

### **Principal Issues**

38. The principal issues in considering this application are:
  - The economic benefits of the scheme;
  - Impact on retail and the public realm including provision of a publically available viewing gallery free of charge;
  - The appropriateness of the bulk, massing and design of the proposals;
  - The impact of the proposals on the London skyline including on views in the London Views Management Framework;
  - The impact of the proposal on heritage assets;
  - Servicing, Transport and impact on public highways;

- The impact of the proposal on nearby buildings and spaces, including environmental impacts such as daylight and sunlight, wind microclimate, solar glare and energy and sustainability; and
- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

### **Economic Issues and Need for the Development**

39. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.
40. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
41. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
42. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
43. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and

enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.

44. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
45. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity, particularly in the Eastern Cluster, identifying this area as the main focus for future office development and new tall buildings. Strategic Objective 2 and Policy CS7 actively promote a significant increase in office floorspace within the Eastern Cluster, providing for high quality floorspace to meet the varied needs of office occupiers and attract new inward investment into the City.
46. The proposed development would result in an additional 33,963sqm GIA of additional B1(a) office floorspace, further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 3,763 office workers.
47. The proposed development includes large uniform floor plates (typically 1794sq.m GIA) which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2.

#### **Provision of office accommodation**

48. The provision of a substantial and tall office building in this location meets the aims of policy CS7 in delivering a significant growth in both office floorspace and employment.
49. The proposed development would add a substantial amount of B1 office floorspace to the City's office stock (33,963sqm net increase in GIA), which is supported in accordance with Local Plan Policy CS1. This

additional floorspace will make a significant contribution towards meeting the Local Plan's overall office floorspace targets to 2026.

### **Retail Provision**

50. The application site is located within the Leadenhall Market Principal Shopping Centre (PSC), as defined in Policy CS20. PSCs are the main areas of the City where new retail is promoted and existing retail is protected.
51. The proposed development increases the total amount of retail on site from 729sqm GIA to 4,187sqm GIA, an increase of 3,458sqm GIA overall. At ground level, the proposed retail space would comprise three separate ground floor double height units dispersed around the base of the building on the Gracechurch Street and Whittington Avenue frontages and a small kiosk at the southern end of Whittington Avenue. The whole of the usable 1<sup>st</sup> floor area is proposed to be utilised for retail uses. At second floor level the usable floor area would be split with the southern half of the floor being occupied by the open terrace and winter garden, with the remainder to the north being used for retail. The large increase in retail floorspace provided by the scheme is beneficial, even at above ground floor level, and Policy DM20.1 supports uses other than A1 at higher levels.
52. However, there would be a net loss of retail space and frontage on the ground floor with the space being used for office entrances instead. A large loading bay is proposed on Whittington Avenue, a PSC frontage which leads into the covered area of Leadenhall Market.
53. Policy DM20.1 seeks to protect street level retail frontage and prevent significant breaks in the frontage of PSCs'. The existing building has 5 ground floor retail units, providing about 75m of retail frontage; 63.3m of the frontage is in A1 use (84%). The proposed scheme would provide about 59m of retail frontage in 4 separate units and the application seeks flexible A1 – A4 permission, which could potentially lead to a loss in all A1 frontage in an important section of the PSC. The proposed ground floor layout would also result in the loss of a retail unit on the key junction in the PSC between Leadenhall Street and Whittington Avenue, which helps improve the character leading up to the entrance to Leadenhall Market.
54. The existing retail units are hidden behind a colonnade on Gracechurch Street and are not clearly visible to passers-by. The proposal includes a colonnade, but due to the increase height of the colonnade and the provision of retail on the upper floors the prominence of the retail units would be improved. The quality of the retail space proposed would be improved over the existing in terms of the quality of accommodation and the amount of retail overall would increase significantly. In these circumstances it is considered that the proposed loss of the existing retail frontage is acceptable.



## **Bulk, Massing, and Architectural Expression**

55. The scheme has been developed with two key factors informing the bulk and massing of the current proposals. These are; the base element that effectively fills the street block; and the more slender three vertical tower elements that rise above.

### **Street block**

56. The height and massing of the “street block” has been carefully profiled to respect the general height of development within the street frontages to the east, south and west and adheres to the established building line along these streets. The purpose of this lower element of the building is to create an impression in views from the east, west and south of a low rise building addressing the street with a tower element rising behind. This block is also seen as the base from which the tower rises in views from the north when the full height of the building from ground to top can be seen.
57. The street block has been kept low (five storeys) and given a stone clad framework with a strong vertical emphasis to blend into the succession of buildings when seen in oblique views from distance. The façade would comprise a fully glazed double height lobby set back behind an arcade on its north and western sides rising the full height of the lobby space whose principal entrance would be from Leadenhall Street. The lobby would have a secondary entrance from Whittington Avenue that would allow the lobby to be physically split between two occupiers if required. The arcade would provide a significantly more generous height and width in comparison to the existing arcaded walkway with new stone pavement finishes and would provide access to four ground floor retail areas and the entrance to the public terrace. The route through the arcade would link through to the arcaded section of the adjoining Leadenhall Market buildings. The lobby glazing would return around on to the Whittington Avenue frontage. A loading bay entrance would be located towards the southern end of Whittington Avenue. Above the double height ground floor would rise two floors faced in a stone grid with a metal fin detailing to the vertical columns and frameless windows. The columns would project forward of the horizontal transoms to provide interest to the roofline of the street block. The upper sections of the final three bays at the southern end of the Gracechurch Street façade would be open and unglazed to provide a more respectful relationship to the Leadenhall Market buildings and these openings indicate the position of the public terrace that allow unobstructed views out to the south and west.

### **Viewing Gallery**

58. The public terrace, accessible from the Gracechurch Street frontage extends along the south side of the street block overlooking the

attractive glazed roof of the market building. From this raised position users of the terrace would be able to enjoy new views of City landmarks that include the Lloyds Building, the spires of the churches of St Michael's Cornhill and St Peter Upon Cornhill, and the rooftops of other buildings in the vicinity. It would provide an alternative viewing experience to other high level viewing galleries recently approved. The terrace would be accessed via two dedicated lifts and a staircase located halfway along the Gracechurch Street frontage, and could also be exited using a dedicated single lift opening onto Whittington Avenue.

59. The western half of the terrace area would be sheltered by the soffit of the tower above but would have an outdoor nature with seating and landscaping. A winter garden would be positioned at the eastern half of the terrace area that would create a pleasant public space that could be used all year round. Cafes, restaurants and bars could potentially open out onto the terrace to further enliven the space.

### Tower

60. The tower element would relate satisfactorily to the heights and profiles of neighbouring tall buildings and would reinforce the character of the Eastern Cluster and has been set back from the frontage of the street block to reduce its presence in ground level views from the east and west. The mass of the tower itself is sub-divided into three vertical elements with the centre element rising highest and the two flanking vertical masses each finishing at different height below. The final height of these three masses has been determined following consideration of the appearance of the building within the context of the other buildings within the City cluster. At the transition from the street block building to the tower, metal fins of alternating height extend upwards across the two plant levels up to the office floors. The main facades of the tower above would be formed of unitised cladding that would be given a vertical emphasis that would be achieved by downplaying the horizontal floor slab divisions by continuing the glazing across their edges and by the use of a recessed mullion every 4.5m to create vertical "score lines" up and down the façade. The metal fin treatment would be repeated as an embellishment at the top of the building over the plant floors

### **London Views Management Framework and Tower of London Local Setting Study**

61. The Mayor of London's View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan and sets out the strategic context for the protection of identified landmarks. The site falls outside all of the Protected Vistas of the London Views Management Framework. However, the tower would impact on a number of Assessment points in the LVMF.
62. The tower would be clearly visible on the City skyline from all three assessment points at Waterloo Bridge (15B) and from Gabriel's Wharf

(16B). From all of these vantage points, the tower would be seen adjacent to the Leadenhall Building. The tower would relate well to the profile of the cluster and would not harm the setting or appreciation of St. Paul's Cathedral or other important landmarks.

63. From the three assessment points at City Hall (25A) and the north bastion of Tower Bridge, the tower would relate satisfactorily to the compact profile of the City cluster of towers located to the left of the Leadenhall Building. From these vantage points the tower would not harm the setting or views of the Tower of London or other important landmarks.
64. The tower would be concealed in both summer and winter by the trees on the Duck Island in the view from St James's Park and would, therefore, not affect this view.
65. In terms of wider views (e.g. Alexandra Palace, Parliament Hill, Kenwood and Primrose Hill) the tower would be fully integrated within the City's cluster of tall buildings and would not compromise the setting of St. Paul's Cathedral.

#### Setting of the Tower of London World Heritage Site

66. The Tower of London World Heritage Site is located a significant distance to the east of the site. The proposed tower, which would be located to the west of the City cluster of towers, has been assessed from all the key views of the World Heritage Site identified in the adopted Local Setting Study. The proposed tower would appear as a peripheral feature on the skyline decreasing in height from the highest point of the cluster, a considerable distance from the World Heritage Site, and would not harm the setting or outstanding Universal value of the World Heritage site in any of these views.

#### Other Key Views

67. A key constraint of the site is the need to safeguard the "breathing space" to the north of St. Paul's Cathedral in the view eastwards from all points along Fleet Street and Ludgate Hill. The proposed tower would be concealed behind the dome and drum of the Cathedral and as such would not harm the setting of St. Paul's Cathedral.
68. From the Monument viewing gallery and the viewing gallery of St. Paul's Cathedral, the tower would appear as an integral part of the City cluster of towers and would not harm the appreciation of recognized important landmarks in these views.
69. Similarly, in views from Bank junction and the upper level viewing galleries and terraces of 1 New Change and 20 Fenchurch Street the proposed tower would appear as an integral part of the City cluster of towers and would not harm these views or the setting of the Mansion

House, the Bank of England or the Royal Exchange.

### **Setting of Conservation Areas**

70. While the site does not fall within a conservation area, the site borders the Bank and the Leadenhall Market conservation areas.
71. To the west, the eastern boundary of the Bank Conservation Area includes all of the west side of Bishopsgate from Gibson Hall to 8 Gracechurch Street. Views of and from this Conservation Area are characterized by the backdrop of towers, within the City's cluster of tall buildings on the north and east. The proposed tower would appear as a prominent landmark in views along Bishopsgate, Cornhill and further afield, such as, Bank junction but would be seen against this backdrop of existing tall buildings and, therefore, would not harm the setting of the Bank Conservation Area. The height and architectural treatment of the street block building has been carefully modelled to ensure that the tower is not seen to rise from street level other than from a short length of Bishopsgate looking southwards where the building has been designed to be seen full height.
72. To the south of the site is the Leadenhall Market Conservation Area. The proposed tower would form the immediate backdrop or foreground to the Gracechurch Street and Whittington Avenue entrances to the market, and would be prominent in views from outside the conservation area and within the non-enclosed areas of the market itself. However, the setting of the market is already characterised by the close proximity of large modern buildings including Leadenhall Court, the Lloyds Building and the visual presence of other office towers to the north, east and south. An architectural contrast between the Victorian market buildings and the surrounding modern development is already established and the new building would reinforce rather than establish this condition. The setting of the Leadenhall Market Conservation Area would not therefore be harmed.

### **Setting of Listed Buildings**

73. The site is located adjoining, adjacent to and near a number of listed buildings.
74. To the north of the site is the grade II listed 147-148 Leadenhall Street and further to the east is the grade II listed 140-144 Leadenhall Street. These buildings form part of a short terrace of masonry buildings to which the street block of the proposed development has been designed to relate to in a positive manner in terms of materials, cornice height, maintaining a consistent street frontage etc.
75. The setting of 140-144 and 147-148 Leadenhall Street is already defined by a backdrop of neighbouring tall buildings and the proposed tower would not additionally harm their setting. Similarly, the setting of the

grade I listed St. Peter upon Cornhill, the grade II\* listed Leadenhall Market and other buildings along Gracechurch Street, such as, the grade II listed 7-9 Gracechurch Street and 81-82 Gracechurch Street would not be harmed by the proposal. All of these buildings are appreciated in views northwards along Gracechurch Street with the backdrop of existing towers to the north east. The tower would create a new relationship to the Grade II\* Leadenhall Market buildings. The lower height of the street block building would mitigate some of the visual impact regarding the change in scale between the market buildings and the tower. The details of the junctions between the two buildings would be the subject of a condition.

76. The setting of listed buildings along Cornhill to the west that include; The Royal Exchange, and numbers 33-35, 39, 42, 48, 54-55, 65, 66-67 have been given very careful consideration in terms of the parapet height of the proposed building, its facing materials and the vertical emphasis given to the street block, and the degree to which the tower element has been set back from the Cornhill/Leadenhall Street building line, to ensure that the setting of these buildings is not unduly harmed.
77. The proposed building would sit immediately adjacent to Leadenhall Market on Whittington Avenue and Gracechurch Street. The arrangement of façade elements, alignments and proportions has been carefully developed by the architects with the aim of creating a harmonious relationship between the market entrances and the proposed building. The façade of the proposed building would align with the face of the market buildings. The arcade columns are dimensionally set out so that the closest column is set away from the market buildings by 600mm, forming a recessed shadow gap between the two buildings, between the arcade soffit and the public terrace above. This arrangement would create an appropriate visual separation between both buildings. A similar approach is proposed to form the junction with the market on Whittington Avenue. A recessed element would sit between the façade of the market buildings and the proposed building. The gap would be 350mm wide which would respond to the similar proportions of the market façade compared to the Gracechurch Street entrance.
78. The design of the proposed buildings has been the subject of much discussion to reduce its impact on the character of the surrounding streets. The appearance of the building and its impact on local townscape views proposals are considered to be acceptable and are of an appearance that can be recommended for approval.

## **Transport, Servicing, Parking and Impact on Public Highways**

### **Highways Alterations**

79. The development will involve the stopping up of the footprint of the structural columns which are considered to be existing areas of public

highway on the Gracechurch Street and Leadenhall Street frontages of the building, of approximately 9.05sqm in total. It will also involve the dedication of replacement areas of public highway on both of these frontages, up to the façades of the new building and including the areas within the new arcades, which will total approximately 275sqm of adopted public highway. Although Gracechurch Street is a Greater London Authority road, the City, as the local planning authority, will be responsible for effecting all of the stoppings up and accompanying dedications through a stopping up order. The new areas of public highway that will form part of Gracechurch Street will vest in Transport for London and those that will form part of Leadenhall Street will vest in the City. All areas dedicated will be adopted by the relevant local highway authorities once they are formed to the relevant authority's standards. In the City's case, and also probably in Transport for London's case, this will involve the use of York stone footway paving to ensure a high quality and robust finish. A plan is attached.

#### Delivery and Servicing

80. The proposed development includes three servicing bays, and in order to accommodate all of the servicing activity in the hours allowed a consolidation strategy is proposed whereby vehicle deliveries are made to an off-site location where freight is consolidated and then transferred to the site. This delivery consolidation is proposed to reduce servicing trips in the vicinity of the site, manage peak demand and reduce potential conflicts between servicing traffic and pedestrians/cyclists.
81. A detailed Delivery and Servicing Plan would be required through the S106 agreement.

#### Framework Travel Plan

82. The proposed Draft Framework Travel Plan is largely satisfactory to the City Transportation Section but the modal share for cyclists should be in the order of 20% from first occupation and the other modal shares should be adjusted accordingly. Travel surveys should be undertaken upon 75% occupation and subsequently at years 1, 3 and 5 with targets adjusted at each review.

#### Waste Management

83. The commercial waste in the operational phase would be collected from the offices and retail units and transferred to a skip compactor located in the ground floor servicing area of the building. When the compactor is full any residual waste would be transferred to the bins located in the basement waste store. All recyclable waste would be transferred from the offices and retail units to the bins located in the basement waste store.
84. With regards to waste collection, the internal management team would

transfer the bins from the basement waste store to the temporary holding store at ground level at ground floor level, using the servicing lifts. The internal management team would then transfer the bins from the temporary holding store to the servicing area at a pre-arranged collection time.

85. The proposed Waste Management Strategy meets the City's requirements.

### Parking

86. The development would be car free except for one car bay for people with disabilities located in the proposed servicing area, accessed from Whittington Avenue. Access to this parking space would be managed by the building's facility team. This meets the requirements of the London Plan and the Local Plan and is acceptable.
87. This low level of provision is considered appropriate by TfL given the site's location and access to public transport. It is welcomed that vehicles, including private hire and taxis, would be able to pre-book pick up and drop off within the service yard to cater for employees and visitors with mobility issues who may not choose to travel using their own vehicle.

### Cycle parking and facilities

88. To comply with the London Plan standards the development would need to provide 692 long stay cycle parking spaces and 162 short stay cycle parking spaces. Short stay cycle parking spaces are not proposed due to the constraints of the site. Provision of cycle parking on Gracechurch Street or Leadenhall Street would impede pedestrian flow and safety, as they are busy thoroughfares. Leadenhall Market is serviced from Whittington Avenue, as the proposed building would be, which means that it would not be appropriate to provide cycle parking here.
89. All of the proposed cycle parking spaces would be long stay cycle parking spaces located at basement level one of the building, accessed via dedicated lifts from Whittington Avenue. Short stay cycle parking spaces are not proposed due to the constraints of the site. Provision of cycle parking on Gracechurch Street, Leadenhall Street or Whittington Avenue would impede pedestrian flow and safety, as they are busy thoroughfares. It is proposed that 25% of the short stay cycle parking spaces are provided as long term cycle parking spaces in the basement, increasing the provision from 692 spaces to 736 spaces. The applicants transport consultant are looking again at the basement cycle parking to determine whether it would be possible to provide short stay parking here. To be successful this would need to be separate to the long stay parking.
90. A total of 736 cycle parking spaces would be provided. 702 cycle parking

spaces would be provided in two-tier racks, 32 cycle parking spaces would be provided as Sheffield stands and two accessible cycle parking spaces would be provided for off gauge cycles.

91. A total of 73 showers would be provided at basement level, including three accessible showers. This equates to one shower per 10 cycle parking spaces which, while slightly less than our advice of one per 8 spaces, is considered acceptable. 740 lockers would be provided.
92. It is considered that the proposal achieves a significant provision of cycle spaces together with associated facilities which is acceptable for the development. The details of the provision, range, type and location of the cycle spaces, showers and lockers would be dealt with under planning conditions to ensure general compliance with policy.

### Public Transport and Pedestrian Movements

93. The site is highly accessible by public transport, with services on the Jubilee, Northern, Central, District, Circle, Metropolitan and Hammersmith and City lines and the Docklands Light Railway and from 2018 the Elizabeth Line available at Bank, Monument, Liverpool Street and London Bridge stations, all within walking distance of the site. National rail services are also available at Liverpool Street and London Bridge, as well as Fenchurch Street and Cannon Street stations within a 12 minute walk from the site. Within 640m of the site (an eight minute walk), 26 bus services are also available. As such, the site records the highest possible Public Transport Accessibility Level (PTAL) of 6b. There are no cycle hire docking stations immediately adjacent to the site, the nearest being available approximately 400m away on St Mary Axe and Great Tower Street.
94. A review of pedestrian movements and pedestrian comfort levels has been undertaken. This assessment demonstrates that a Pedestrian Comfort Level (PCL) of over C is maintained on Gracechurch Street, Leadenhall Street and Whittington Avenue, which is the acceptable level for an office and retail area, in line with TfL's Pedestrian Comfort Guidance, and in accordance with Local Plan policy DM16.2.
95. With regard to trip generation, it is anticipated that the majority of users would arrive by public transport or cycle.

### Environmental impact of proposal on surrounding area

#### Wind Microclimate

96. A full assessment of the proposed development's effects on wind conditions at the site and in the surrounding area has been undertaken by the applicant. Computational Fluid Dynamics (CFD) studies and extensive wind tunnel tests have been undertaken to assess the effect of the proposal on the wind microclimate, which looks at average and gust



wind conditions around the existing building and the proposed development and also assesses the cumulative impact with other proposed developments.

97. The mitigation measures have been formulated on the basis that the wind levels would be suitable for 'leisure walking' on the Lawson Criteria and the main objective has been to achieve wind levels suitable for 'sitting' and 'standing' scenarios, especially within the terraces.
98. The proposed development would result in an increase in wind speeds along Gracechurch Street and Whittington Avenue, from levels suitable for 'standing/entrances' to levels suitable for 'leisure walking', which is acceptable. The proposal would improve conditions at the perimeter of the 122 Leadenhall Street building.
99. The public terrace would experience wind levels suitable for 'standing' and would require mitigation. The office terrace situated on level 28 on the southern side of the building would experience winds level suitable for 'leisure walking' and the office terrace situated on level 32 on the northern side of the building would experience wind levels suitable for 'standing'. Mitigation would also be required for these terraces. The incorporation of landscape on all three terraces, consisting of low and high level planting (shrubs and trees), would reduce wind speeds to an acceptable level for the intended use.
100. This testing has informed the mitigation proposals and the resultant wind microclimate complies with relevant wind microclimate complies with relevant planning policies including Local Plan policies DM10.1 and London Plan policies 7.6 and 7.7.

#### Daylight and Sunlight

101. An assessment of the impact of the development on daylight and sunlight to surrounding buildings has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and considered having regard to Policies 7.6 and 7.7 of the London Plan and DM 10.7 of the Local Plan. While the assessment has been carried out for all the surrounding buildings including commercial offices, only those considered as sensitive in terms of daylight and sunlight are evaluated in this report. These include residential properties at 2-4 Bull's Head Passage, 88 Gracechurch Street, 3 Castle Court, Jamaica Buildings, 74 Cornhill, Merchant Taylor Hall, 14 Lime Street and 33 Great St Helen; and other sensitive sites including St Helen's Church (front and rear courtyards), 30 St Mary's Axe (concourse), St Andrew's Undershaft (entrance courtyard), St Katherine's Church (rear courtyard), 25-30 Fenchurch Street (concourse), St Peter's Church (courtyard), Church of St Peters (courtyard), Merchant Taylor Hall (central courtyard), 1 Threadneedle Street (roof terrace), Royal Exchange (thoroughfare), Bank of England (central courtyard) and 25 Old Broad Street/15 Bishopsgate (existing courtyard).

102. The assessment of daylight and sunlight is a comparative one measured against the current base conditions.

### Daylight

103. There are 117 windows serving 49 residential rooms surrounding the site. These have all been assessed in terms of both VSC (Vertical Sky Component) and NSL (No Sky Line). Whilst not residential in nature, consideration has also been given to the potential effect the proposed development may have on the closest church, St Peter-upon-Cornhill. The church windows facing the site, however, are predominantly blocked so it is unlikely that the proposed development would have any material effect on this building.

104. There are no properties which would experience a moderate or major adverse effect on their levels of daylight.

### *Jamaica Buildings*

105. Within Jamaica Buildings there is one room served by four windows. One of the four windows would experience a minor adverse effect in VSC and the other three windows would either experience no VSC change or a change that is BRE compliant. The room would experience an NSL alteration of 0.9%. BRE guidance advises that a less than 20% reduction is unlikely to be noticeable. It is therefore clear that the occupants of this room are unlikely to perceive any change in the level of daylight. The effect is considered to be negligible.

### *88 Gracechurch Street*

106. Due to their low level and enclosed locations, the residential windows facing the site in 88 Gracechurch Street have very low baseline levels of sky visibility (VSC). The small actual VSC alterations, which these windows experience as a consequence of the proposed development, therefore present themselves as disproportionate percentage reductions, which would technically, fall into the moderate to major adverse categories. The actual level of VSC alteration to all except one room does not however cause any alteration in the level of daylight distribution within the rooms (NSL) served by these windows, which breaches BRE guidance. Some rooms would experience an improvement due to the open terrace through which additional skylight at working plane height can be derived.

### Sunlight

107. There are 85 windows serving 30 residential rooms surrounding the site that are relevant to the sunlight amenity assessment. These windows have all been assessed in terms of APSH (Annual Probable Sunlight Hours). In situations where the construction of the proposed

development will result in APSH alterations to the rooms assessed, which are within the BRE guidelines the effect of the proposed development on the sunlight levels to that room is considered to be of negligible significance. The following properties would experience APSH alterations that are beyond BRE guidance and so require more detailed consideration:

#### *74 Cornhill*

108. There are 23 windows serving nine rooms within 74 Cornhill, which are relevant for sunlight assessment. Eight of the nine rooms are fully BRE compliant in terms of any alteration in the sunlight amenity. The remaining room would experience an alteration in sunlight amenity, which is 0.7% above BRE guidance. The effect upon this room is considered to be negligible to minor adverse significance.

#### Sun on the Ground

109. The construction of the proposed development causes no additional shadowing to the surrounding churchyards.
110. The existing courtyard of 25 Old Broad Street/15 Bishopsgate would breach the BRE 21<sup>st</sup> March sun on ground assessment recommendations but this area already has a low baseline level of sunlight on this date. The small (3.6%) actual alteration caused by the proposed development therefore presents itself as a disproportionate percentage alteration, which in reality is unlikely to be perceived by users, and as such is of no greater than minor adverse significance.

#### Transient Overshadowing

111. Transient overshadowing plots show a comparison of the path of the shadows cast by the existing building on site and the proposed building. These plots show the shadows cast at hourly intervals from the sun's highest, lowest and mid-height altitudes, namely 21<sup>st</sup> June, 21<sup>st</sup> December and 21<sup>st</sup> March.
112. The analysis results show that the proposed development would cause no additional overshadowing during the winter months.
113. In the spring and autumn months (shown as 21<sup>st</sup> March) the roof terrace of 1 Threadneedle Street would experience some additional shadow between the hours of 8am and 9am. The courtyard of 25 Old Broad Street/15 Bishopsgate would experience some additional overshadowing from the proposed development between the hours of 11am and 12pm.
114. During the summer months, the central courtyard of Merchant Taylor Hall would experience some additional overshadowing between the hours of 9:45am and 11:45am.

115. Overall the additional shadows cast by the proposed development are considered to be of minor adverse significance.

### Solar Glare

116. The assessment results show that any instances of solar glare, which are visible at street level occur either for only a short period of time or over a small area of the proposed facade. The instances of solar glare identified are considered to be of no greater than temporary, direct and of minor adverse significance. This will be ensured through condition.

### Light Pollution

117. The closest building to the proposed development that contains residential accommodation that has the potential to be affected by light pollution is 88 Gracechurch Street.

118. As there is currently no detailed internal lighting design for the proposed development the assessment has been based on the worst case scenario. Using the level of light spillage from a typical office; with light internal finishes and 0.68 transmittance glazing, with the working plane illuminated to 400 lux with no blinds or curtains. A light level of 100 lux has been applied to the retail at the lowest level and the public terrace has been lit to 200 lux as it is understood that this would be lit for social events.

119. The analysis results show that, in this worst case scenario, when the terrace is unlit there is approximately 10 lux at the upper floor windows of 88 Gracechurch Street, and when the terrace is lit this increases to 20 lux.

120. It should be considered, that in the unlit terrace scenario, the light spillage extent is only marginally above guidance and it does not take into consideration any existing upward light spillage from Leadenhall Market. It is likely that light spill from the roof of Leadenhall Market already have an effect on the façade of 88 Gracechurch Street. Therefore, the level of light spillage from the proposed development when the terrace is unlit is unlikely to be noticeable.

121. When the terrace is lit there would be a higher level of light spillage, but taking account of the light spill from the roof of Leadenhall Market, the level of the light spillage from the proposed development when the terrace is lit has the potential to be only marginally noticeable and not expected to give rise to an effect above minor adverse significance.

### Energy and Sustainability

122. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.

123. The sustainability statement demonstrates that the proposed development has been designed to take into account the likely impacts of climate change, that the materials specification would follow principles of lean design and use of environmentally friendly and responsibly sourced materials, that waste reduction measures would be incorporated, that pollution would be minimised, that sustainable travel methods would be promoted and that the design of the development would be guided by the health and wellbeing standard WELL.

#### Energy consumption

124. The Energy Strategy provides evidence that this development should achieve a 21% improvement in carbon emissions compared to the Part L 2013 Building Regulations requirement. This will be achieved through energy efficiency, on-site CHP and photovoltaic (PV) panels. This is below the London Plan Policy 5.2 target for a 35% improvement over the 2013 Building Regulations therefore a carbon offsetting contribution is required, secured through the S106 agreement.

125. An indicative array of up to 25.2sqm of PV (20 panels) is proposed to be located on the roof of the development, leaving additional space for maintenance access and to prevent overshadowing.

126. The panels are proposed to be inclined at 10° and be south facing, which is considered an optimised angle and orientation for maximising output for this scheme and the number of panels that can fit on the roof. The electrical output from the PV is to be connected into the landlord's supply and it is not anticipated that the PV panels will produce more electricity than is used within the building.

#### BREEAM

127. The Sustainability Statement provides evidence that this development has been designed to achieve a BREEAM "Excellent" rating. A post construction assessment is required by condition to ensure that this rating is achieved.

#### Drainage

128. The existing drainage assets within the area are Thames Water combined sewers. The proposed conceptual drainage includes a separate foul and surface water drainage system up to the outfalls of the combined sewer. Flow control measures would be used to restrict the surface water flow downstream of the network to achieve 50% reduction of existing discharge rate in accordance with the Mayor's requirement, by providing attenuation within the site.

#### Air Quality

129. The EIA includes an assessment of the likely changes in air quality as a

result of the construction and operational phases of the development and has been considered having regard to Policies 7.14 of the London Plan and CS15 of the Local Plan.

130. During construction dust emissions would increase and would require control through the implementation of good practice mitigation measures in the Construction Method Statements to be approved under conditions attached to the planning permission.
131. An Air Quality Neutral Assessment has been undertaken in accordance with the GLA's Sustainable Design and Construction SPG.
132. The development does not include the provision of any car parking spaces. The traffic generation associated with the operation of the proposed development is expected to mainly relate to movement of taxis and vehicles servicing the building.
133. The Total Benchmark Building Emissions are higher than the Total Building Emissions giving a negative score. The proposed development is therefore considered to be air quality neutral for building emissions.

#### Noise and Vibration

134. The EIA assesses the impact from noise and vibration on the surrounding area, including noise and vibration from the enabling works, demolition and construction; noise from the proposed development during operation; and noise associated with increases in road traffic, which could be attributed to the development.
135. In most City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved under condition.
136. Worst case daily construction movements of approximately 54 vehicles per day (108 movements) during the demolition phase have been used to assess potential construction traffic noise. It has been calculated that worst case construction traffic activity would result in an increase in road traffic noise of minor adverse significance for a medium term duration on Lombard Street and Cornhill. However, it is not anticipated that haul routes would use these road links but would access the site using Gracechurch Street, Bishopsgate and Leadenhall Street as these roads have higher traffic densities. If construction traffic avoids Lombard Street and Cornhill the change in road traffic noise due to construction traffic would be of negligible significance.
137. Noise and vibration during demolition and construction would be controlled through conditions as outlined above. These would require the submission of a Construction Logistics Plan (CLP) to manage all freight

vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents, churches and commercial occupiers from noise, dust and other environmental effects attributable to the development.

138. During the operational phase of the development it is predicted that the increased cumulative traffic flow would result in a negligible change in road traffic noise.
139. Noise levels from mechanical plant in the completed development would need to comply with the City of London's standard requirement that there would be no increase in background noise levels and approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.
140. The impacts on noise and vibration would be managed through conditions and provisions in the S106 agreement to control any adverse effects.

#### Archaeology

141. The site is at the centre of the Roman city on the site of the Roman Basilica Forum and medieval buildings including the 15<sup>th</sup> century Garner. An archaeological desk based assessment has been submitted with the application. The site was archaeologically excavated prior to the construction of the existing building and there is no potential for archaeological remains to survive within the building footprint.
142. Any works outside the basement footprint are likely to have an archaeological impact and a condition is recommended to record any archaeological remains revealed.

#### Security

143. Following extensive engagement with the City Police both throughout the development of the scheme and following the submission of the application, a number of internal and external security measures are to be employed to address security issues which arise with a development of this size, location and nature.
144. Externally, perimeter protection would be provided by the facade construction and other measures to be agreed.
145. The final details of the security measures would be sought by condition and any alterations on the highway would be secured through a Section 278 agreement.

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

146. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.

147. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.

148. The planning obligations and CIL contributions are set out below.

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

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
Mayoral Community Infrastructure Levy payable	£2,399,800	£2,303,808	£95,992
Mayoral planning obligation net liability*	£4,104,740	£4,104,740	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>£6,508,040</b>	<b>£6,408,548</b>	<b>£99,492</b>

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



## City CIL and S106 Planning Obligations

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
City CIL	<b>£3,599,700</b>	<b>£3,419,715</b>	<b>£179,985</b>
City Planning Obligation Affordable Housing	<b>£959,920</b>	<b>£950,321</b>	<b>£9,599</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>£143,988</b>	<b>£142,548</b>	<b>£1,440</b>
City Planning Obligation Monitoring Charge	<b>£4,250</b>	<b>Nil</b>	<b>£4,250</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>£4,707,858</b>	<b>£4,512,584</b>	<b>£195,274</b>

### City's Planning Obligations

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

- Highway Reparation and other Highways obligations
- Local Procurement Strategy
- Local Training Skills and Job Brokerage Strategy
- Carbon Off-Setting
- Any Site Specific Mitigation (if necessary)
- Travel Plan
- Delivery Service Management Plan
- TV Interference Survey – To be confirmed
- Wind Mitigation Survey – To be confirmed
- Freight Consolidation
- Start-up Incubator Space
- Counter-Terrorism
- Monitoring
- Off-Site Cycle Rack Contribution - TfL
- Utilities Connections
- Solar Glare Survey – To be confirmed
- Public Terrace Access

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

### Monitoring and Administrative Costs

151. A 10 year repayment period would be required whereby any unallocated sums would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future maintenance purposes.
152. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

### Site Specific Mitigation

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

### Conclusions

154. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster in accordance with policy CS1 of the Local Plan. The scheme would provide 48, 511sqm (GIA) of office floorspace.
155. The scheme would provide 4,187sqm (GIA) of new retail floorspace, which would equate to 3,458sqm of additional retail floorspace. This substantial increase in retail space would be beneficial and in accordance with policy DM20.1 of the Local Plan, but there would be a net loss of retail space and retail frontage at ground floor level. Considering that the quality of the retail space provided would be improved and the amount of retail overall would increase significantly it is considered that the proposals are acceptable.
156. The design of the proposed buildings has been the subject of much discussion to reduce its impact on the character of the surrounding streets. The appearance of the building and its impact on local townscape views proposals are considered to be acceptable and are of an appearance that can be recommended for approval.
157. The scheme would deliver a public viewing gallery which would be free of charge and an important contribution to the public benefit of the scheme.
158. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and, other than one space for disabled car parking, would be car free. 692 long stay cycle parking

spaces associated facilities would be in provided in accordance with Development Plan standards, and an additional 44 long stay cycle parking spaces would be provided in long stay cycle parking spaces would be provided in lieu of short stay cycle parking spaces.

159. The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, light pollution or wind on surrounding areas. Wind speeds on the terraces can be mitigated through a landscaping scheme secured by condition.
160. The scheme would provide significant benefits through the CIL and S106 where relevant for improvements to the public realm, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
161. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
162. In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account, planning permission should be granted as set out in the recommendation and the schedules attached.

## **Background Papers**

### **Internal**

Memo, 6<sup>th</sup> October 2016, Waste and Amenity Planning Manager  
Email, 11<sup>th</sup> October 2016, City Transportation Section  
Memo, 18<sup>th</sup> November 2016, Waste and Amenity Planning Manager  
Memo, 6<sup>th</sup> October 2016, Department of Markets and Consumer Protection

### **External**

Letter, 28<sup>th</sup> September 2016, Historic England  
Email, 28<sup>th</sup> September 2016, Crossrail Ltd  
Email, 29<sup>th</sup> September 2016, Natural England  
Email, 29<sup>th</sup> September 2016, NATS Safeguarding  
Email, 30<sup>th</sup> September 2016, Network Rail  
Email, 5<sup>th</sup> October 2016, Thames Water  
Email, 10<sup>th</sup> October 2016, NATS Safeguarding  
Letter, 10<sup>th</sup> October 2016, City of Westminster  
Letter, 11<sup>th</sup> October 2016, Heathrow Airport Ltd  
Letter, 11<sup>th</sup> October 2016, London Borough of Camden  
Letter, 13<sup>th</sup> October 2016, London Borough of Islington  
Letter, 17<sup>th</sup> October 2016, Environment Agency  
Letter, 18<sup>th</sup> October 2016, Transport for London  
Letter, 19<sup>th</sup> October 2016, Victorian Society  
Letter, 21<sup>st</sup> October 2016, London Borough of Haringey  
Email, 31<sup>st</sup> October 2016, National Planning Casework Unit, DCLG  
Letter, 31<sup>st</sup> October 2016, Greater London Authority  
Email, 3<sup>rd</sup> November 2016, Historic Royal Palaces  
Email, 8<sup>th</sup> November 2016, London City Airport  
Letter, 21<sup>st</sup> November 2016, London Borough of Tower Hamlets  
Email, 13<sup>th</sup> December 2016, Greater London Authority

## Documents

Energy Statement, Hurley Palmer Flatt, August 2016  
Statement of Community Involvement, Field Consulting, August 2016  
Sustainability Statement, Field Consulting, August 2016  
Environmental Statement Volume I: Main Assessment, Aecom, August 2016  
Environmental Statement Volume II: Townscape, Visual and Heritage Impact Assessment, Richard Coleman Citydesigner, August 2016  
Environmental Statement Volume III: Technical Appendices, Aecom, August 2016  
Design and Access Statement, Make Architects, August 2016  
Wind Engineering CFD Assessment, Burohappold Engineering, 1<sup>st</sup> December 2016

## Drawings

Site Location Plan  
Dwg no. P1798  
Dwg no. P1799  
Dwg no. P1800  
Dwg no. P1996  
Dwg no. P1997  
Dwg no. P1998  
Dwg no. P1999  
Dwg no. P2000 Rev 01  
Dwg no. P2000M  
Dwg no. P2001  
Dwg no. P2001M  
Dwg no. P2002  
Dwg no. P2003  
Dwg no. P2004  
Dwg no. P2005  
Dwg no. P2006  
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Dwg no. P2021  
Dwg no. P2022  
Dwg no. P2023

Dwg no. P2024  
Dwg no. P2025 Rev 01  
Dwg no. P2026  
Dwg no. P2027 Rev 01  
Dwg no. P2028  
Dwg no. P2029 Rev 01  
Dwg no. P2030  
Dwg no. P2031  
Dwg no. P2032  
Dwg no. P2033  
Dwg no. P2034  
Dwg no. P2035  
Dwg no. P2036  
Dwg no. P2200  
Dwg no. P2201  
Dwg no. P2202  
Dwg no. P2203  
Dwg no. P2210  
Dwg no. P2211 Rev 01  
Dwg no. P2212  
Dwg no. P2213 Rev 01  
Dwg no. P2250  
Dwg no. P2251  
Dwg no. P2260  
Dwg no. P4000  
Dwg no. P4001  
Dwg no. P4002  
Dwg no. P4003  
Dwg no. P4010  
Dwg no. P4011  
Dwg no. P4012

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

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

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

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

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

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

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;  
Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;  
Promote London as a suitable location for European and other international agencies and businesses.

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

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

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

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need

and the broader objectives of the spatial structure of this Plan, especially town centres.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles  
provide parking for disabled people in line with Table 6.2  
meet the minimum cycle parking standards set out in Table 6.3  
provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

- a be of the highest architectural quality
- b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm
- c 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 would meet the criteria set out in this policy and, incorporate publicly accessible areas on the upper floors, where appropriate.

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

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

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

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

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

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

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

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

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

### Relevant Local Plan Policies

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

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

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

### ***DM1.5 Mixed uses in commercial areas***

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

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

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

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

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

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

4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate

improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

### ***DM3.1 Self-containment in mixed uses***

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

### ***DM3.2 Security measures***

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

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;
- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

### ***DM3.3 Crowded places***

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

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

### ***DM3.4 Traffic management***

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

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

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

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

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

- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

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

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

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

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

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

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;

- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

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

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

### ***DM11.2 Public Art***

To enhance the City's public realm and distinctive identity by:

- a) protecting existing works of art and other objects of cultural significance and encouraging the provision of additional works in appropriate locations;
- b) ensuring that financial provision is made for the future maintenance of new public art;
- c) requiring the appropriate reinstatement or re-siting of art works and other objects of cultural significance when buildings are redeveloped.

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

- 1. To sustain and enhance heritage assets, their settings and significance.
- 2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
- 3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.

4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

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

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

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

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



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

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

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

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

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

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting.

Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".

2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.
3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

#### ***DM15.5 Climate change resilience***

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

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

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

building in the development in order to ensure maximum dispersion of pollutants.

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

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.
3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

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

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

### ***DM16.2 Pedestrian movement***

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

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

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

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

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision

for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.

2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

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

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.

2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.

3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

5. Coach parking facilities for hotels (use class C1) will not be permitted.

6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

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

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

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

### ***DM17.2 Designing out construction waste***

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

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

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

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

### ***DM19.1 Additional open space***

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.
2. New open space should:

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

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

#### ***DM20.4 Retail unit sizes***

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.
2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

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

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

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

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

#### ***CS3 Ensure security from crime/terrorism***

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

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

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

### ***CS7 Meet challenges of Eastern Cluster***

To ensure that the Eastern Cluster can accommodate a significant growth in office floorspace and employment, while balancing the accommodation of tall buildings, transport, public realm and security and spread the benefits to the surrounding areas of the City.

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

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

### ***CS11 Encourage art, heritage and culture***

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

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

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

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

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

### ***CS14 Tall buildings in suitable places***

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

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

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

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

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



***CS17 Minimising and managing waste***

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

***CS18 Minimise flood risk***

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

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

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

***CS20 Improve retail facilities***

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

***CS21 Protect and provide housing***

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

## SCHEDULE

APPLICATION: 16/00859/FULEIA

**Leadenhall Court 1 Leadenhall Street London**

**Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4), office lobby and loading bay at ground floor, 2 levels of retail floorspace (flexible Class A1-A4) at first and second floors, a publicly accessible terrace at second floor, 5 floors of plant and ancillary basement cycle parking, cycle facilities and plant (63,273sq.m GIA) (182.7m AOD).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
  
- 2 Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:  
  
Details of cranes and other tall construction equipment (including crane locations, operating heights and details of obstacle lighting). Such schemes shall comply with Advice Note 4 'Cranes and Other Construction issues' (available at [www.aoa.org.uk/operations&safety/safeguarding.asp](http://www.aoa.org.uk/operations&safety/safeguarding.asp)).  
  
The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.  
REASON: To ensure that the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport or London City Airport through penetration of the regulated airspace.
  
- 3 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.

- 4 Before any works hereby permitted are begun additional details and information in respect of the following 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) Details of the measures proposed to mitigate the impacts of solar glare.  
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.
- 5 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.  
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 6 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 additional demand. Policy DM2.1 of the Local Plan.
- 7 No piling shall take place until a piling method statement (detailing the depth and type and piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation

with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage and water utility infrastructure, which piling has the potential to impact on. Policy DM2.1 of the Local Plan.

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

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

- 9 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.

- 10 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved

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

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

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

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

- 12 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.

- 13 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 following policy the Core Strategy: CS15
- 14 No works except demolition to basement slab level shall take place until arrangements have been made for an archaeological "watching brief" to monitor development groundworks and to record any archaeological evidence revealed. 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 an opportunity is provided for the archaeology of the site to be investigated and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 15 Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.
- REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policy of the Local Plan: CS18. 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.

- 16 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
  - (b) Large scale (1:10) details of the proposed new facade(s) including typical details of the fenestration, retail frontages and entrances;
  - (c) Large scale (1:10) details of ground floor elevations;
  - (d) Large scale (1:5) details of soffits, hand rails and balustrades;
  - (e) Details of junctions with adjoining premises;
  - (f) Details of the integration of cleaning equipment, cradles and the garaging thereof;
  - (g) Details of all ground level surfaces including materials to be used;
  - (h) Details of external surfaces within the site boundary including hard and soft landscaping;
  - (i) Details of all external lighting;
  - (j) Details of the pedestrian colonnade/arcade including lighting, soffit details, ground level surfaces, and column finishes.
  - (k) Details of the loading bay doors and cycle entrance doors.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.
- 17 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) Details of the access and egress arrangements relating to the upper level public viewing platform including details of staircases, lifts and other circulation space.
  - (b) Particulars and samples of the surfacing, planting, lighting, column finishes, seating, balustrades and soffit of the public viewing terrace and associated areas.
  - (c) Large scale (1:10) details of the proposed elevations including retail frontages around all sides of the public viewing terrace and associated areas.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.
- 18 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.

- 19 Before any works thereby affected are begun full details of the Sustainable Drainage Systems shall:
- (a) be submitted to and approved in writing by the Local Planning Authority. The details submitted must demonstrate compliance with the NPPF policies and practice guidance on flood risk and the Non-Statutory Technical Standards for sustainable drainage systems (DEFRA March 2015); and
  - (b) thereafter be maintained as approved throughout the lifetime of the building.
- REASON: To improve sustainability, reduce flood risk and water run-off rates in accordance with the following policies of the Local Plan: DM15.5 and DM18.1.
- 20 Details of the position and size of the green roof(s) and other landscaping features, the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
- REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 21 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
- A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall be submitted to and approved in writing by the Local Planning Authority.
- REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 22 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour



penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.

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

- 23 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
- (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.
- (c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.
- REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 24 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 25 Before any retail units are occupied 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) A signage strategy for the retail units within the development shall be submitted .
- (b) The signage relating to the public viewing terrace and any retail units accessed from this level shall also be included within the overall strategy.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, DM10.5, DM10.8, DM12.1, DM12.2, DM15.7.

- 26 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.
- 27 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.  
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.
- 28 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.  
REASON: To minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 29 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.
- 30 No amplified or other music shall be played on the roof terraces.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 31 The terraces hereby permitted shall not be used or accessed between the hours of 22:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 32 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 33 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.  
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 34 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.
- 35 No doors, gates or windows at ground floor level shall open over the public highway.  
REASON: In the interests of public safety
- 36 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.
- 37 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.
- 38 A clear unobstructed headroom of 5m must be maintained for the life of the buildings in the refuse skip collection area and a clear unobstructed headroom of 4.5m must be provided and maintained in all other areas (including access ways) to be used for loading and unloading.  
REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5

- 39 At all times when not being used for cleaning or maintenance the window cleaning gantries, cradles and other similar equipment shall be garaged within the enclosure(s) shown on the approved drawings.  
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 40 No building, roof structures or plant above the top storey, including any building, structures or plant 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 shall be installed unless otherwise approved by the Local Planning Authority in writing.  
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS14, DM10.1 DM12.1.
- 41 Unless otherwise approved by the LPA 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.
- 42 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.  
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.
- 43 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.  
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.
- 44 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the

premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.

REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1.

- 45 The vehicular parking provided on the site must remain ancillary to the use of the building and shall be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors.  
REASON: To ensure that the parking spaces provided remain ancillary to the use of the building in accordance with the following policy of the Local Plan: DM16.5.
- 46 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 736 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.
- 47 The pass doors shown adjacent to or near to the main entrances to the building on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.  
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 48 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site location plan and dwg nos P1798, P1799, P1800, P1996, P1997, P1998, P1999, P2000 Rev 01, P2000M, P2001, P2001M, P2002, P2003, P2004, P2005, P2006, P2007, P2008, P2009, P2010, P2011, P2012, P2013, P2014, P2015, P2016, P2017, P2018, P2019, P2020, P2021, P2022, P2023, P2024, P2025 Rev 01, P2026, P2027 Rev 01, P2028, P2029 Rev 01, P2030, P2031, P2032, P2033, P2034, P2035, P2036, P2200, P2201, P2202, P2203, P2210, P2211 Rev 01, P2212, P2213 Rev 01, P2250, P2251, P2260, P4000, P4001, P4002, P4003, P4010, P4011 and P4012.  
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

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

a full pre application advice service has been offered;

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

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

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

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

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

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

- 3 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.

4 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 NOX 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).

- 5 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

Alex Bowring  
Conservation Adviser  
Direct line 020 8747 5894  
alex@victoriansociety.org.uk

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**THE VICTORIAN SOCIETY**  
The champion for Victorian and Edwardian architecture

Catherine Linford  
Development Management  
City of London  
Guildhall  
London  
EC2P 2EJ

Your reference: 16/00859/FULEIA  
Our reference: 2016/09/010

19 October 2016

[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

Dear Ms Linford

**RE: 1 Leadenhall Street; demolition of the existing and redevelopment to provide a 36 storey building**

Thank you for consulting the Victorian Society on this application, which was discussed by our Southern Buildings Committee at its most recent meeting. It was strongly felt that a tall building is not appropriate for this site, considering the detrimental impact it will effect on numerous heritage assets. Most notable is Leadenhall Market (Grade II\*, *Horace Jones*, 1881), which it abuts, and we wish to register our objection to the proposals.

We acknowledge that there is a precedent for tall buildings in the nearby 'Eastern Cluster', and that there is a strategy for its expansion; however this site seems particularly problematic as far as the historic environment is concerned. Leadenhall Market and the conservation area of the same name within which it sits would be most profoundly affected. Even though 1 Leadenhall Street falls just outside of the Conservation Area, it is within the same block. Bank Conservation Area is opposite the site and both are characterized by low rise Victorian and early twentieth century commercial buildings that are by enlarge a sympathetic, if not the historic, setting of the market. The current post-modernist building at 1 Leadenhall is of a not dissimilar character in its articulation and height – it is architecturally polite and it therefore has a neutral effect on the setting of the heritage assets. A vastly taller building would compromise this setting considerably, as an uncharacteristic intrusion in terms of its scale and prominence. Such an absolute break in the skyline would significantly harm the streetscape and given the proximity, Leadenhall Market would be made to look like a lost relic rather than part of a wider and relatively coherent townscape. A key feature of the market is its glass roof – it is top lit. The loss of daylight that a tall building would entail would also markedly affect its character.

In addition to towering over what is perhaps London's oldest market and now a gloriously ornate structure by the City's famous Victorian surveyor and architect, are two further highly listed buildings in the immediate vicinity. The site faces onto St Peter's, Cornhill (Grade I, c.1127, rebuilt by *Wren* 1677-84), an ancient church which is thought to occupy the earliest Christianized site in London. It sits atop what is

**Patron**  
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1 Priory Gardens, London W4 111  
Telephone 020 8994 1010  
admin@victoriansociety.org.uk  
www.victoriansociety.org.uk

actually the highest piece of ground in the City— obviously a deliberate decision considering the importance of prominent sites to early Christian places of worship. Constructing a building directly opposite that is totally without human scale would diminish this historic prominence, thereby harming its significance. On the other side of the application site it is the Lloyd's Building (Grade I, *Richard Rogers Partnership*, 1978-81). It is a building that boasts international renown as a backdrop to many vistas in the City, which would no longer be the case from the east. Its particular group value with Leadenhall Market, something that such a tall new building sandwiched in-between would inevitably distract from, is also noted in its listing description. We defer to any further comments that the respective National Amenity Societies may wish to make with regard to the impact of the proposals on these buildings.

Notwithstanding these concerns, if the City decides that this is an appropriate location for a new tall building, we offer the following comments in the hope that the harm to the historic environment can be minimized. If tall buildings are going to be placed in the middle of one of the most historic cities in the world, then they must be built to the highest standards of design, and the City is responsible for holding them to this. The Committee considered that the current proposals fall well short of this obligation; it is a particularly bland design. With little meaningful attempt to integrate with the built environment, it could really be constructed anywhere, and this is not good enough for such a sensitive and important historic location. Given that it would be a mightily prominent building, it is its appearance that would determine how it affects the setting of countless heritage assets. It must be remembered that no other planning consideration is given the same stated primacy as the historic environment – both in terms of the *'special regard to the desirability of preserving the building or its setting'* of the Listed Buildings and Conservation Areas Act and that *'great weight should be given to the asset's conservation'* as stipulated by the NPPF.

In the submitted visualizations from Cornhill, one might compare the proposed glass lump with the intricacies and fine grain of the aforementioned Lloyd's Building, which it would partially obscure. The latter is a lesson in how to integrate a tall and striking modern building with the historic environment in a positive and contextual way – this is a clearly stated reason for its designation at the highest listing category. As an outstanding and innovative exemplar of modern architecture, it enhances the built environment considerably – nobody can pretend that this is the aspiration for 1 Leadenhall Street. It should be, however, and considerable improvements are required before a decision should even be considered. At the very least, a much more thoughtful attempt at integration of the base of the proposed building with the neighbouring Victorian market facades should be expected, otherwise the proposals are just unnecessarily harmful to the Grade II\* listed building's setting.

We note that the particulars of the design, such as the cladding, are yet to be finalised and these will be worked out in the 'detailed design stage'. We urge that much of the acceptability of the proposals rests on the final design. In order to fulfil these obligations in taking a decision, the full details of the design therefore need to be known by the local planning authority and consultees before there can be any progression.

We would be pleased to be reconsulted should there be further information regarding the design made available, otherwise we strongly recommend that this application is refused.

Yours sincerely,

Alex Bowring  
Conservation Adviser

cc.

The Society for the Protection of Ancient Buildings  
The Georgian Group  
The Twentieth Century Society

**Hassall, Pam**

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**From:** Anna McPherson <amcpherson@dmpartnership.com>  
**Sent:** 03 November 2016 13:58  
**To:** PLN - Comments; Linford, Catherine  
**Subject:** 16/00859/FULEIA: 1 Leadenhall, EC3V 1AB - FAO Catherine Linford

For the attention of Catherine Linford

Dear Sirs

**16/00859/FULEIA - Leadenhall Court, 1 Leadenhall Street, London EC3V 1 AB**

Thank you for notifying Historic Royal Palaces of this application for the development of the above site to provide a 36 storey building for largely office use, with retail space on the ground to second floors. I must apologise for our long delay in responding and hope that the comments below can still be taken into account.

Historic Royal Palaces' principal concern regarding tall buildings in the vicinity of the Tower of London World Heritage Site (WHS) is their potential visual impact on the wider setting of the WHS and, particularly, on protected views of the Tower. As illustrated in the *Townscape and Heritage Visual Impact Assessment* (THVIA) Included in Volume II of the Environmental Statement submitted with the application, the proposed building at 1 Leadenhall Street, at 36 storeys in height, would appear in the existing sky-space between the western side of the City's Eastern Cluster and 20 Fenchurch Street when viewed from Tower Bridge and the Queen's Walk in front of City Hall.

In the London View Management Framework (LVMF) view 10A.1 from the south bastion of Tower Bridge looking north-west (View 8A in the applicant's THVIA, and View 8B, which is similar), one might argue that, in the *existing* views, the proposed building should be lower, given the extent to which it intrudes into the remaining open area of sky between 122 Leadenhall Street (the 'Cheesegrater') and 20 Fenchurch Street. In the *cumulative* views, which show all currently consented schemes, the new building would become less intrusive in relation to the taller and wider Eastern Cluster that is now emerging.

In the LVMF views 25A.1-3 (THVIA views 9A-9C), the less oblique angle of the views brings 20 Fenchurch visually closer to the western side of the Cluster in the *cumulative* views, and the proposed building at 1 Leadenhall Street would sit uncomfortably in the remaining space. LVMF view 25A.2 (THVIA view 9C) is the most unfortunate, in our opinion, since the western side of the Eastern Cluster and 20 Fenchurch Street would coalesce, dominating the Tower in its setting to the east.

THVIA View 7A, from the Inner Curtain Wall of the Tower, east of the Devereux Tower, has been provided at Historic Royal Palaces' request (it is identified as a key outward view in the *Tower of London Local Setting Study 2010*). From this viewpoint, the proposed new building at 1 Leadenhall Street would be intrusive in the *existing* view, appearing in the still largely open sky-space between the Cheesegrater and 20 Fenchurch Street. In the *cumulative* view, which shows 22 Bishopsgate, 1 Undershaft and other consented schemes, the development at 1 Leadenhall would obviously become part of the western 'shoulder' of the future, larger Eastern Cluster.

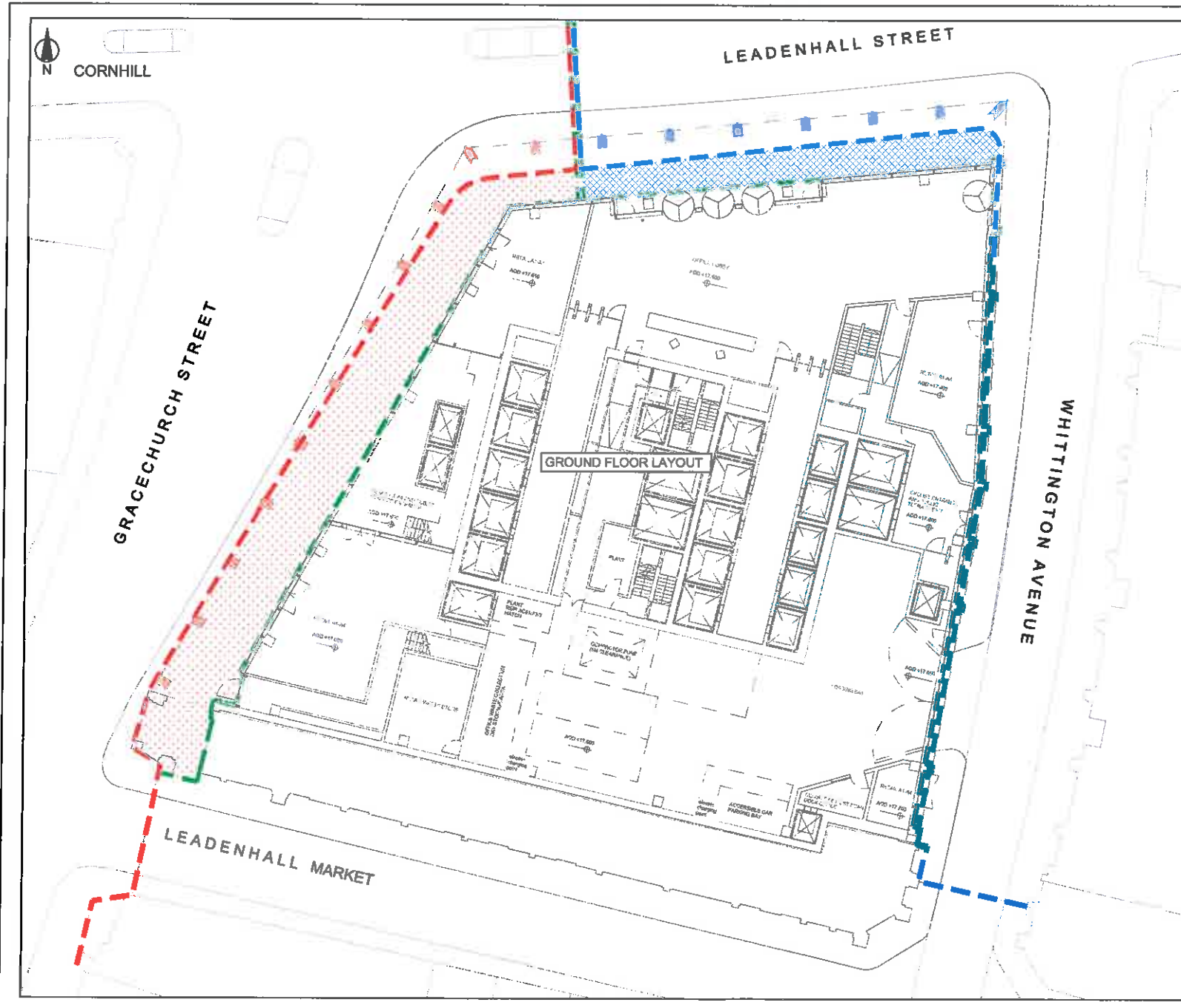
Historic Royal Palaces is extremely alarmed by the steady build-up in both density and height of the Eastern Cluster, to which the proposed development at 1 Leadenhall Street would contribute. Despite the distance between the WHS and the Cluster, the latter is becoming visually dominant in the iconic views of the Tower from the Queen's Walk and Tower Bridge and posing a serious threat to a key attribute of the 'Outstanding Universal Value' of the WHS, a matter of considerable concern to us.

Yours sincerely

Anna McPherson  
On behalf of Historic Royal Palaces

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

**Tel: +44 (0) 20 8894 6247**  
**[www.dmpartnership.com](http://www.dmpartnership.com)**



**NOTES**

1. Do not scale from this drawing, work to figured dimensions only.
2. Dimensions are in metres unless stated otherwise.
3. This drawing should be read in conjunction with all other relevant drawings and specifications.
4. Highway boundary information has been transposed based upon Interactive mapping available from the City of London.

**LEGEND**

- Existing CoL highway boundary
- Existing TFL highway boundary
- Proposed revision to combined highway boundary
- Adopted CoL highway boundary area = 65.89m²
- Adopted TFL highway boundary area = 209m²
- Area of Structural columns to be stopped up by CoL = 3.48m²
- Area of Structural columns to be stopped up by TFL = 5.59m²

A	21/11/18	IH	First Issue	PW	DHG
Rev	Date	By	Remarks	Chkd	Appd



Client

**Brookfield**

Job Title

NO.1 LEADENHALL

Drawing Title

PROPOSED HIGHWAY BOUNDARY

Scale at A3

1:250

Job No	Drawing No	Issue
M000128	M000128-HW-005	A



<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	25 January 2017
<b>Subject:</b> Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE Installation of two air conditioning units at sixth floor.	<b>Public</b>
<b>Ward:</b> Farringdon Within	<b>For Decision</b>
<b>Registered No:</b> 16/00632/FULL	<b>Registered on:</b> 2 August 2016
<b>Conservation Area:</b> St Paul's Cathedral	<b>Listed Building:</b> Grade II

## Summary

The Gallery, 38 Ludgate Hill is a six storey, grade II listed building comprising 17 residential units with commercial at ground floor level.

Planning permission is sought for the installation of two air conditioning units associated with the sixth floor flat. They would be located to the north elevation and would sit partially behind an existing brick parapet and surrounded by an acoustic screen.

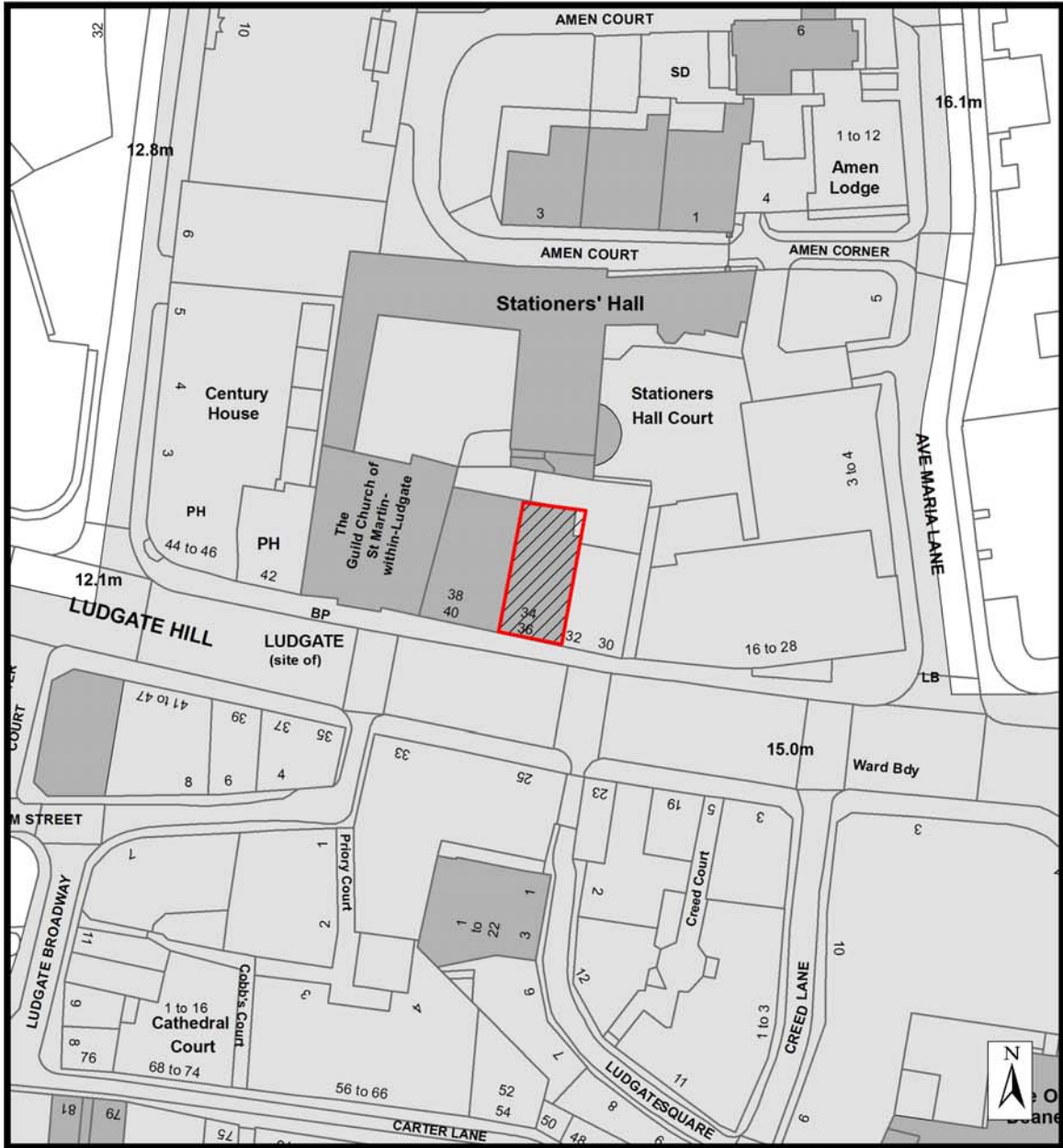
Acoustic information has been submitted to demonstrate that the proposal would not cause noise and disturbance; the visual impact would not significantly detract from the historic appearance of the listed building, the setting of nearby listed buildings or from the character and appearance of the St Paul's Cathedral Conservation Area.

The proposal has attracted eight objections from residents in nearby properties and the property Management Company and two neutral comments. Material planning objections relate to noise, disturbance and fumes and impact on the visual appearance of the building.

## Recommendation

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

# Site Location Plan



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**ADDRESS:**

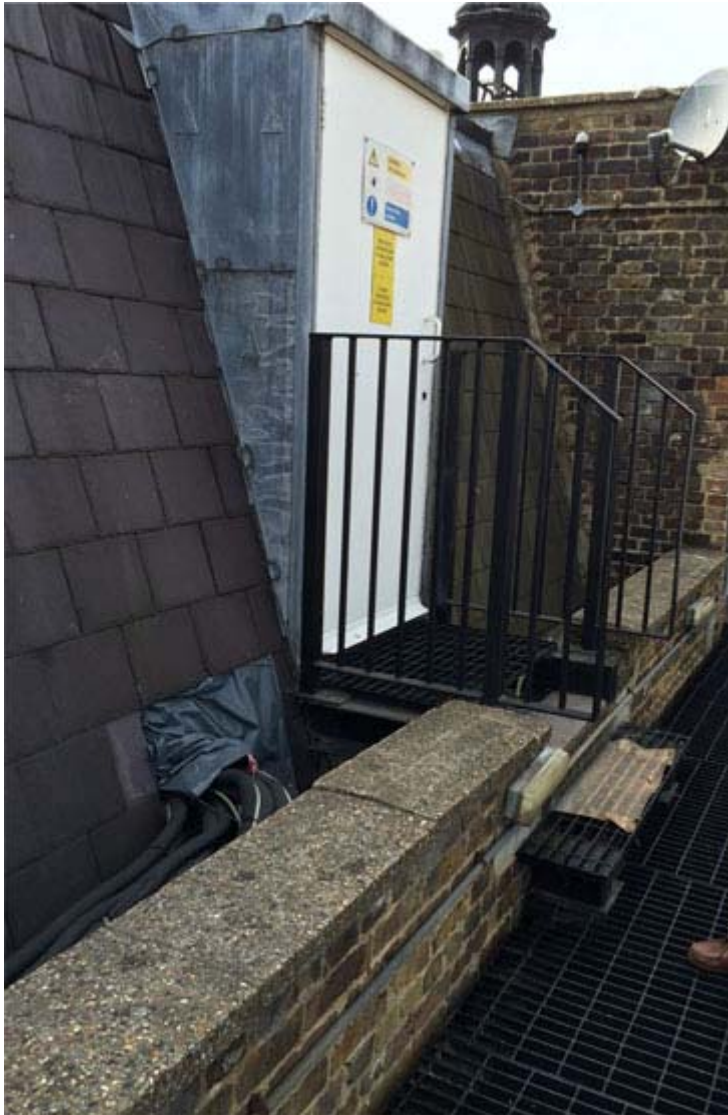
Flat 17, The Gallery  
38 Ludgate Hill

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

CASE No.  
16/00632/FULL  
& 16/00633/LBC



DEPARTMENT OF THE BUILT ENVIRONMENT



VIEW OF THE REAR OF 38 LUDGATE HILL

## **Main Report**

### **Introduction**

1. This report relates to planning application 16/00632/FULL and a related listed building consent 16/00633/LBC.

### **Site**

2. The proposal relates to the sixth floor flat of in a building comprising 17 flats from first to sixth floor, with commercial at ground floor. The site (38 Ludgate Hill) is an 1870's building with five main storeys and two dormered storeys in the roof. It is grade II listed and located on the northern side of Ludgate Hill. The rear of the site adjoins grade I listed Stationers' Hall and Stationers' Hall Court to the north, grade I listed Church of St Martin adjoins the site to the west and grade I listed St Paul's Cathedral is located to the east. The site is within the St Paul's Cathedral Conservation Area.

### **Proposal**

3. Planning permission and listed building consent are sought for the installation of two air conditioning units at sixth floor, each measuring 770mm high by 900mm wide by 320mm deep, associated with Flat 17, The Gallery, 38 Ludgate Hill.

### **Consultation**

4. The application was advertised by sending letters to neighbouring properties, by erecting a site notice and placing a notice in the press.
5. Two rounds of consultations were undertaken. Six local residents objected and one objection letter was received from Sterling Management Company. Two residents raised neutral comments. The issues raised were the increased noise and disturbance and the visual impact on the character and appearance of the listed building. A number of other issues were raised but they were not planning matters (letters attached).
6. The Department of Markets and Consumer Protection was consulted. No objections were received subject to the inclusion of conditions.
7. Historic England was consulted. No objections were raised.

## **Policies**

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

## **Considerations**

10. The Corporation, in determining the planning application has the following main statutory duties to perform:

To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990); to determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004).

For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).

For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).

11. Paragraph 131 of the NPPF advises, "In determining planning applications, local planning authorities should take account of:
  - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - The positive contribution that conservation of heritage assets can make to sustainable communities, including their economic vitality; and
  - The desirability of new development making a positive contribution to local character and distinctiveness."
12. The NPPF states at paragraph 14 that 'at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.....For decision-taking this means: approving

development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:

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

13. It states at Paragraph 7 that sustainable development has an economic, social and environmental role.
14. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.

### **Design**

15. The two proposed air conditioning units would each measure 770mm high by 900mm wide by 320mm deep and would be located on the rear elevation of the building, in a rain water gulley, at the front of the mansard roof slope, adjacent to the existing Fire Exit door. A louvred acoustic screen is proposed to wrap around the units, this would be finished in a slate grey colour, to match the adjacent slate clad mansard roof slope. The screen enclosure would be set on top of a low parapet wall and behind metal railings to the adjacent fire escape. The applicant has indicated that were air conditioning units located at this level of the building, within the rain water gulley but that they were in a different location, further to the west.
16. The visual impact of the proposals on ‘The Gallery’ is considered to be minor. The rear of the building (where the air conditioning units would be located) is only partially visible from the yard at Stationers’ Hall because the rear elevation is largely obscured by 30-32 Ludgate Hill, also known as 7/8 Stationers’ Hall Court. The units and associated screen would be read in the context of the existing metal footway and railings which wrap around the building at this level, would sit partially behind the existing parapet and would be surrounded by a louvred screen which would be finished in grey, which would match the colour of the slates of the mansard roof.
17. The proposed additions are considered acceptable in design terms and would not harm the appearance, character or special architectural interest of the listed building or the St Paul’s Cathedral Conservation Area.
18. The settings of the listed buildings nearby, including Stationers’ Hall, Stationers’ Hall Court and Church of St. Martins within Ludgate would not be adversely affected by the proposed units.

### **Residential Amenity**

19. The application site forms part of a larger residential block of 17 flats. The installation of air conditioning condensers has the potential to give rise to noise and disturbance to neighbouring properties.
20. Eight objections have been received. Concerns have been expressed that the proposed air conditioning units would cause increased noise and disturbance. They state that this would be particularly problematic in summer when the air conditioning units are likely to be on and neighbours are likely to have their windows open.
21. Following receipt of the objections, the applicant prepared an acoustic report to support the application. The Department of Markets and Consumer Protection have reviewed the report and have recommended that in order to ensure that the development would comply with the details contained in the Acoustic Report, a condition be included which requires the applicant to undertake an acoustic assessment following installation but prior to operation to ensure that the noise from the units is 10dB below background noise level. The condition allows for further acoustic mitigation to be installed should the units fail to achieve the required noise levels. A condition has also been included requiring the units to be mounted in a way that would minimise structure borne sound.
22. With these conditions in place, no harm would be caused to residential amenity as a consequence of the proposed development.

### **Conclusion**

23. The proposed air conditioning unit would not result in a material loss of amenity to nearby residential occupiers and would not harm the character and appearance of this part of the St Paul's Cathedral Conservation Area and would preserve the listed building and the setting of nearby listed buildings.

## **Background Papers**

### **Internal**

Memorandum Department of Markets and Consumer Protection dated 18.08.2016

Memorandum Department of Markets and Consumer Protection dated 21.12.2016

### **External**

Acoustic Assessment, Ned Johnson Acoustic

Objection Mr Peter Smith, Flat 9, The Gallery (25.08.2016)

Objection Mr Howard Weinstein on behalf of Sterling Property Management (26.08.2016)

Objection Kathryn Colvin, Flat 14, The Gallery (25.08.2016)

Objection Professor Brian Colvin, Flat 14, The Gallery (25.08.2016)

Objection Mr Jeffery Harvey-Wells, Flat 3, The Gallery (31.08.2016)

Objection David A Honeyman, Flat 2, The Gallery (31.08.2016) Two letters

Objection Lucy Honeyman, Flat 2, The Gallery (06.09.2016)

Neutral Ms Zoe Vucicevic, Flat 5, The Gallery (06.09.2016)

Neutral Mr Charles Smart, Flat 16, The Gallery (06.09.2016)

Objection Professor Brian Colvin, Flat 14, The Gallery (19.12.2016)

Objection Mr David Honeyman, Flat 2, The Gallery (20.12.2016)

Objection Kathryn Colvin, Flat 2, The Gallery (23.12.2016)

Objection Jeff Harvey-Wells, Flat 3, The Gallery (29.12.2016)

Letter from Historic England (14.12.2016)



## **Appendix A**

### London Plan Policies (2016)

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

Policy 3.14 Support the maintenance and enhancement of the condition and quality of London's existing homes. Loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace.

Policy 7.6 Buildings and structures should:

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

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

Policy 7.15 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

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

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

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

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

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

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

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

### ***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.

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

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

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

## SCHEDULE

APPLICATION: **16/00632/FULL**

**Flat 17, The Gallery 38 Ludgate Hill**

**Installation of two air conditioning units at sixth floor.**

### 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 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) details of screen and method of fixing  
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.
- 3 All new work and work in making good 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.
- 4 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.  
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 5 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.

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

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

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

- 6 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: Ordnance Survey Map, Plan of 6th floor showing position of Air Conditioning compressors, North Elevation of north-east wall at 6th & 5th floor, North Elevation & section of north-east wall at 6th & 5th floor Sound and visual abatement measures, Expanded (ref 7.2) section and elevation of north-east wall at 6th and 5th floor Sound and visual impact abatement detail - not to scale, Acoustic Assessment of Plant Noise at 38 Ludgate Hill Document Ref: 0121617 Rev D  
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

## INFORMATIVES

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

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

a full pre application advice service has been offered;

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

# Comments for Planning Application 16/00632/FULL

## Application Summary

Application Number: 16/00632/FULL

Address: Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

Proposal: Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof.

Case Officer: Alison Hayes

## Customer Details

Name: Mr peter smith

Address: flat 9 london

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: Together with my wife I am the owner of Flat 9, The Gallery. I am also a Director of Ludgate Hill Management Company which is responsible for the upkeep of the building on behalf of all the residents.

I wish to object to the application. I am concerned about the potential noise level of the proposed air conditioning units, particularly given the proximity to the flat on the floor below, and the precedent this might cause. I have seen the letter of 18 August from the Environmental Officer setting out the noise control requirements. It is not clear to me from the application that these have been met. I also doubt that it would in practice be practicable to expect the usage of the units to be restricted in the way envisaged in the application.

I am concerned about the proposed location of the compressors and associated pipework which would appear to be in the rain gully of the mansard roof. In the medium to long term this could restrict drainage and lead to leaks. It would be better for the applicant to approach the managing agent with a view to agreeing a common site for any flat owner to locate such an installation, subject of course to planning permission. This would also help to avoid the potential unsightliness of any further installations in future.

Finally, I am concerned about the proposed installation of roof vents and skylights. Creating holes in what is a flat roof should only occur when there is a very clear need. This is not obvious from the application. I also understand that it might void the present warranty on the roof.

# Comments for Planning Application 16/00632/FULL

## Application Summary

Application Number: 16/00632/FULL

Address: Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

Proposal: Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof.

Case Officer: Alison Hayes

## Customer Details

Name: Mr Howard Weinstein

Address: Sterling Property Management, Suite 6 194-200 Brent Street London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I am the appointed representative for The Gallery (Ludgate Hill) Management Company Limited (TGLHMCL).

TGLHMCL is responsible for the upkeep of The Gallery, 38 Ludgate Hill, on behalf of all of the owners of the 17 flats in the building. TGLHMCL is a registered non-trading company with 7 directors.

TGLHMCL objects to the application. This is not an objection in principle as we are prepared to work with the owner of any flat to try to find an acceptable means of enabling them to install air conditioning. We have accordingly made clear to the applicant that we would be pleased to approach the relevant authorities to agree a plan that would enable all owners of flats who wish to install air conditioning to do so. Despite this, the applicant has decided to submit the present proposal.

The grounds for objection by TGLHMCL are:

1. contrary to what is stated in the application, we believe there was only ever one, not two, compressors previously installed and that the one compressor was located on the north western side of the building not the north eastern side. This is consistent with the photos attached to the application which show only the one on the north western side. The application is, however, correct in pointing out that the one compressor was probably installed without planning permission;
2. TGLHMCL doubts the applicant's statement that the system will only be used on sunny summer days and rarely at night. Warm nights are often when air conditioning is most needed. Modern air



conditioning units also permit warm air to be circulated in winter. Moreover, there is no way in which, were planning approval to be given, restrictions could realistically be placed on the hours and seasons of use;

3. TGLHMCL questions whether sufficient assurances have been provided in regard to noise levels. The application states that the compressors would be "considerably away from any neighbours' bedrooms". From the scale diagram attached to the application, however, the nearest bedroom window on the floor below would appear to be little more than 2m from one compressor while the bathroom window would be only about 1m. For this reason TGLHMCL objects to the proposed siting of the compressors. If, however, permission were to be granted, it would be of crucial importance that any noise is minimised and that this should remain the case for as long as the compressors are located there;

4. the pipework for the compressors has already been installed and is currently lying in the rain gully of the mansard, immediately above one of the bedroom windows of the floor below. It is not clear from the application where this would eventually be located. The application does, however, state that the compressors themselves would be on a platform though apparently still in the gully. TGLHMCL maintains that the gullies should be kept free for drainage. Over the long term, restricting the drainage could affect the fabric of the building. Were planning approval to be given it should be a condition that both the compressors and pipework be located outside of the gullies. This might, however, have a significant adverse impact visually;

5. the applicant is not the only owner who may wish to install air conditioning, particularly as demand appears to be increasing. Any approval that is given now should take account of possible future proposals. As noted above, a plan for the building should be agreed. Further 'one off' developments would risk detracting from the appearance of the building;

6. the applicant is required under the terms of his lease to apply for a licence for alterations before carrying out any work of this kind. Despite stating in writing that he would do so, this has not happened.

TGLHMCL also objects to the application for the installation of roof vents and skylights:

1. the roof is of course of crucial importance to the building as a whole. Work should only be undertaken where there is a proven need. TGLHMCL is not persuaded that this has been established;

2. despite what is said in the application, there is always the risk that in practice there will be some interference with roof joists or structural members;

3. the proposed work may well invalidate the warranty for the roof; as above, the applicant is required to obtain a licence for alterations before undertaking any such work. No application for a licence has been received.

Flat 14  
The Gallery  
38 Ludgate Hill  
London EC4M 7DE

25 August 2016

Dear Mrs Hayes,

Planning Applications: 16/00632/FULL and 16/00633/LBC

Thank you for your letters of 8 August.

I write in response to the above application for air conditioning compressor units to be located in the vicinity of my flat, on the basis of noise nuisance.

I have co-owned the flat immediately below Flat 17 on the eastern side of The Gallery since 2000 and my flat, no. 14, is the one nearest to the proposed location of the compressors. I would like to object to the proposed placing of the two sizeable air conditioning compressors in the rain water gully in close proximity to the main bedroom and en suite bathroom of my flat, on the grounds that the noise will be audible from these rooms and will damage my enjoyment of the flat.

The proposed location for the two large compressors is at the back of the building, which is remarkably quiet for London. It is away from the road and looks out onto the Stationers' Hall. The proposed location is one meter above and just half a meter to one side of the first window in flat 14 and 1.4 meters to the side of the main bedroom. The stated intention by the applicant is that the air conditioning should function during the day when it is hot in summer, but is "unlikely to be required at night." There is therefore a strong possibility that it will be operational at night, especially in hot weather, which is precisely the time when we would have our bedroom windows open and will be aware of the noise of the compressors, particularly for light sleepers. There can be no guarantee that the present, or future, owner/occupiers will not use the compressors in the night time, either for air conditioning or, in winter, for heating. With reference to Mr Lambert's Memo (ref: WK201609386) to you of 18<sup>th</sup> August, I believe that it is essential that the necessary acoustic tests be performed after midnight, when ambient noise is at its lowest in the area and when we are likely to be most affected by the noise of the compressors.

Other concerns are that the large amount of piping lying in the gully will hinder proper rain drainage. We have already suffered several leaks into flat 14 from the flat and roof above us.

PLANNING & TRANSPORTATION		
FOOD	CPD	PPD
TPD	30 AUG 2016	CTP
CM		SSE
No		PP
FILE	127403	DD

The directors of the management company are also concerned that the installation of the proposed units would create a precedent for other residents requesting the same facility. The directors have offered to seek a solution which would be available to other flats. Indeed, should the current application be granted, we may wish to avail ourselves of this option.

I would like to draw your attention to some factually incorrect statements in the application. The applicant states that there was previously a compressor on the north eastern side of the building (attachments 3, 4, Plans in attachments 5, 6 and 9). This is not so. In the 16 years I have owned and lived in my flat in The Gallery there have been no compressors located on the north eastern side of the building on the sixth floor. This has been confirmed by the previous owners and by the managing agent, to the best of his knowledge. I attach a statement from the previous owners of flat 17, which they have agreed may be made public. The photograph submitted in attachment 10 to the application shows the one redundant cooler for an office machine, which is on the north western side of the building, and which has not been used for many years.

I also wish to object to the application for vents and skylights in the main roof of the building, which is flat, and therefore more prone to leaks than sloping roofs. Penetration of the communal roof risks leaks, for the repair of which I may, as an owner and shareholder, be in part financially liable. Part of the roof above us has already been breached by the applicant - without planning, listed building or the company directors' permission - to insert a considerable amount of piping for his air conditioning system.

Yours sincerely,

A solid black rectangular box used to redact the signature of Kathryn Colvin.

Kathryn Colvin CVO BA FCIL

**Statement by Maria and Pietro Sollecito in email dated 29 July 2016**

**We lived in Flat 17 The Gallery for 7 years from 2006 to 2013 as owners-occupiers.**

**We confirm that there was no air conditioning system serving the whole flat. The previous owner had installed one cooling unit in the closet which hosted the server. This consisted of one small unit in a bedroom closet and one condenser outside, both located at the Western end of the building furthest away from St. Paul's.**

**We remain open to any further clarification or confirmation that may be required.**

**Maria Glodek-Sollecito**

**Pietro Sollecito**

Flat 14 The Gallery  
38 Ludgate Hill  
London EC4M 7DE

25<sup>th</sup> August 2016

Mrs Alison Hayes  
The Planning Office  
City of London  
Guildhall, PO Box 270  
London, EC2P 2EJ

Dear Mrs Hayes,

Applications Reference 16/00632/FULL and Ref. No: 16/00633/LBC

I refer to the above application, dated 2<sup>nd</sup> August 2016 for installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof at:

Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

Factual Information

1. My wife and I own Flat 14 immediately below Flat 17 on the eastern side of the 5<sup>th</sup> Floor of the building and we have been resident since June 2000.
2. There have been no functioning air conditioning units at Flat 17 for many years and the previous owners have confirmed this. The only external compressor of which I am aware was an old non -functioning unit on the west side of the building and I know of no unit placed on the east side.
3. Many months ago the owner of Flat 17 penetrated the roof space adjacent to the main lift shaft of the building and installed air conditioning tubes in the roof gully to the east of the lift shaft and directly above our main bedroom. This was brought to the attention of the City of London planning authority at the time. The installation was also made without the permission or authority of the Directors of The Gallery and the action is only one of a number of occasions on which work has been done by the owner of flat 17 outside the demise and without the authority of the Directors.

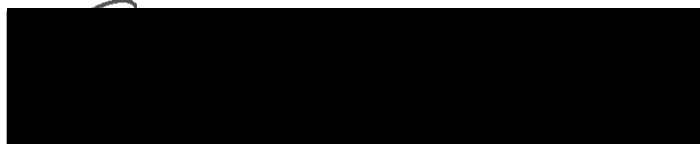
PSDD	30 AUG 2016	PPD
TPD		LTP
OM		SSE
AD	12/396	PP
		DD

Opinion

I object to the placing of two air conditioning compressors as proposed:

1. The rain water gulley is not a suitable location for air conditioning pipework because there is a risk of leakage of fluid and/or rainwater which could penetrate the building and enter our flat. Over the years we have experienced numerous episodes of water penetration into our flat from the roof above us, from a previously rotten kitchen window of Flat 17 and from Inside Flat 17 (both during and before the recent construction work). It has often been difficult to locate the source of the leakage because of the way in which water tracks for quite long distances through the voids before finding its way into our flat.
2. It is likely that the noise from the air conditioning units will be audible from our bedroom and/or *en suite* bathroom, especially when our windows are open on hot summer nights. During our residence we have found the back of the building to be an oasis of calm and do not wish to be disturbed by adjacent compressors which are not our property.
3. No valid permission has been sought from the Directors of The Gallery for any work to be done outside the demise of Flat 17. The Directors are responsible for the building as a whole.

Yours sincerely,

A large black rectangular redaction box covering the signature of Professor Brian T. Colvin.

Professor Brian T. Colvin MA FRCP FRCPath  
Flat 14

# Comments for Planning Application 16/00632/FULL

## Application Summary

Application Number: 16/00632/FULL

Address: Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

Proposal: Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof.

Case Officer: Alison Hayes

## Customer Details

Name: Mr Jeffery Harvey-wells

Address: Flat 3, the gallery 38 ludgate hill London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I would like to object to the application on 2 grounds:

- roof vents. These are penetrating common parts and will require permission from the management company which Mr Sharma has indicated he will not seek. The roof does not belong to Mr Sharma. The roof vents will invalidate a 10 year warranty on the roof which was resurfaced recently.

- air conditioning. The placement of these units will be visible from ground level. The units have already been partially installed and have numerous pipes in a rain gully which will hinder the performance of drainage. The pipe work should be placed in another location.

**Flat 2, The Gallery  
38 Ludgate Hill  
London  
EC4M 7DE**

[REDACTED] [REDACTED] [REDACTED]  
**Your Ref: 16/00633/LBC**

**Ms A Hayes  
Development Division  
Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
London EC2P 2EJ**



**31<sup>st</sup> August 2016**

**Dear Ms Hayes**

**Town and Country Planning Act 1990 – Application for Listed Building Consent  
Location: Flat 17, The Gallery, 38 Ludgate Hill, London EC4M 7DE**

**Re: Installation of 2 air conditioning units at sixth floor;  
Installation of 2 vents and 2 skylights on the main roof**

I refer to your letter of 8<sup>th</sup> August 2016 drawing our attention to the fact that an application has been made to alter a listed building in accordance with the above proposals.

The Gallery is a listed building within the St Paul's Cathedral Conservation Area under the Planning (Listed Buildings and Conservation Areas) Act 1990 and, as such, it should be afforded the maximum protection against modern alterations that are out of character with the building. The buildings on Ludgate Hill accentuate the importance of St Paul's Cathedral. Nos 34-40, of which this property forms part, are included as a building of special or historic interest under entry No 1064602.

Although the proposed alterations are not visible to the public it is nevertheless desirable to preserve the character of the building and to resist applications that are of no benefit to the building as a whole. I therefore request that you refuse Listed Building Consent for the installation of 2 vents and 2 skylights in the main roof and that you attach conditions to the possible granting of any permission to install air conditioning units that they be installed in such a way as to present an acceptable solution to the building as a whole. The existing air conditioning pipework installed by the applicant is in the rainwater gully, which is both unsightly and prejudicial to the efficient drainage of the building.

If you should grant permission for the existing proposals, I wish to bring your attention to the fact that this will be against the will of the building owners and managers and several flat owners/tenants of the building.

I trust that you will take these observations into account when considering this application.

Yours sincerely

[REDACTED]  
**David A Honeyman BSc FRICS MCIARB**





**Flat 2, The Gallery  
38 Ludgate Hill  
London  
EC4M 7DE**

[REDACTED] [REDACTED] [REDACTED]  
**Your Ref: 16/00632/FULL**

**Ms A Hayes  
Development Division  
Department of the Built Environment  
City of London  
PO Box 270  
Guildhall  
London EC2P 2EJ**

**31<sup>st</sup> August 2016**

**Dear Ms Hayes**

**Town and Country Planning Act 1990 – Application for Planning Permission  
Location: Flat 17, The Gallery, 38 Ludgate Hill, London EC4M 7DE**

**Re: Installation of 2 air conditioning units at sixth floor;  
Installation of 2 vents and 2 skylights on the main roof**

I refer to your letter of 8<sup>th</sup> August 2016 bringing our attention to the fact that an application has been made for planning permission to install the above equipment and make alterations to the roof of the building.

With regard to the air conditioning unit, I wish to register our objection on the grounds that the installation and siting of air conditioning equipment is subject to both planning permissions and regulations applying to leaseholders of flats within The Gallery. The applicant's proposed siting has not been agreed with the owners or managers of the building whose regulations are important in this building to ensure that there is no loss of enjoyment or amenity to the other residents. Our grounds for objection are that the proposed location of the air conditioning units is unacceptable because of the noise, vibrations and emissions that will affect neighbouring flats. The applicant's statement that there were units in this location previously is incorrect, and that the acoustic report provided by the applicant is defective and contrary to noise and other guidelines.

With regard to the installation of two vents and two skylights on the main roof, I object to such works being proposed for The Gallery. The roof is a common part belonging to the owners of the building and works of this nature would not be permitted. It is understood that the applicant may be supporting this application on the grounds of ventilation and/or daylight. These grounds are considered to be spurious as there are no ventilation issues whatsoever with the building and the applicant has already extended the fenestration on the building, as you will observe under reference 16/00351/FULL, and has therefore no need for additional daylight.

I trust that you will take these observations into account when considering this application.

Yours sincerely

[REDACTED]  
**David Honeyman BSc FRICS MCI Arb**

## **Wells, Janet (Built Environment)**

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**From:** PLN - Comments  
**Subject:** FW: Objection to application for planning

**From:** Lucy H  
**Sent:** 06 September 2016 22:24  
**To:** PLN - Comments  
**Subject:** Objection to application for planning

Dear Sir/Madam,

**Re: Flat 17, The Gallery, 38 Ludgate Hill, London EC4M 7DE**  
**Ref: 16/00351/FULL, 16/00352/LBC, 16/00632/Full, 16/00633/LBC**

I wish to register my objection to the above applications as resident of flat 2 on several grounds.

The manner in which works have been carried out in the applicant residence in the past has compromised safety and security of the building. Main doors were left open allowing mail to be stolen and the security of residents and property to be compromised at the time of works being undertaken in Flat 17.

It is understood that significant works have been undertaken without prior planning consent. This undermines planning regulations and there could be repercussions. Additionally, this is a listed building, shared and respected by most residents. Allowing residents to act without permission compromises the preservation of the area and risks damaging the amenity of the property.

I am concerned air conditioning units and skylights could be unsightly additions to the style and nature of the building as this is a quiet, old, City of London address. Noise has been an issue, as has water damage and a great deal has been done to minimise this. I am concerned that Flat 17's building works and air conditioning units may disrupt this again.

Finally, it seems that the door proposed will open onto the roof of neighbouring premises. The need for such a door balanced against potential liability and health and safety issues should be considered.

Yours,

Lucy Honeyman

Flat 2, The Gallery

38 Ludgate Hill

London

EC4M 7DE

# Comments for Planning Application 16/00632/FULL

## Application Summary

Application Number: 16/00632/FULL

Address: Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

Proposal: Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof.

Case Officer: Alison Hayes

## Customer Details

Name: Ms Zoe Vucicevic

Address: Flat 5 The Gallery 38 Ludgate Hill London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: Proposed Installation of 2 Air Conditioning Compressors

Stance: Neutral

I wish to express a neutral view regarding the above only under the following conditions:

1. That the recommendations made in the Environmental Officer's letter dated 18 August 2016 are strictly adhered to, in particular with regard to the acceptable noise level, the methodology for noise measurement and the transfer of vibrations.
2. That the cabling for units does not obstruct or otherwise compromise the rain water gully.
3. That the units are maintained and repaired by the applicant.
4. That the City of London undertakes to take appropriate steps to enforce these conditions in case they cease to be met once units are in operation.

Proposed Installation of roof vents and skylights

Stance: Object

I object to both of the above on the grounds that such work may compromise the integrity of the roof and invalidate roof warranty.

# Comments for Planning Application 16/00632/FULL

## Application Summary

Application Number: 16/00632/FULL

Address: Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

Proposal: Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof.

Case Officer: Alison Hayes

## Customer Details

Name: Mr Charles Smart

Address: Flat 16, The Gallery, 38 Ludgate Hill London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I request the following items be considered with respect the application for installation of AC compressors:

- confirm that both the compressor units and all the piping and cables should be supported up well clear of the drain channel ("mansard rain gully") when final installation complete, to ensure no impact on water runoff or draining from the common roof. (Also confirm that if raised further, this does not have any significant visual impact from below.)

- the acoustic analysis and standards laid out by the Environmental Officer take account of the nearest window on the adjacent affected property, which is the rear west-most bathroom window of Flat 14.

- confirm that if acoustic panels are required to meet the acoustic standards laid out by the Environmental Officer, that the applicant confirm whether there would be any the visual impact from below, or any intrusion on the fire escape space.

- provide more detail on how the exit of the pipes and cables through the mansard roof will be sealed to ensure it is completely water/weather proof.

I request that the following items be considered with respect to the application for roof vent installation:

- I note there are already many other vents through this roof, and additional ventilation is generally

beneficial, particularly as buildings are generally more "sealed" following renovations.

- this is a common space roof owned by The Gallery which was recent replaced. The application should confirm the any impact on the roof warranty if these roof vents are installed, and agree how this potential liability can be addressed satisfactorily going forward.

- as this is a common roof space suitable permissions must be obtained from The Gallery before work starts (which cannot be unreasonably be withheld.)

Flat 14 The Gallery  
38 Ludgate Hill  
London EC4M 7DE

19<sup>th</sup> December 2016

Mrs Alison Hayes  
The Planning Office  
City of London  
Guildhall, PO Box 270  
London, EC2P 2EJ

Dear Mrs Hayes,

Applications Reference 16/00632/FULL and Ref. No: 16/00633/LBC

I refer to the above application, dated 2<sup>nd</sup> August 2016 and revised 30<sup>th</sup> November for **Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof at:**

**Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE**

**Factual Information**

1. My wife and I own Flat 14 immediately below Flat 17 on the eastern side of the 5<sup>th</sup> Floor of the building and we have been resident since June 2000.
2. I must repeat that there have been no functioning air conditioning units at Flat 17 for many years and the previous owners have confirmed this. The only external compressor of which I am aware was an old non -functioning unit on the west side of the building and I know of no unit placed on the east side. I believe that the proposed air conditioning units would be much closer to our flat than is stated in the latest application.
3. Many months ago the owner of Flat 17 penetrated the roof space adjacent to the main lift shaft of the building and installed air conditioning tubes in the roof gully to the east of the lift shaft and directly above our main bedroom. This was brought to the attention of the City of London planning authority at the time. The installation was also made without the permission or authority of the Directors of The Gallery and the action is only one of a number of occasions on which work has been done by the owner of flat 17 outside his demise and without the authority of the Directors.

Opinion

Once more I object to the placing of two air conditioning compressors as proposed:

1. The rain water gulley is not a suitable location for air conditioning pipework because there is a risk of leakage of fluid and/or rainwater which could penetrate the building and enter our flat. Over the years we have experienced numerous episodes of water penetration into our flat from the roof above us, from a previously rotten kitchen window of Flat 17 and from inside Flat 17 (both during and before the recent construction work). It has often been difficult to locate the source of the leakage because of the way in which water tracks for quite long distances through the voids before finding its way into our flat.
2. I have no confidence in the application, which contains inaccuracies regarding any previous air conditioning and the proximity of the proposed units and I believe that, given their true proximity to our flat, it is likely that the noise from the air conditioning units will be audible from our bedroom and/or *en suite* bathroom, especially when our windows are open on hot summer nights. During our residence we have found the back of the building to be an oasis of calm and do not wish to be disturbed by adjacent compressors which are not our property.
3. No valid permission has been sought from the Directors of The Gallery for any work to be done outside the demise of Flat 17. The Directors are responsible for the building as a whole and in that regard I also object to the installation of two skylights.

Yours sincerely,

Professor Brian T. Colvin MA FRCP FRCPATH  
Flat 14

# Comments for Planning Application 16/00632/FULL

## Application Summary

Application Number: 16/00632/FULL

Address: Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

Proposal: Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof (revised drawings and Acoustic Report received 01.12.16).

Case Officer: Alison Hayes

## Customer Details

Name: Mr David Honeyman

Address: Flat 2 The Gallery 38 Ludgate Hill London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: I wish to register my objection to this application on 2 main grounds.

1. The works are prohibited in the applicant's deeds and the building management agreement.
2. The contents of the acoustic report are not agreed or considered to be accurate.



Flat 14  
The Gallery  
38 Ludgate Hill  
London EC4M 7DE

22 December 2016

Dear Mrs Hayes,

**Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof (revised drawings and Acoustic Report received 01.12.16)**

Thank you for your letter of 2<sup>nd</sup> December.

I write to object to the proposals in the above application and I refer you also to my previous letter of 25<sup>th</sup> August 2016, which still stands.

Air conditioning units

I co-own flat 14 in The Gallery, which is the nearest flat to the proposed location of the air conditioning units. This location is only one metre above and just half a metre to one side of the first window in flat 14, which is the en suite bathroom opening onto the main bedroom. The bedroom window itself is only 1.4 metres from the proposed location and one metre below. This is considerably nearer than as stated in both the application ("about 3 metres", in attachment 3), and also the Acoustic Report, which refers to a distance of "approximately 4 metres" (paras 1.3 in the Introduction and 2.2 in the document). The statements in the application and Acoustic Report thus differ from each other. It is inevitable that any noise produced so near to the bedroom will be audible from it. This will particularly apply in hot summer nights when windows will be open, potentially disturbing sleep and thus damaging not only enjoyment of our flat but also health.

Much is made in the application of existing background noise. However, the back of the building is remarkably quiet for London, away from the Ludgate Hill and looking out onto the Stationers' Hall, with no roads in the immediate vicinity. We have constantly sought to reduce noise in this area, for example by reaching agreement with the managers of the next door building that they will turn off their air conditioning units between 6 pm and 8 am. Similarly, the managers of one restaurant were asked to reduce the noise from a faulty unit, which they did. Adding further noise will therefore go counter to the management's attempts to reduce noise in the area. I understand that it is possible to install units that are virtually silent and question why this has not been investigated.

The Directors of the management company are also concerned that this proposed installation would create a precedent for other residents. The Directors, in discussion with City of London planners, are actively seeking a solution for a location for air conditioning units which would be

available for other flats in the building to avoid this kind of ad hoc arrangement which would potentially lead to planning problems. Since this planning application has been made, we in Flat 14 have also considered installing air conditioning units in order to counteract any new noise affecting our flat.

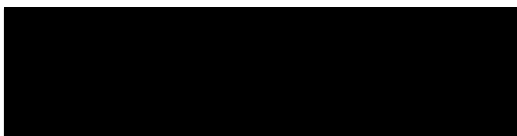
A further concern is the large amount of air conditioning piping which has been placed in the gully, without planning or any other permission. This has the potential to interfere with drainage; in the past we have experienced several damaging leaks from flat 17 and the roof above us.

The application repeatedly, and erroneously, states that there was previously a compressor on the north eastern side of the building (attachments 3, Plans in attachments 5, 6, 9.1, 9.2 and 13.) The Acoustic Report (Introduction para 1.2) also states that the units "are direct replacements for two previous units..." This is not so. There have been no previous compressors located in the proposed location. This has been confirmed by the previous owners, who have submitted the attached statement, and by the managing agent, to the best of his knowledge. There is no photo or other proof of any redundant units on the north eastern side of the building (the photograph submitted in attachment 13 to the application shows the one redundant cooler for an office machine, which is on the north western side of the building, and which has not been used for many years.)

#### Skylights/vents in the roof

I also wish to object to the application for vents and skylights in the main roof of the building, which does not belong to the applicant, but to the company and all shareholders. There is also a concern that the flat roof will be particularly vulnerable to leaks, for the repair of which the shareholders may be financially liable.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Kathryn Colvin CVO FCIL

**Statement by Maria and Pietro Sollecito in email dated 29 July 2016**

We lived in Flat 17 The Gallery for 7 years from 2006 to 2013 as owners-occupiers.

We confirm that there was no air conditioning system serving the whole flat. The previous owner had installed one cooling unit in the closet which hosted the server. This consisted of one small unit in a bedroom closet and one condenser outside, both located at the Western end of the building furthest away from St. Paul's.

We remain open to any further clarification or confirmation that may be required.

Maria Glodek-Sollecito

Pietro Sollecito

# **Comments for Planning Application 16/00633/LBC**

## **Application Summary**

**Application Number:** 16/00633/LBC

**Address:** Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE

**Proposal:** Installation of two air conditioning units at sixth floor; installation of two vents and two skylights on the main roof (revised drawings and Acoustic Report received 01.12.16).

**Case Officer:** Alison Hayes

## **Customer Details**

**Name:** Mr jeff harvey-wells

**Address:** 3 the gallery 38 ludgate hill london

## **Comment Details**

**Commenter Type:** Neighbour

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

**Comment Reasons:**

- Noise

**Comment:** I would like to reiterate my concern that the AC compressors will be positioned in a location that will affect existing flats. Another location away from residents would be acceptable.

The statements regarding the existence of a previous unit in the eastern gully near to the proposed location are wrong.

Regarding the skylights, the owner does not have permission from the building owners or management to cut through common space into the roof. He has refused to discuss this and work on a reasonable solution, by approving this part of the application CoL will be given its approval for the owner to breach the lease of the building. Any approval should be subject to getting the correct permissions to carry out the works.



Historic England

LONDON OFFICE

Ms Alison Hayes  
City of London  
Guildhall  
PO BOX 270  
London  
EC2P 2EJ

Direct Dial: 020 7973 3707

Our ref: L00542128

14 December 2016

Dear Ms Hayes

**Arrangements for Handling Heritage Applications Direction 2015 & T&CP (Development Management Procedure) (England) Order 2015  
FLAT 17, THE GALLERY 38 LUDGATE HILL LONDON EC4M 7DE  
Application No 16/00633/LBC**

Thank you for your letter of 6 December 2016 notifying Historic England of the application for listed building consent relating to the above site. On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or if there are other reasons for seeking the advice of Historic England, we would be grateful if you could explain your request. Please do not hesitate to telephone me if you would like to discuss this application or the notification procedures in general.

We will retain the application for four weeks from the date of this letter. Thereafter we will dispose of the papers if we do not hear from you.

Please note that this response relates to historic building and historic areas matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

Yours sincerely



Jane Cook  
Business Officer  
E-mail: jane.cook@HistoricEngland.org.uk



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700  
HistoricEngland.org.uk



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



Historic England

LONDON OFFICE

**Planning and Listed Building Consent applications requiring consultation with and notification to Historic England (the Historic Buildings and Monuments Commission for England) April 2015**

**Applications for planning permission**

Historic England must be consulted or notified (see note 1) of the following planning applications by virtue of the following provisions:

**Consultation:**

Development which in the opinion of the local planning authority falls within these categories:

- P1 Development of land involving the demolition, in whole or in part, or the material alteration of a listed building which is classified as Grade I or II\*
- P2 Development likely to affect the site of a scheduled monument
- P3 Development likely to affect any battlefield or a Grade I or II\* park or garden of special historic interest which is registered in accordance with section 8C of the Historic Buildings and Ancient Monuments Act 1953

**Basis for this - Town and Country Planning (Development Management Procedure) (England) Order 2015 - article 16 and Schedule 4.**

- P4 Development likely to affect certain strategically important views in London

**Basis for this - Secretary of State for Communities and Local Government Directions relating to Protected Vistas 2012**

**Notification:**

Development which the local authority (or Secretary of State) think would affect:

- P5 The setting of a Grade I or II\* listed building; or
- P6 The character or appearance of a conservation area where
  - i) the development involves the erection of a new building or the extension of an existing building; and
  - ii) the area of land in respect of which the application is made is more than 1,000 square metres

**Basis for this - Planning (Listed Buildings and Conservation Areas) Regulations 1990 - regulation 5A (as amended by The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015**

- P7 Local authority/ies own applications for planning permission for relevant demolition in conservation areas. (see note 2)

**Basis for this - Town and Country Planning General Regulations 1992 (as amended by the Town and Country Planning General (Amendment) (England) Regulations 2015**

**Note 1:** There is a difference between Consultation and Notification. When LPAs consult on applications, there is a duty to provide a substantive response to the LPA within 21 days. A notification from the LPA is to enable representations to be made if we so wish, and to respond within 21 days. Historic England does not make a distinction in its handling of advice work.



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3700  
HistoricEngland.org.uk



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Historic England

LONDON OFFICE

### **Applications for listed building consent**

Historic England must be notified of the following applications for listed building consent by virtue of the following provisions:

#### **Notification:**

- L1 For works in respect of any Grade I or II\* listed building; and
- L2 For relevant works in respect of any grade II (unstarred) listed building  
(relevant works means:
- i) works for the demolition of any principal building (see note 3);
  - ii) works for the alteration of any principal building which comprise or include the demolition of a principal external wall of the principal building; or
  - iii) works for the alteration of any principal building which comprises or includes the demolition of all or a substantial part of the interior of the principal building.

For the purposes of sub paragraphs ii) and iii) above:

- a) a proposal to retain less than 50% of the surface area of that part of a principal building represented on any elevation (ascertained by external measurement on a vertical plan, including the vertical plane of any roof) is treated as a proposal for the demolition of a principal external wall;
  - b) a proposal to demolish any principal internal element of the structure including any staircase, load bearing wall, floor structure or roof structure is treated as a proposal for the demolition of a substantial part of the interior.)
- L3 Decisions taken by the local planning authorities on these applications

**Base for this - Arrangements for handling heritage applications - Notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2015 - made under section 12, 15 (1) and (5) of the Planning (Listed Buildings and Conservation Areas) Act 1990**

**Historic England  
15 April 2015**

**Note 2: Relevant demolition is defined in section 198D of the Town and Country Planning Act 1990 as "demolition of a building that is situated in a conservation area in England and is not a building to which section 74 of the Planning (Listed Buildings and Conservation Areas) Act 1990 does not apply by virtue of s75 of that Act (listed buildings, certain ecclesiastical buildings, scheduled monuments and buildings described in a direction of the Secretary of State under that section.)"**

**Note 3: "principal building" means a building shown on the list compiled under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and includes (unless the list entry indicates otherwise) any object or structure fixed to that building, but does not include any curtilage building.**



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7073 3700  
HistoricEngland.org.uk



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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	25 January 2017
<b>Subject:</b> Flat 17, The Gallery 38 Ludgate Hill London EC4M 7DE Installation of two air conditioning units at sixth floor.	<b>Public</b>
<b>Ward:</b> Farringdon Within	<b>For Decision</b>
<b>Registered No:</b> 16/00633/LBC	<b>Registered on:</b> 2 August 2016
<b>Conservation Area:</b> St Paul's Cathedral	<b>Listed Building:</b> Grade II

### Summary

For committee report see 16/00632/FULL.

### Recommendation

That listed building consent be GRANTED for the above proposal in accordance with the details set out in the attached scheduled.

## **Main Report**

See report at 16/00632/FULL

### Relevant Local Plan Policies

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

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

#### ***DM12.3 Listed buildings***

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

## SCHEDULE

APPLICATION: 16/00633/LBC

**Flat 17, The Gallery 38 Ludgate Hill**

**Installation of two air conditioning units at sixth floor.**

## 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 All new work and work in making good 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.
- 3 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: Ordnance Survey Map, Plan of 6th floor showing position of Air Conditioning compressors, North Elevation of north-east wall at 6th & 5th floor, North Elevation & section of north-east wall at 6th & 5th floor Sound and visual abatement measures, Expanded (ref 7.2) section and elevation of north-east wall at 6th and 5th floor Sound and visual impact abatement detail - not to scale, Acoustic Assessment of Plant Noise at 38 Ludgate Hill Document Ref: 0121617 Rev D  
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

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<b>Committee(s):</b>	<b>Date:</b>
Planning and Transportation Committee – For decision	25 January 2017
<b>Subject:</b>	<b>Public</b>
Cloth Fair Noise Disturbance	
<b>Report of:</b>	<b>For Decision</b>
Director of the Department of the Built Environment	
<b>Report author:</b>	
Albert Cheung - Department of the Built Environment	

## Summary

In July 2016, your Streets & Walkways Sub-Committee considered six options to mitigate the late night noise disturbance issues in Cloth Fair. The recommended option was to proceed with an overnight road closure. However, Members considered that the option of installing double yellow lines to prohibit parking required further exploration and consultation.

Double yellow lines are usually effective at preventing parking when drivers leave their vehicle unattended. It may also be effective at reducing the amount of parking by drivers who remain with their vehicle if there are convenient alternative parking opportunities nearby.

In November 2016, local occupiers were consulted on the proposal to introduce double yellow lines in Cloth Fair. A total of 10 responses were received of which 7 were from Cloth Fair. The proposal received overall support but the sample size is very small and the results can therefore fluctuate easily. Ward Members were also briefed on these responses and the considerations and agreed that the double yellow line should be trialled.

Officers therefore recommend that the proposal for double yellow lines should be implemented on an experimental basis so that the effectiveness of the proposals can be monitored or if necessary modified, but also be made permanent if it is successful. Additionally, to encourage better compliance of the double yellow lines from the start, a dedicated team of Civil Enforcement Officers will be deployed to Cloth Fair to carry out enhanced enforcement for the first few weeks.

## Recommendation(s)

Members are asked to:

- Approve the introduction of double yellow lines in Cloth Fair on an experimental basis.
- Approve the making of permanent traffic orders if the experiment is successful and no objections are received. If objections are received, that officers consider these and report them back to the Streets & Walkways Sub-Committee with their recommendations.

## **Main Report**

### **Background**

1. Following the Ward Mote Resolutions in May 2015 and June 2016, the Streets and Walkways Sub-Committee in July 2016, considered six options to mitigate the late night noise disturbance in Cloth Fair. The most supported option by Cloth Fair residents was an overnight road closure. However, Members considered that the option of installing double yellow lines to prohibit parking required further exploration and consultation.

### **Current Position**

2. It has been reported that Cloth Fair residents can experience overnight noise disturbances on a regular basis. Anecdotal evidence and feedback from the consultation with occupiers indicate that the noise disturbances are mainly caused by taxi and private hire drivers parking, idling and or talking in Cloth Fair.
3. Cloth Fair is covered by two types of waiting restrictions. The section west of Rising Sun Court has double yellow lines, which prohibits waiting at any time. The section east of Rising Sun Court has single yellow lines, which prohibits waiting during the Controlled Parking Zone (CPZ) hours of 7am to 7pm Monday to Friday and 7am to 11am on Saturday. Outside of the CPZ hours, parking on single yellow lines is unrestricted; however other rules such as obstruction still apply.

### **The Double yellow line option**

4. A number of variations to the double yellow line option have now been explored. This includes installing them on one side of the street only (either north or south sides), both sides, and with or without some parking bays for disabled badge holders. These are shown in Appendix A. However, following briefings with Ward Members in September 2016, the most supported variation was to introduce them on both sides of Cloth Fair as it was considered that this option had the greatest potential to mitigate the noise disturbance. An outline plan is included in Appendix A (Option 4). Further consultation on this option has therefore been carried out and the results are detailed later on in this report.
5. The double yellow lines do not prohibit loading or unloading and therefore this activity can continue as normal.

### **Considerations**

6. In 2007, Members approved the Parking & Enforcement Plan (part of the Local Implementation Plan). This plan updated and reformed policies on parking controls including not providing on-street parking places for residents. Residents can instead purchase discounted season tickets to park in the nearest City owned or operated car park such as at Smithfield. The policy aims, amongst others, to reduce the use of private cars and encourage more sustainable modes of transport.

7. Many of the residential properties in Cloth Fair have private off-street parking facilities (garages) but the level of car ownership has not been established for this investigation.
8. The area surrounding Cloth Fair (e.g. a 200 metres radius or about 3 minutes' walk away) has plenty of parking opportunities including 39 regular parking bays, 23 disabled persons parking bays, over 150 metres of single yellow lines and nearly 600 spaces in the Smithfield car park. These provisions are shown in Appendix B.
9. To understand the activities that take place in Cloth Fair, video surveys were carried out and analysed for six days up to the Thursday before Easter (19/03/16 to 24/03/2016). This period was used as it represented one of the busiest periods in the area and therefore a "worst" case scenario. All vehicles parked in Cloth Fair outside of the CPZ hours for a period greater than one hour have been analysed. This is to filter out the short stay parking, idling and loading from the longer stay parking needs of users in Cloth Fair.
10. The analysis of the parking data showed that there were a total of 32 vehicles parked in Cloth Fair. 11 of these were associated with Smithfield Market, two (same car but parked at different times) with residential units of Cloth Fair, five with the church and 14 were unknown. The 14 unknowns did not visit a property in Cloth Fair. The results showed a clear pattern amongst the users, in particular, during the weekday nights, when it was used only by motorists associated with Smithfield Market. It also identified that none of the visitors to the Church appeared to have any mobility difficulties. A summary of the parking data is provided in Appendix C.
11. The survey has shown that up to five cars have been observed to have parked in Cloth Fair at any one time. The proposed double yellow lines could therefore displace these vehicles onto surrounding streets, outside of the CPZ hours. However as discussed above and shown in Appendix B, there are plenty of other parking opportunities within a short distance away.
12. Waiting restrictions whether using single or double yellow lines are usually effective at preventing parking when the driver leaves their vehicle unattended but are less effective if the driver remains with their vehicle. This is because when an enforcement officer arrives, the motorist can simply drive off to another location or return once the enforcement officer has moved on. This is especially prevalent in locations of high waiting demand or where there are limited or no parking opportunities nearby. The proposed double yellow lines are therefore likely to be effective at removing parking when the driver leaves their vehicle unattended and as there are other alternative parking opportunities nearby, it may also reduce the number of drivers waiting with their vehicles in Cloth Fair.
13. The City operates a night time economy team of two Civil Enforcement Officers which enforces civil traffic contraventions such as waiting and loading restrictions, throughout the City. They operate overnight during the busiest times. If the double yellow lines are implemented, this will be included alongside their existing

commitments but to encourage better compliance from the start, they will be deployed to Cloth Fair to carry out enhanced enforcement for the first few weeks.

14. Drivers who wait in Cloth Fair often have their engines idling, which contributes to poor air quality as well as the noise disturbance. As part of efforts to tackle air pollution, Officers are working with the Markets & Consumer Protection Department, to investigate bespoke signage (Switch off Engine, Reduce Emission) to target idling engine hotspots across the City including in Cloth Fair. It is expected that this will be installed in March 2017 (subject to the Department for Transport's approval) and will complement any option agreed by Members to reduce the noise disturbances.

### Further Consultation

15. Further consultation on the preferred double yellow line option was undertaken in November 2016. This involved sending out a plan of the proposal to local occupiers and an invitation to comment. As a result, 10 responses were received, all of which were from residents, including 7 from Cloth Fair. A summary of the responses are detailed in the table below and further details are shown in Appendix D.

#### Consultation Summary

Consultation Response	Cloth Fair Residents	Other Responses	Total Responses
Support	4	0	4
Neutral	1	3	4
Against	2	0	2
<b>Total</b>	<b>7</b>	<b>3</b>	<b>10</b>

16. From the above table, it can be seen that there is some support for the proposal. However, the sample size is very small and the results can therefore fluctuate very easily. The result should therefore be treated cautiously.
17. The Smithfield Market Traders Association (SMTA) and the Market Superintendent have been consulted and both support the proposal. Their responses have not been included in the above table.
18. No responses were received from The Priory Church of St Bartholomew the Great. However, they have previously opposed any restrictions that operate on Saturdays and Sundays because they consider that it will severely impact on their visitors. Their views were that the parking possibilities for their congregation have been severely reduced over the last 20 years and many people have given up making the journey because they find it so hard to park.
19. In December 2016, Ward Members were briefed on the consultation responses and the various considerations. They agreed that the double yellow line option as detailed in Appendix A (Option 4) should be trialled.



## Recommendations

20. In view of the considerations and the consultation responses set out above, it is recommended that the double yellow lines on both sides of Cloth Fair are approved for implementation on an experimental basis. This will enable officers to monitor and assess the effectiveness of the proposal and make changes if necessary, before a decision is made to whether or not the Order should be made permanent.
21. If Members approve the recommendations, the experimental double yellow lines could be implemented by April 2017.

## Corporate & Strategic Implications

22. The proposal is in accordance with the City of London Noise Strategy and Air Quality Strategy. In particular:
- *“To avoid or reduce noise, and noise impacts, which could adversely affect the health and well-being of City residents, workers and visitors”*
  - *“To balance minimisation of noise and noise impacts with the need to improve and update City infrastructure”.*
  - *“To reduce the emissions associated with road traffic and to improve air quality”*

## Implications

23. The total estimated cost to implement the double yellow lines is £4,500. This can be met from the Department of the Built Environment Traffic Management Local Risk Budget for 2016/17.
24. The proposal would require the City to exercise its powers under Section 9 of the Road Traffic Regulation Act 1984 to make an order to prohibit waiting at any time (double yellow lines) on an experimental basis.
25. An experimental order has a maximum life of 18 months from the date on which it was made and requires the experiment to have been in operation unchanged for a minimum period of six months before it may be made permanent. The six month period constitutes a statutory public consultation. The City is required to consider any representations received during this period and any outstanding objections to the experimental measures will be reported back to the committee for resolution. Section 10(2) of the Road Traffic Regulation Act 1984 allows for modification of the experiment should operational experience shows it to be essential for certain specified purposes. The experiment may also be abandoned if it is not successful.

26. The full impacts of the proposal are not fully known for example on people with mobility issues who would be subject to the additional parking restrictions. This will be monitored and assessed as part of the experiment.

27. In carrying out its traffic functions, the City must have regard, inter alia, to its duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic (which includes pedestrians) - s.122 Road Traffic Regulation Act 1984; and its duty to secure the efficient use of the road network (s.16 Traffic Management Act 2004).

## **Conclusion**

28. The results of the consultation showed that there is some support for the double yellow lines; however the level of response is low.

29. Double yellow lines are usually very effective at preventing parking when drivers leave their vehicle unattended. They may also be effective at deterring drivers who remain with their vehicle, because of the availability of other parking opportunities nearby. However, to encourage better compliance from the start, Civil Enforcement Officers will be deployed to Cloth Fair to carry out enhanced enforcement for the first few weeks.

## **Appendices**

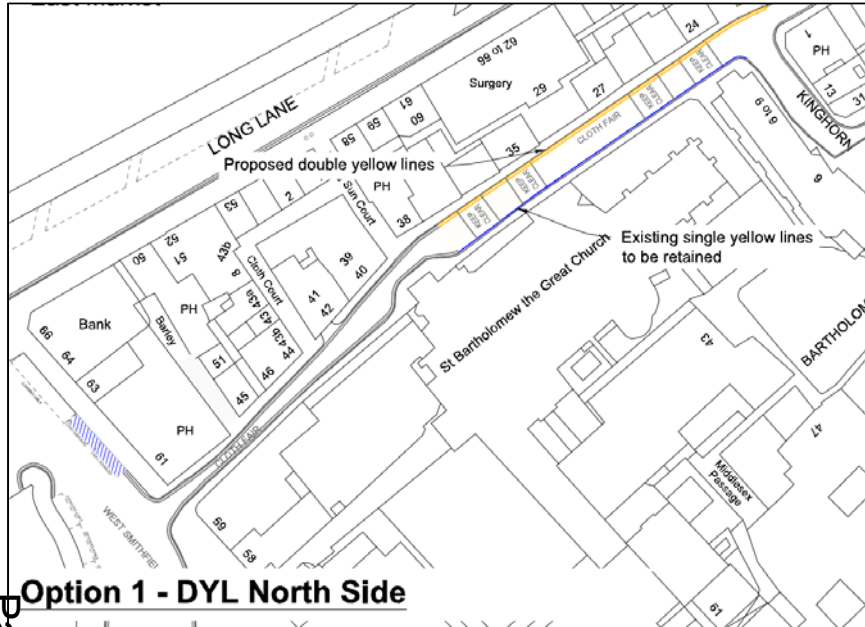
- Appendix A – Alternative Option Proposal Plans
- Appendix B – Current Parking Arrangement Plan
- Appendix C – Parking Survey Summary Table
- Appendix D – Parking Survey Summary Table

## **Albert Cheung**

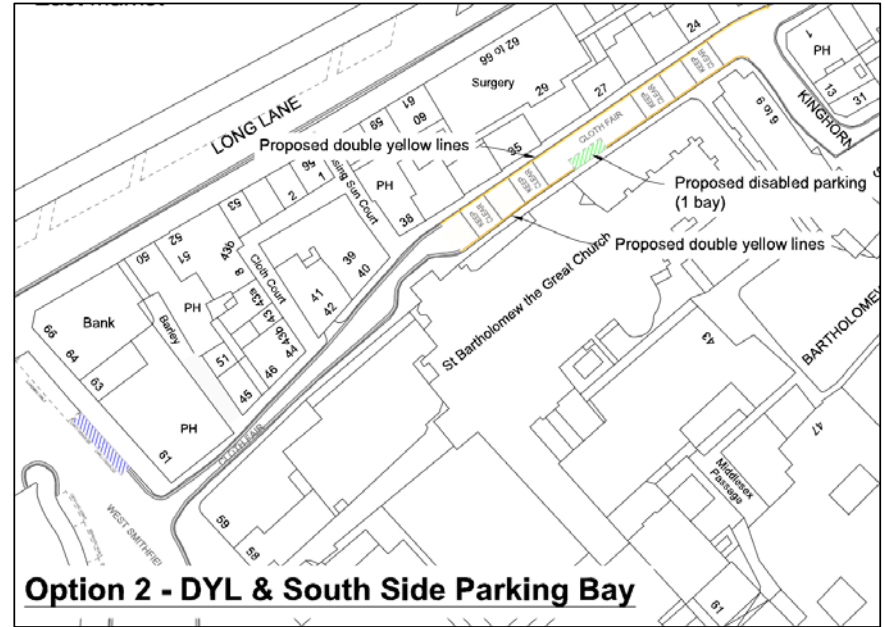
Department of the Built Environment

T: 020 7332 1701

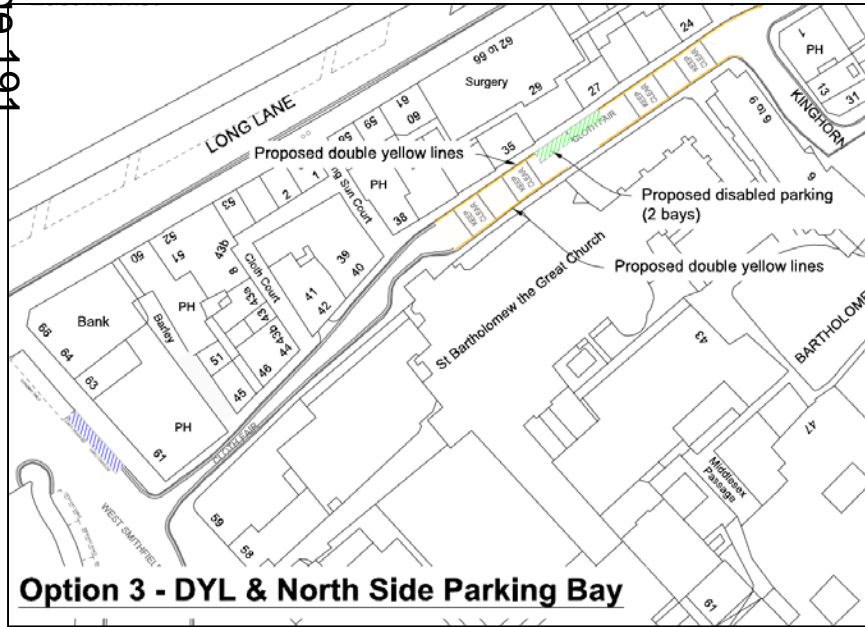
E: [albert.cheung@cityoflondon.gov.uk](mailto:albert.cheung@cityoflondon.gov.uk)



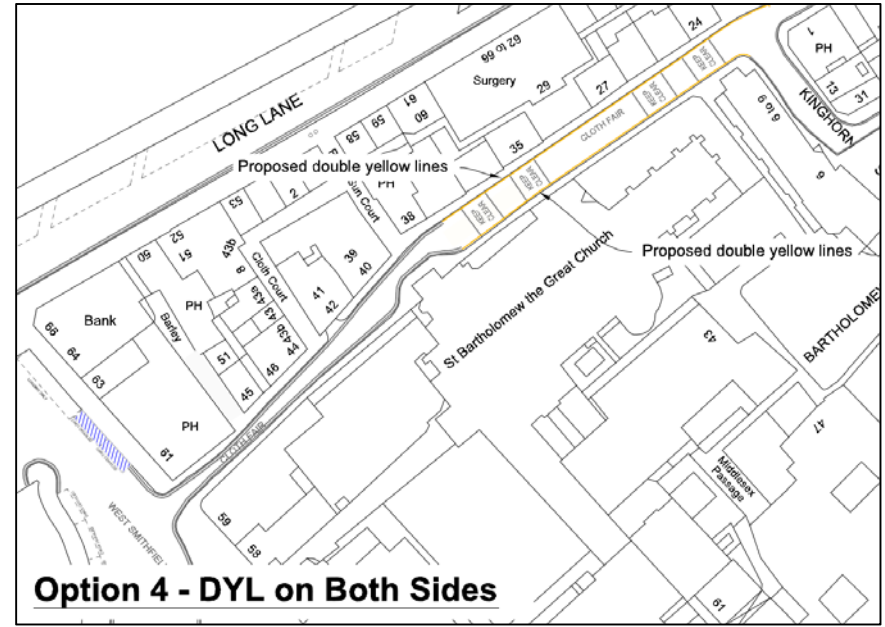
Option 1 - DYL North Side



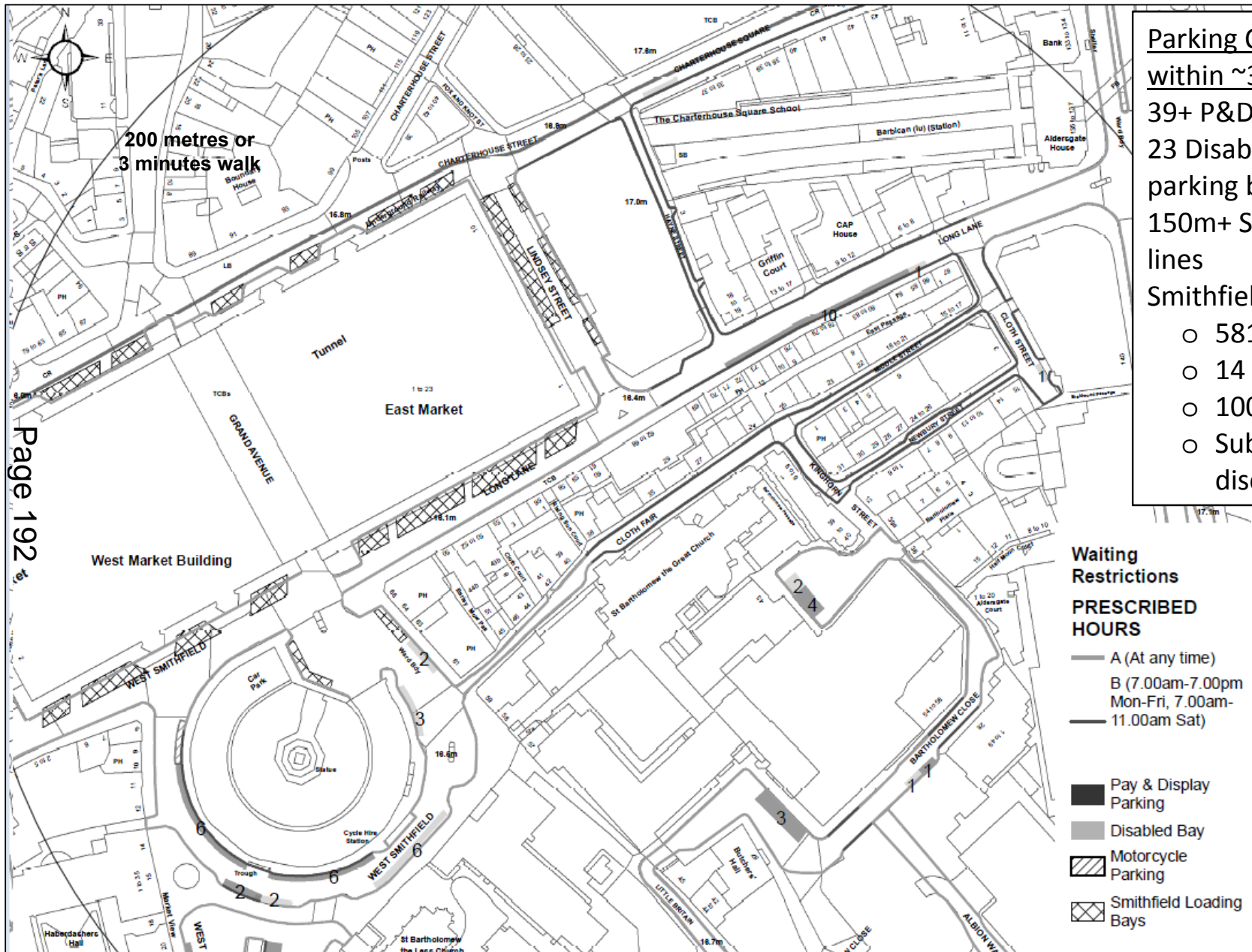
Option 2 - DYL & South Side Parking Bay



Option 3 - DYL & North Side Parking Bay



Option 4 - DYL on Both Sides



**Parking Opportunities within ~3 minutes walk**

- 39+ P&D Bays
- 23 Disabled person's parking bays
- 150m+ Single yellow lines
- Smithfield Car Park
  - 581 spaces
  - 14 Disabled bays
  - 100 M/C spaces
  - Substantial season discount

- Waiting Restrictions**
- PRESCRIBED HOURS**
- A (At any time)
  - B (7.00am-7.00pm Mon-Fri, 7.00am-11.00am Sat)
- Pay & Display Parking
  - Disabled Bay
  - ▨ Motorcycle Parking
  - ▣ Smithfield Loading Bays

# Cloth Fair Parking Activity (6 days)

# Appendix C

## Summary

14	Unknown parking
2	Cloth Fair resident parking
5	Church parking
11	Smithfield worker parking

## Notes

Only vehicles parking over 1 hour outside the CPZ periods have been analysed. The data below shows a 6 day period upto the Thursday before Good Friday.

Date	Location	Arrival	Departure	Duration	Vehicle	User	Comments
Saturday 19th March	Southern Side	16:46:23	Still Parked at 00:00	-	Black car	Unknown	Driver walks off towards the Rotunda out of sight
Saturday 19th March	Southern Side	18:02:12	22:33:32	04:31:20	blue hatchback	Unknown	Driver walks down Rising Sun Court
Saturday 19th March	Southern Side	18:23:05	Still Parked at 00:00	-	silver pick-up truck	Unknown	A couple walk out of sight to the end of Middle St
Saturday 19th March	Southern Side	18:27:23	22:44:15	04:16:52	black saloon	Unknown	4 people walk out of sight to the end of Middle St
Saturday 19th March	Southern Side	19:19:52	21:41:29	02:21:37	black car	Unknown	Woman and child walk out of sight to the end of Middle St
Sunday 20th March	Southern Side	Already Parked	08:11:12	-	black car	Unknown	Person walking down from Middle Street
Sunday 20th March	Southern Side	Already Parked	17:19:45	-	black car	Unknown	Person walking down from West Smithfield
Sunday 20th March	Southern Side	07:29:55	14:27:32	06:57:37	white sports car	Unknown	Didn't see driver
Sunday 20th March	Northern Side	08:35:56	09:45:54	01:09:58	Black Polo	resident	Driver enters residents property
Sunday 20th March	Northern Side	08:57:31	10:43:27	01:45:56	Silver saloon	Church	Couple going to church gardens
Sunday 20th March	Northern Side	09:34:32	21:20:25	11:45:53	Black car	Church	Man walks into church garden
Sunday 20th March	Northern Side	09:50:51	12:24:29	02:33:38	Silver Estate	Unknown	Driver walks down alley
Sunday 20th March	Southern Side	09:55:56	12:31:55	02:35:59	Silver car	Church	Lady walks into church garden
Sunday 20th March	Northern Side	11:17:44	12:38:04	01:20:20	black Car	Church	A couple go into church gardens
Sunday 20th March	Northern Side	12:13:20	14:28:33	02:15:13	Black Polo	resident	Driver enters residents property
Sunday 20th March	Northern Side	14:56:33	17:43:32	02:46:59	Black Merc	Unknown	Man walks down alley
Sunday 20th March	Northern Side	15:27:09	20:04:08	04:36:59	Black Hatchback	Unknown	2 ladies walk out of sight to West Smithfield
Sunday 20th March	Northern Side	16:39:31	21:59:06	05:19:35	Silver Estate	Unknown	Driver walks down Rising Sun Court
Sunday 20th March	Southern Side	17:16:21	21:00:26	03:44:05	Silver Estate	Church	Driver walks into church gardens
Sunday 20th March	Northern Side	17:59:33	19:14:07	01:14:34	Silver Merc	Unknown	A couple walk down Bartholomew Passage
Sunday 20th March	Southern Side	22:53:29	Still Parked at 00:00	-	Black MPV	Unknown	Driver does not leave vehicle
Monday 21st March	Southern Side	<22:59:00	6am - 7am	7hrs	White hatchback	Smithfield	Smithfield worker drives off in car
Monday 21st March	Southern Side	<23:02:00	6am - 7am	7hrs	Black 4x4	Smithfield	Smithfield worker drives off in car
Monday 21st March	Northern Side	<23:32:00	6am - 7am	7hrs	Dark Saloon	Smithfield	Smithfield worker drives off in car
Tuesday 22nd March	Southern Side	<22:56:00	6am - 7am	7hrs	black 4x4	Smithfield	Smithfield worker drives off in car
Tuesday 22nd March	Southern Side	<23:08:00	6am - 7am	7hrs	White hatchback	Smithfield	Smithfield worker drives off in car
Tuesday 22nd March	Northern Side	<23:42:00	6am - 7am	7hrs	Dark Saloon	Smithfield	Smithfield worker drives off in car
Wednesday 23rd March	Southern Side	<23:20:00	6am - 7am	7hrs	White hatchback	Smithfield	Smithfield worker drives off in car
Wednesday 23rd March	Southern Side	<22:59:00	6am - 7am	7hrs	Black Hatchback	Smithfield	Smithfield worker drives off in car
Thursday 24th March	Southern Side	<23:20	6am - 7am	7hrs	Black MPV	Smithfield	Smithfield worker drives off in car
Thursday 24th March	Southern Side	<23:25	6am - 7am	7hrs	White hatchback	Smithfield	Smithfield worker drives off in car
Thursday 24th March	Northern Side	<23:32	6am - 7am	7hrs	Dark Saloon	Smithfield	Smithfield worker drives off in car

# Consultation Response Summary

# Appendix D

Ref	Address	Support	General Comments
Respondnet 1	Kinghorn Street Resident	Neutral	Proposal will displace parking into Kinghorn Street
Respondnet 2	Middle Street Resident	Neutral	Will not solve other issues of vehicles rat running, noise from early refuse collection / pubs etc.
Respondnet 3	Cloth Fair Resident	Neutral	Taxis already ignore double yellow lines. Who is going to enforce?. Noise from early refuse collection
Respondnet 4	Cloth Fair Resident	Against	Visitor parking outside her property. Needs to off load shopping from vehicle
Respondnet 5	Cloth Fair Resident	Support	Taxis with idling engines over winter months, air pollution, road closure would not work
Respondnet 6	Cloth Fair Resident	Support	inconvenience of no parking out is better than having the noise disturbance and pollution
Respondnet 7	Cloth Fair Resident	Against	Likes the convenience of parking, removal of parking will encourage people to drive faster
Respondnet 8	West Smithfield Resident	Neutral	There are no issues and should do nothing
Respondnet 9	Cloth Fair Resident	Support	Double yellows lines are more preferable to noise disturbance
Respondnet 10	Cloth Fair Resident	Support	Will not stop rat running, but double yellow lines are better than nothing

## Summary of All Responses

4	Support
4	Neutral
2	Against

No response from the Church but they have previously opposed any weekend parking restriction in Cloth Fair

## Summary of Cloth Fair Only

4	Support
1	Neutral
2	Against

<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation	25/01/2017
<b>Subject:</b> City Freight & Servicing Strategy - update	<b>Public</b>
<b>Report of:</b> Director of the Built environment	<b>For Information</b>
<b>Report author:</b> Iain Simmons, Department of the Built Environment	

### Summary

The purpose of this report is to update Members on progress in relation to the City Corporation's Freight Strategy which is one of the key initiatives being taken forward to reduce congestion in the City.

The stated aim in the Freight Strategy is 'to reduce the number of freight and delivery vehicles on the City's streets, particularly at peak times, whilst allowing the City to flourish.'

The report sets out that there has already been progress in relation to increased use of consolidation centres in the City which is one of the critical policy objectives and also sets out progress on a number other key projects including:

- Use of City Corporation property to establish a new consolidation centre;
- Establishing micro-consolidation centres in the City;
- Special servicing and delivery measures for the Eastern Cluster;
- Establishing best practice in relation to existing City businesses using consolidation and 'non-peak time' servicing;
- Establishing a City Freight Forum of City stakeholders;
- New planning guidance;
- Promotional campaigning including events for City firms;
- Re-timing of deliveries and servicing in parts of the City.

The report sets out the next steps and related time scales in relation to the above and in addition sets out a number of proposed 'quick wins'.

### Recommendation(s)

Members are asked to:

- Note the report.

## **Main Report**

### **Background**

1. In December 2015, the Planning and Transportation Committee agreed the principles of a freight strategy with the objective to 'reduce the number of freight and delivery vehicles on the City's streets, particularly at peak times, whilst allowing the City to flourish'. The strategy included 16 actions grouped under the headings of: Consolidation; Delivery and Service Plans; Retiming Initiatives; and Stakeholder Engagement
2. A programme of work to deliver the strategy is in place with the aim of achieving significant reductions in freight and servicing traffic during the working day across the City as just one strand of a strategy to reduce congestion in the City. In particular the freight programme builds on existing City wide good practice such as the use of consolidation and the movement of bagged waste collection to outside of the working day.
3. Already a number of City banks and other City businesses arrange their servicing and delivery requirements through the operation of consolidation centres thereby reducing vehicle movements on City streets. Similarly in relation to construction many of the larger sites make use of 'out of City' consolidation to facilitate delivery of construction materials and this is the case for example with a number of the larger developments currently under construction in the east of the City.
4. The City's freight work programme builds on the good practice already taking place in the City and this report updates Members on progress.

### **Current Position**

#### Quick wins

5. Officers are aiming to evaluate and, where practicable, deliver the following initiatives during the next 6 months

#### *Doddle*

6. Officers have already met with Doddle representatives in relation to establishing a corporate membership to cover the 270 businesses within the Cheapside BID area. It is also proposed that the Corporation itself looks to provide a new service to staff whereby personal deliveries could be made to a local collection point and enters into a corporate membership. It is proposed that this matter is formally considered by Members in April 2017

#### *New Developments*

7. The development of new schemes and the granting of planning permission provides the opportunity for restrictions to be placed on the way servicing and deliveries to buildings are managed. This can be done either through planning conditions or through a S106 agreement. All schemes when approved for new



development require approval of a servicing and management plan in accordance with present guidelines. Revised interim Guidelines will be brought to your next Committee setting out our current approach which will be in place until the SPD is adopted.

8. In the Eastern Cluster site specific requirements and circumstances have required limitations on the number of vehicles able to access the site at 22 Bishopsgate and 1 Undershaft which requires the use of consolidation centres to manage the number and type of vehicles. In addition restrictions have been placed requiring no deliveries during morning and evening rush hours and lunch times to limit conflicts at the busiest pedestrian times. This will be required in all new schemes in the area and across the City where appropriate.
9. Elsewhere in the City hours of deliveries will not be restricted in order to facilitate night time servicing except where residential amenity considerations would indicate otherwise.
10. This approach to servicing and deliveries is in general conformity with the London Plan. The Local Plan and will be further developed to accord with emerging interim Guidance.

#### *Best practice Conference*

11. It is proposed to hold a half day seminar in Spring of this year to promote best practice in relation to servicing and delivery planning. The date and content will be partially informed through a new Freight Forum that it is proposed to launch in February. The details of the forum are set out below.
12. Progress on the main components of the remainder of the work programme is summarised below and a timeline of activities is included in the Appendix.

#### Consolidation Centres – use of City Corporation properties and other Centres

13. All the City's car parks have already been assessed and this has shown they have structural limitations for accommodating a major consolidation centre but there could be potential for micro-consolidation facilities which use smaller vehicles. The opportunities this presents are currently being assessed. Other Corporation owned properties including industrial landholdings outside the City are also being considered.
14. Officers are also actively pursuing use of an existing consolidation centre managed by the LB Camden (the London Borough Freight Consolidation Centre) in Edmonton. The business case is being researched, however the intention would be either to use this consolidation for the City Corporation's own delivery needs or encourage City business use. Officers are also exploring other consolidation facilities in London and liaising closely with the TfL Freight team on these initiatives.
15. A report on options and recommendations will be presented to Committee June 2017.

## Eastern Cluster

16. Due to the existing and proposed level of high density office developments in the area, the Eastern Cluster requires specific consideration in terms of its freight/servicing requirements.
17. A research and analysis study of the area is in progress to provide a better understanding of the freight and servicing implications of existing and proposed developments and how they can be mitigated. However already the 2 most recent planning permissions have specifically restricted vehicle movements thereby necessitating use of consolidation to manage their deliveries.
18. This work is being co-ordinated with 2 other projects within the Built Environment Directorate, namely the Eastern Cluster Area Security project and the Eastern Cluster Area Enhancement Strategy. Work will include liaison with the promoters and occupiers of the major schemes in the area. The findings and recommendations will be reported in March/April 2017.

## Case Studies including Guildhall and the Barbican Centre

19. The development of a clear business case to support use of consolidation centres and 'non-peak time' deliveries is essential if officers are to achieve significant change. Therefore in conjunction with the City Low Emissions Neighbourhood project, 7 case studies of a range of City buildings have been commissioned to get a better understanding of how deliveries and servicing activities, including procurement, currently take place and how they can help reduce vehicle movements. Two of the studies are Guildhall and the Barbican Centre so that the City Corporation will be able to show by example how it will reduce the numbers of vehicles visiting the premises. The findings and options will be reported to Committee in June 2017.

## City Freight Forum

20. A City Freight Forum is being established to act as a sounding board and means of information exchange on all matters relating to deliveries and servicing in the City. In particular it will harness and exchange the experience and expertise of its members and act as a platform for organising events and promoting initiatives. It will be chaired by the Chairman of the Planning and Transportation Committee and will include representatives from the freight industry, City Property Association, TfL, developers, office occupiers, retailers, catering and office supplies companies, facilities management, Cheapside BID. It is also hoped that representatives from delivery/distribution organisations including Amazon and Doodle will participate.
21. This Forum will in particular explore the appetite and business case for establishing additional consolidation centres to service the City and the opportunities and barriers to harnessing under capacity in existing consolidation centres. It will also explore the viability of moving deliveries away from peak times. The first meeting will be in February 2017.

## Planning Policy and Guidance

22. Work has commenced on a new *Delivery & Servicing Supplementary Planning Document (SPD)* which will provide detailed guidance for new developments including the use of consolidation centres. The formal adoption process means the SPD will not be in place until spring 2018 so for negotiations on planning applications before then interim guidance is being produced ( see 'Quick wins' above). The interim guidance will be presented to Committee for approval in February 2017.
23. The relevant parts of the Local Plan are being reviewed so that new requirements relating to deliveries and servicing will be included in the new Draft Local Plan scheduled for October 2017.

## Promotional programme

24. Given that new development each year averages just 1% of the City's building stock, the biggest impacts on reducing servicing and delivery vehicles across the City will come through changes in the ways that existing buildings and occupiers operate. A programme of promotional activity is therefore being planned to engage with our City stakeholders and spread best practice. Along with the City Freight Forum, activities include a series of events (the first in conjunction with the City Property Association in February 2017), an accreditation and awards scheme for compliance and good practice, a video demonstrating construction site consolidation and a web site forum.
25. It is also proposed to hold a half day event for City businesses' facility managers both to explore and promote best practice in relation to servicing and delivery planning. The context will be how this can help in combatting congestion and increasing efficiency of deliveries. This will be discussed at the February Freight Forum meeting with the aim of delivering this best practice seminar in Spring 2017.

## Partnership activities

26. Initiatives to reduce delivery and servicing vehicles in the City will have implications for other parts of London so it is important that we actively engage with others to ensure there are joint benefits. We can also learn from the experiences of others in this field. We are engaging with various bodies including: TfL Freight Team; London Freight Forum; Central London Freight Quality Partnership; Freight Transport Association; London Councils; the Road Haulage Association; Cross River Partnership; and the New West End Co.

## Surveys

27. To ensure that our initiatives are correctly targeted and that we can measure their effectiveness we are commissioning 24 hour surveys of delivery and servicing vehicle movements in the City including origins, destinations and time spent. The

first results will be available in March 2017 and will therefore be available to feed into the other work streams in 2017.

### Re-timing trials

28. The City-wide 24 hour surveys and the work on the seven case studies will enable us to identify areas where re-timing of servicing and delivery activity could produce benefits in reducing vehicle movements. Proposals will be reported to Committee in July 2017 including proposed Traffic Orders.

### **Corporate & Strategic Implications**

29. The City Freight and Servicing Strategy accords with the objectives of the City's Corporate Plan and its completion is an aim in the Transportation and Public Realm Divisional Business Plan 2016/17. It also contributes towards the delivery of Core Strategic Policy CS16 of the City of London Local Plan (2015) which seeks to improve the sustainability of the City's transport system, improve conditions for safe and convenient walking and cycling, minimise congestion and reduce vehicle emissions.

30. The programme of projects will also complement the City's Road Danger Reduction Plan, Noise Strategy and Air Quality Strategy.

31. There are no significant negative impacts on any of the City's equality target groups arising from this report.

### **Conclusion**

32. Progress is being made on the initiatives described in this report in pursuit of the City Corporation's aim to reduce the number of freight and delivery vehicles on the City's streets, particularly at peak times, whilst allowing the City to flourish

### **Appendices**

- Appendix - timeline of activities

### **Background Papers**

Report to Planning & Transportation Committee 15<sup>th</sup> December 2015: *Towards a City Freight Strategy – Interim Report*

### **Iain Simmons**

T: 020 7332 1151

[iain.simmons@cityoflondon.gov.uk](mailto:iain.simmons@cityoflondon.gov.uk)

## **Appendix – Timeline of City Freight & Servicing Strategy activities 2017**

### January

- Consultants for case studies appointed
- Consultants for 24 hour surveys appointed
- Eastern Cluster future demands analysis completed

### February

- Launch of City Freight Forum
- City Freight event co-hosted with City Property Association
- Survey of Guildhall procurement, servicing and deliveries completed
- Interim Planning Guidance on deliveries and servicing to P&T Committee
- 24 hour City-wide surveys completed

### March

- Report on scenarios for deliveries and servicing demands in Eastern Cluster

### April

- Report on approach to local deliveries for staff
- Report of findings for seven case studies completed
- Scoring and ranking of potential Consolidation Centre sites completed

### May

- City Freight event No 2 - Half day seminar to promote best practice
- 24 hour City-wide surveys data analysis distributed

### June

- Deliveries and Servicing SPD to P&T Committee for approval
- Report on options for Consolidation Centre sites to P&T Committee
- Report on options for Guildhall and Barbican to P&T Committee
- 2<sup>nd</sup> meeting of City Freight Forum

### July

- Report recommending re-timing trials to Committee

### September

- Public consultation on Deliveries and Servicing SPD

### October

- Review of Deliveries and Servicing policy in Draft Local Plan completed
- Re-timing trials implemented

### November

- 3<sup>rd</sup> meeting of City Freight Forum
- City Freight event No.3
- Final draft of Deliveries and Servicing SPD completed
- Draft Local Plan published

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<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation	25 Jan 2017
<b>Subject:</b> City Fund Highway Declaration – Development at 90 Fetter Lane, EC4	<b>Public</b>
<b>Report of:</b> City Surveyor (CS.013/17)	<b>For Decision</b>
<b>Report author:</b> Roger Adams	

## Summary

Approval is sought to declare an area totalling 88 ft<sup>2</sup> of City Fund highway land at Norwich Street, EC4 to be surplus to highway requirements, to allow its disposal and enable the development which was approved by delegated authority on the 4 August 2016 (16/00299/FULMAJ).

The permitted development scheme will retain the built bay projections that were licenced as highway projections with the original 1980's construction oversailing highway land at 2nd floor level and above.

Before third party interests can be granted in City Fund highway land, the affected areas first need to be declared surplus to highway requirements.

In this instance, the proposed development will oversail the highway stratum but will not impede it, thus stopping-up of the highway will not be necessary and the City Corporation's highway functions and controls will continue within the highway stratum.

The terms for the highway disposal are to be reported separately for approval of the Property Investment Board subject to your approval to declare the affected area surplus to highway requirements.

## Recommendation(s)

Members are asked to:

- Resolve to declare an area of City Fund highway land at Norwich Street, EC4 measuring 88 ft<sup>2</sup> (8.15m<sup>2</sup>) to be surplus to highway requirements to enable its disposal upon terms to be subject to the approval of the Property Investment Board subject to the City Corporation's continuing highway rights and controls remaining in place in respect of the highway stratum.

## Main Report

### Background

1. Evans Randall Investors Limited has recently acquired a 1980's dated 6 storey office premises at 90 Fetter Lane, EC4 and obtained planning consent

to upgrade and refurbish the property to add two further storeys that will create 67,500 ft<sup>2</sup> lettable offices and to convert the ground floor into 6,500 ft<sup>2</sup> retail space.

2. As part of the proposed works, existing bay projections on the Fetter Lane and Norwich Street elevations are to be retained.

### **Current Position**

3. Evans Randall Investors Limited has approached the City Corporation seeking to acquire a suitable interest in the highway land affected by its approved development scheme.
4. Buildings where the construction and retention of habitable accommodation would be or is governed solely by a highway licence can be compromised investments. Therefore for the purpose of promoting long term development, the City Corporation can dispose of suitable interests where permitted schemes encompass City Corporation owned highway land. The disposal of the highway land would assist works addressing the proper planning of the area.
5. Where City Fund highway is involved, before the City Corporation is able to dispose of any interests in it, the affected land must first be declared surplus to highway requirements.
6. Although the City Corporation can dispose of its highway land as a property owner, the highway stratum will nevertheless remain vested in the City Corporation as the highway authority until such time as it is stopped-up.
7. In this instance the development will oversail the highway, but will not impede it, thus stopping-up would not be required.
8. **Affected Highway** - The area of City Fund highway land oversailed by the permitted scheme is situated at Norwich Street, EC4 and amounts to 88 ft<sup>2</sup> (8.15 m<sup>2</sup>).

### **Proposals**

9. Subject to your agreement to declare the area of City Fund highway surplus to requirements pursuant to Section 9, City of London (Various Powers) Act 1958, it is proposed that the City Corporation retains continuing rights and controls in the highway stratum as the highway authority but otherwise disposes of a suitable interest in the land upon terms to be approved by the Property Investment Board.

### **Corporate & Strategic Implications**

10. The disposal of highway land will support the development and investment in the City, which *inter alia* ensures the supply of first class business accommodation in the City (A World Class City).



## Financial Implications

11. The financial implications of any disposal will be considered by the Property Investment Board.

## Legal Implications

12. **Stopping-up** – The proposed building projections will not encroach into the highway stratum, thus no stopping up of the highway is intended.
13. **Power of Disposal** - The transaction involves the disposal of City Fund highway land held for highway purposes.
14. **Highway Purposes** - Disposal of land held for highway purposes is authorised by Section 9 City of London (Various Powers) Act 1958, which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.

## Disposal

15. **Property Investment Board** - The terms of the negotiated highway disposal transaction are to be reported to the Property Investment Board for consideration, subject to you first declaring the affected City Fund highway land to be surplus to highway requirements.

## Conclusion

16. The necessary declaration confirming the highway to be surplus to requirements excluding the highway stratum, will enable development of the property according to the planning permission that has been granted.

## Appendices

- Appendix 1 – Highway Plan

## Background Papers:

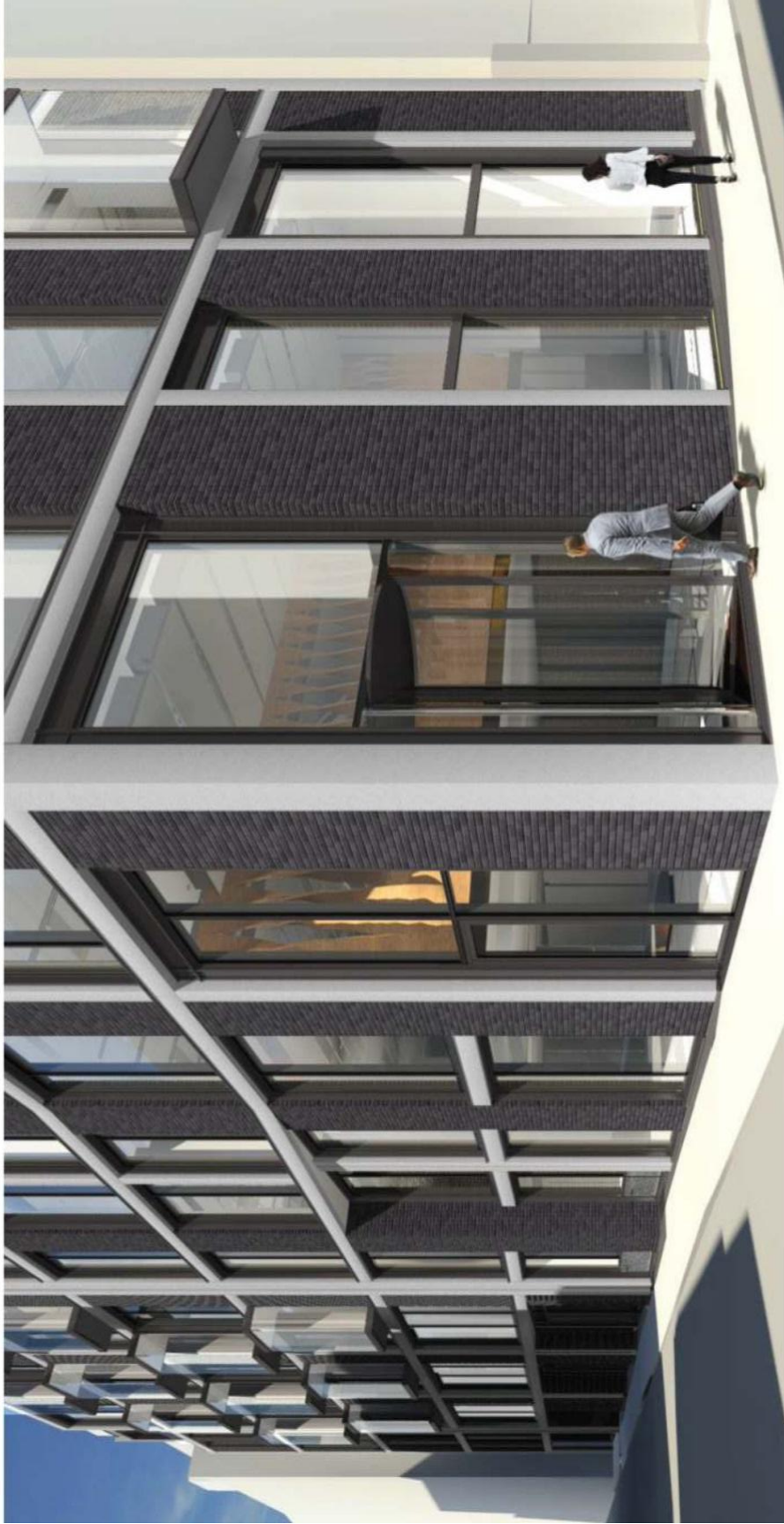
Planning Consent no. 16/00299/FULMAJ.

Roger Adams  
City Surveyor's Department  
T: 020 7332 1661  
E: [roger.adams@cityoflondon.gov.uk](mailto:roger.adams@cityoflondon.gov.uk)

# Appendix 1 – Highway Plan 90 Fetter Lane, EC4

	<p><b>Key</b></p> <ul style="list-style-type: none"> <li>Site Boundary - NGL647517</li> <li>CoL Land - AGL315496</li> <li>Unregistered CoL land - formerly Charter Street</li> <li>Proposed scheme projections overlaid on various levels. Total = 0.52m<sup>2</sup></li> </ul>		Rev	Drawn	Dt
			<p>Avenue calculated from drawings supplied by COFRE on 06/2016</p>		
 <p><b>CITY OF LONDON</b>  <i>P.G. Wilkinson BSc. MSc. MRICS</i>  <i>City Surveyor</i></p> <p><b>CITY SURVEYORS DEPARTMENT</b>          Property Projects Group - Plans &amp; Research Section</p>			<p>Address: 90 Fetter Lane London EC4</p> <p>Title: Proposed Refurbishment Projections oversailing CoL interests.</p>		
<p>© Crown copyright and database rights 2016 OS 100023243</p>			Print scale: 1:1 @ A3	Formality: SIC	
<p>Location Plan 1:1250</p>			Date: 11/16	Print scale: UPRN	
<p>Location Plan 1:250</p>			Drawing No: 1-C-39518-01		
<p>Revision</p>					





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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 9 January 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  09/01/2017	% of time in service between 30/11/2016 and 09/01/2017	Number of times reported Between 30/11/2016 and 09/01/2017	Period of time Not in Use Between 30/11/2016 and 09/01/2017	Comments  Where the service is less than 95%
Atlantic House 2001 SC6458966  Page 209	IN SERVICE	87.8%	0	120 hrs	29/11/16 – Engineer attended site and found problem with the door mechanism. Parts required repair time delayed due to difficulty obtaining obsolete parts. Engineer returned to site on the 05/12/16 repaired and returned to service.
London Wall (No.1) Lift Western Pavilion 2003 SC6458965	IN SERVICE	87.8%	0	120 hrs	Lift was back in service from 5/12/16 as reported at the last meeting on the 13 December. The lift has been working fully since this time.
London Wall (No.1) Escalator (UP) 2003 SC6458959	IN SERVICE	80.5%	0	192 hrs	Escalator was back in service from 5/12/16 as reported at the last meeting on the 13 December. The lift has been working fully since this time.

*Additional information*

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