



## Planning and Transportation Committee

**Date:** TUESDAY, 19 FEBRUARY 2019

**Time:** 10.30 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

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

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

John Barradell  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
To agree the public minutes and summary of the meeting held on 29 January 2019.  

**For Decision**  
(Pages 1 - 20)
4. **MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**  
To receive the *draft* minutes of the Streets and Walkways Sub Committee meeting held on 22 January 2019.  

**For Information**  
(Pages 21 - 30)
5. **TERMS OF REFERENCE AND FREQUENCY OF MEETINGS**  
Report of the Town Clerk.  

**For Decision**  
(Pages 31 - 34)
6. **OUTSTANDING ACTIONS**  
Report of the Town Clerk.  

**For Information**  
(Pages 35 - 42)
7. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 43 - 60)
8. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 61 - 68)

9. **PUBLIC LIFT REPORT**  
Report of the City Surveyor.
- For Information**  
(Pages 69 - 70)
10. **8, 9 & 13 WELL COURT LONDON EC4M 9DN**  
Report of the Chief Planning Officer and Development Director.
- For Decision**  
(Pages 71 - 142)
11. **TOWER BRIDGE RE-DECKING AND APPROACH VIADUCT WATERPROOFING PROJECT - OUTCOME REPORT**  
Report of the Director of the Built Environment.
- For Decision**  
(Pages 143 - 162)
12. **5TH EUROPEAN CONGRESS OF LOCAL GOVERNMENTS - MEMBER TRAVEL APPROVAL**  
Report of the Director of the Built Environment.
- For Decision**  
(Pages 163 - 164)
13. **BREXIT UPDATE**  
Report of the Director of the Built Environment.
- For Information**  
(Pages 165 - 166)
14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
16. **EXCLUSION OF THE PUBLIC**  
MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

**For Decision**

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

17. **GLA ROADS - LAND DISPUTE WITH TRANSPORT FOR LONDON**  
Report of the Comptroller and City Solicitor and City Surveyor.
- For Information**  
(Pages 167 - 180)

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

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

## PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 29 January 2019

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

### **Present**

#### **Members:**

Christopher Hayward (Chairman)	Shravan Joshi
Deputy Alastair Moss (Deputy Chairman)	Alderman Nicholas Lyons
Munsur Ali	Natasha Maria Cabrera Lloyd-Owen
Rehana Ameer	Andrew Mayer
Randall Anderson	Deputy Brian Mooney
Peter Bennett	Sylvia Moys
Sir Mark Boleat	Barbara Newman
Mark Bostock	Graham Packham
Deputy Keith Bottomley	Susan Pearson
Henry Colthurst	Judith Pleasance
Stuart Fraser	Deputy Henry Pollard
Marianne Fredericks	James de Sausmarez
Alderman Prem Goyal OBE JP	Graeme Smith
Graeme Harrower	William Upton
Christopher Hill	Alderman Sir David Wootton
Deputy Jamie Ingham Clark	

#### **Officers:**

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Angela Roach	- Assistant Town Clerk
David Horkan	- Department of the Built Environment
Simon Owen	- Chamberlain's
Deborah Cluett	- Comptrollers & City Solicitor
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Ted Rayment	- Department of the Built Environment
Gordon Roy	- District Surveyor

#### **1. APOLOGIES**

Apologies for absence were received from Peter Dunphy, Alderman Gregory Jones, Oliver Lodge and Oliver Sells.

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

Susan Pearson declared a pecuniary interest in Item 10 and confirmed that she had been given dispensation to speak but had not been given dispensation to vote.

Alderman Prem Goyal declared a personal interest in Item 8 by virtue of holding a tenancy in Farringdon Within.

3. **MINUTES**

With regard to the minute for item 7, on page 5, a Member clarified that the public lift report contained details of lifts that were in service less than 95% of the time, rather than out of service, and the minute should be corrected to reflect this.

**MATTERS ARISING**

The Chairman noted that there was no public lift report on the agenda for today's meeting and asked officers whether this was because no public lifts had been in service for less than 95% of the time. A Member responded that they did not think this was the case as they had noticed that the public lifts on High Walk at London Wall Place, and on Silk Street, had been out of service.

The Chairman reminded officers that the Committee wanted to receive reports whenever lifts had been out of service and asked that this be communicated to the City Surveyor.

**RESOLVED** – That, pending the above correction, the minutes of the meeting on 18 December 2018 be agreed a correct record.

4. **MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**

The draft public minutes and summary of the Streets and Walkways Sub Committee meeting on 4 December 2018 were received.

Several Members reported their experiences of the ongoing issues with dockless bikes obstructing the pavements, most notably in the ward of Aldersgate and at the Museum of London roundabout. Members had contacted officers to report issues and reiterated the need to be diligent in preventing highway obstructions.

The Chairman advised the Committee that the Streets & Walkways Sub-Committee raised the matter at each meeting, and asked officers to take note of the comments from Members.

**RESOLVED** – That the minutes be received.

5. **OPEN SPACES AND CITY GARDENS COMMITTEE**

The Committee considered a resolution of the Open Spaces and City Gardens Committee regarding Finsbury Circus – Closure of Highway to Vehicle Access.

The resolution stated that given the section of highway between Finsbury Circus and Moorgate had been closed for over six years due to Crossrail, and in light of the delay to the opening of Crossrail until 2020 at the earliest, it was the view of the Open Spaces and City Gardens Committee that the section of highway should remain closed to vehicles once Crossrail had vacated Finsbury Circus, to provide some pedestrian amenity.

The Director of the Built Environment advised the Committee that officers were content to begin the legal processes to action this, subject to the legal requirements, and that the matter would be brought back to Committee.

The Chairman advised that similar representations to this had been made in the past, and that this represented a good opportunity to consider creating public realm. A Member added that the proposal should be adequately scrutinised and that a report should also be submitted to the Streets and Walkways Sub-Committee.

**RESOLVED** – That the Planning & Transportation Committee note the resolution from the Open Spaces & City Gardens Committee and agree that the matter should be taken forward, with reports on the proposal to be brought back to Committee.

**6. DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY SINCE THE LAST MEETING OF THE COMMITTEE**

The Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman since the last meeting of the Committee, in accordance with Standing Order Nos. 41(a) and 41(b). This action related to the City Corporation's response to MHCLG Consultation on Planning Reform: Supporting the High Street and Increasing the Delivery of New Homes.

**RESOLVED** – That, Members note the report.

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

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

A Member suggested that going forward the table be presented in ward alphabetical order, as this easier for Members to read. The Chief Planning Officer and Development Director responded that officers would look into presenting the report in this manner.

**RECEIVED.**

8. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**

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

**RECEIVED.**

9. **CITY FUND HIGHWAY DECLARATION - 22 BISHOPSGATE, EC2**

The Committee considered a report of the City Surveyor seeking approval to declare a volume of City Fund airspace above highway at Great St Helens, EC2 to be surplus to highway requirements to allow its disposal in conjunction with the development scheme at 22 Bishopsgate, EC2.

In response to a query from a Member, the City Surveyor advised that these decisions were part of a transaction which involved the grant of an interest. The monetary aspect of any decisions like this were reported to the Corporate Asset Sub-Committee for decision.

The City Surveyor advised that a colour version of the plan on page 71 would be circulated to the Committee via email as the printed version was unclear.

**RESOLVED – That Members:**

- Declare a volume of City Fund airspace above highway at Great St Helen's, EC2 measuring 3 ft<sup>2</sup> (0.32m<sup>2</sup>) and between datum levels to be determined by the City Surveyor to be surplus to highway requirements which will preserve the highway stratum and the continuing highway functions therein to enable its disposal upon terms to be approved by the Corporate Asset Sub Committee; and
- Resolve that part of the parcels of airspace over City Fund highway at Great St Helens, EC2 measuring 54 ft<sup>2</sup> (5.00 m<sup>2</sup>) and declared surplus by this Committee on 3 October 2017 now remain held for highway purposes.

10. **FORMER RICHARD CLOUDSLEY SCHOOL GOLDEN LANE ESTATE LONDON EC1Y 0TZ**

The Committee considered a report of the Chief Planning Officer and Development Director relative to determination of condition 5 of the planning permission for the redevelopment of the former Richard Cloudesley School site, which relates to the management and protection of trees on the site. It is proposed that on the western boundary one tree (a silver birch) is retained and four trees are removed and replaced by three 7m silver birch trees. All the affected trees are located within the London Borough of Islington and therefore regard should be had to their policies (in addition to the City's own Local Plan policies).

The Chairman reminded Members that this was part of a previous decision of the Committee that had been called-in for determination, and that there would be speakers for and against the officer's recommendation. There had also been



other representations in addition to the registered objections which had been circulated to Members.

The Chief Planning Officer and Development Director introduced the item to Members, detailing the relevant previous considerations by the Committee, and presenting the officer's report. The recommendation was that the Committee resolve to discharge the condition, and agree that trees T1, T2, T3 and T4 may be removed subject to compliance with the details set out in Condition 5 regarding replanting.

The Chairman invited the registered objectors to address the Committee. Jacqueline Swanson and Anna Parkinson addressed the Committee in objection to the recommendation, on behalf of residents of Golden Lane and the Golden Lane Baggers allotment group, with an accompanying PowerPoint presentation.

The applicant had agreed to the condition and had previously agreed to retain the trees. Objectors had a number of issues with the options testing document produced, and it was felt that the applicant had produced no evidence that they had properly considered alternative options that would not require the removal of the trees. The objectors themselves had drawn up a number of alternatives, which could be implemented at no additional cost with minimal impact. It was not clear why fewer trees were being proposed to replace the existing trees. The school hall would not need to be moved by 4 metres to accommodate the existing trees, as had been suggested. The options testing document had focussed on the worst options and dramatized severity. There was no need to reduce the number of trees and the applicant was aware of this when they agreed the condition originally.

It was felt that the applicant's interpretation of the condition was biased, and their commitment was not being upheld. The objectors' campaign was specific - the trees were needed by local residents and there would be a significant impact of removing them. The trees were needed as a public health measure against pollution. The replacements would not be in place for at least two years and would be less diverse. Their biodiversity was also valuable in attracting a number of different species of birds. Residents were entitled to expect community consultation, and had communicated with the applicants in good faith, having accepted that one tree may need to be removed. However, there was no evidence that efforts had been made to consider alternative options or construction management plans. It was hoped the Committee would refuse the application to discharge the condition.

The Chairman thanked the objectors for their presentation to Committee and invited questions from Members. In response to queries from Members, the objectors explained in more detail their alternative options for service arrangements, their concerns about the replacement trees, and their concerns about the assertion that the school hall would need to be moved by 4 metres.

The Chairman then invited Common Councilman Ann Holmes to address the Committee in her capacity as a Member of the Court of Common Council. Ann

Holmes first declared her interest in the application, that she was a Member of the Education Board, a Trustee of the City of London Multi Academy Trust and Chair of COLPAI. She had kept abreast of the issues and appreciated the account of residents but urged the Committee to consider the facts explained by officers. The Committee needed to account for the cost and benefit of removing or leaving the existing trees. The current trees had been assessed as being of limited quality and lifespan, and the replacement trees would be of superior quality. The interim period should last around 13 months, and the developer had offered to put plants in place of the trees during the interim period. The plans would need to be redrawn if the existing trees were left standing, and delays to the project threatened its viability. She could not see a case for saving the trees, but any case should be weighed against the costs incurred and impact on the project of doing so.

The Chairman invited those speaking in favour of discharging the condition to address the Committee. Jon Bradburn, Gordon Abbott and Joao Bravo da Costa addressed the Committee in support of the recommendation, on behalf of Montagu Evans and in their capacities as parents of COLPAI students respectively.

The scheme had significant benefits and would deliver a much-needed primary school and social housing. The condition to protect the trees had been attached at a time when the current level of detailed design had not been available. Reasonable measures to retain the trees had been explored and a solution had not been found. The trees were of poor quality, classed as Category C, and had a life expectancy of 10 years. The trees were not subject to formal protection and could not be retained without damage to them within the design and delivery options or without moving the school hall which would incur costs and delay. The trees would be replaced with Category A trees that had a life expectancy of 30 to 40 years. The trees were an established feature, and this was an opportunity to make a long-term improvement.

The condition was one of 71 conditions attached to the permission. The conditions had been applied in the knowledge that it may not be possible that all of the trees could be retained. The existing school site was quite barren and was not green, and 5 trees did not represent a green corridor. There would be more trees in total under the existing plans, plus other green features such as hedgerows, and therefore preventing the scheme would be to prevent ecological improvement.

A number of children had been promised a new school and would have to find another school if the school could not be provided by 2020. The importance of ecology and a healthy environment, and the importance of the allotments to local residents was appreciated, but safety should come first, and the trees were a hazard if they were retained as they were decrepit and might fall. The sooner the school was opened, the sooner the local community would have a venue to collaborate to make improvements to the local area. The school would also bring environmental benefits.

The Chairman thanked those speaking in favour for their presentation to the Committee and invited questions from Members. In response to queries from Members, the applicant gave assurances that alternatives had been properly examined, and confirmed to a Member that three months after the approval, the trees had been discussed and no objection to them was identified, that the Golden Lane Baggers had later been advised via email that approval to retain the trees had been given, and that by October 2018, the Golden Lane Baggers were informed that the trees could not be retained.

The Chairman asked that Members move to debate the application.

A Member argued that the applicant had agreed to the condition when it was originally applied and had had time to consider their options. The trees had not changed and were Category C to begin with. The replacements were fewer in number, were not diverse and were of poor quality. The green corridor would be lost for two growing and breeding seasons, and the allotments would be worse off. The options report did not appear to have looked at all the options, and the options presented showed the worst of both worlds for effect. The scaffolding during construction would only affect the canopies and not the roots and would only impact on one tree. The Committee should refuse the application so that alternative options could quickly be considered with experts, as it was possible only one tree needed to be felled. The variety of species should also be retained. The Committee should not give blanket approval to remove the trees and should retain the green features and diversity.

A Member added that the costs to the developer and delays that were raised as issues were not planning considerations. Attempts had been made to make links to policy, but no causality had been demonstrated. As revealed by the questions posed to the applicant, and the representations made, the applicants had caused delays themselves. The school hall would not need to be moved by 4 metres and the concerns raised in favour of supporting discharge were extreme and emotive. The Member felt the application should be refused and wagered that if the application was refused the developer would find a way to proceed and also retain the trees.

A Member argued that as Members had previously pushed officers to figure out how to retain the trees, he believed a genuine effort had been made to look at alternative options. Further options had been presented by the objectors, but it was not fair to say that alternative options had not been looked at.

A Member added that he had attended the site visit and could see the relationship between the site and its surroundings and the importance of the green corridor, particularly considering the proposed development on a constrained site. It was disappointing that the applicant had not been more sensitive to local stakeholders and he planned to vote against it so that proper consultation with residents could be undertaken.

A Member reiterated that the trees were not being destroyed and would be replaced, by better quality trees with a longer lifespan. The Committee had

previously made a decision to protect the existing trees, but there was nothing wrong with the Committee changing its mind.

A Member added that they had sympathy for the objectors and that there were lessons to be learned from the way the application had been conducted. The replacements could make significant improvements, and the biodiversity would be replaced as the wildlife returned. The Member wanted a commitment from the applicant and suggested a condition be added if the application was approved that ensured replacement trees that improve biodiversity, with any irrigation required to be provided at cost to the developer. The applicant should also seek advice on what types of tree would be recommended for the site.

A Member responded that it was unfair to hear that the suggestion of non-extreme solutions had not been addressed. Whilst the Committee could change its mind, delays should not be urged as a consideration as the developer had waited too long to raise the point. It had been made clear that the replacement trees were of lower quality than the existing ones.

The Chief Planning Officer and Development Director advised the Committee that the replacement trees would not immediately match the scale and the height of the existing trees but would eventually. If the Committee's view was to consider alternative types of trees, this could be proposed as part of the undertakings that the Chief Planning Officer could deal with under delegated authority in consultation with the Chairman and Deputy Chairman. The Committee was advised that officers were willing to discuss the replacement trees with the developer. It should be possible to diversify the replacements, but they would need time to grow.

A Member asked that residents and the Golden Lane Baggers allotment group should be consulted on the acceptability of the undertakings.

A Member moved an amendment to the recommendation to add that the discharge of the condition should be subject to undertakings to ensure the replacement trees were of suitable standard, quality, age and biodiversity, with a variety of species, and that irrigation should be installed at the developer's cost.

This motion was seconded, and Members then moved to a vote on the amendment to the recommendation, with 23 Members voting for the amendment, 2 voting against the amendment, and 1 abstention. Two Members had been ineligible to vote as they had not been present for the duration of the item. The amendment was therefore passed.

Members then proceeded to vote on the recommendation, plus the amendment relating to the undertakings, with 21 Members voting for the amended recommendation, 4 Members voting against the amended recommendation and 1 abstention. Two Members had been ineligible to vote as they had not been present for the duration of the item.

**RESOLVED** – That, the Committee resolves to discharge the condition and agree that trees T1, T2, T3 and T4 may be removed subject to compliance with the details set out in Condition 5 and the application regarding replanting and subject to undertakings to ensure the replacement trees are of suitable standard, quality, age and biodiversity (including variety of species) and that irrigation is installed at the developer's cost.

11. **1-2 BROADGATE LONDON EC2M 2QS**

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval for the demolition of the existing buildings and construction of a building arranged over two basement levels, lower ground, upper ground and 12 upper floors plus rooftop plant to provide flexible retail, leisure and mixed retail/leisure uses (Class A1/A3/A4/D2/Sui Generis) at lower levels (Basement to 2nd floor), restaurant (Class A3) at 7th floor level and office (Class B1) at upper floor levels (3rd to 12th floor); hard and soft landscaping works; outdoor seating associated with ground level retail and other works incidental to the development. (78,020sq.m GEA).

The Chief Planning Officer and Development Director drew the Committee's attention to the tabled addendum sheet, which advised of corrections and amended conditions. The Chief Planning Officer and Development Director then introduced the application to Members and presented the officer's report.

In the absence of any speakers, Members then debated the application. A Member stated that whilst they saw the advantage of public access and increased permeability, they were concerned about the narrowing of Finsbury Avenue. The Member felt that the provision of on-site cycle parking was inadequate, with no contribution to the provision of cycle hire schemes and a lack of visitor spaces and asked if officers would address this.

A Member commended the developers for the amount of pedestrian access proposed in the scheme. The scheme would have a positive impact at ground level.

A Member added that they were impressed with the proposal which combined a number of developing needs of the City of London. The step-free access was particularly welcome. The Member added that the Committee should press for the condition set out on page 202 suggesting a post-construction BREEAM assessment. The Member queried how the developer would comply with the requirement set out on page 229 for Cycle Hire memberships for all employees of the first occupiers of the land uses. A Member added their congratulations to the applicant and praised the way the scheme covered the whole area. The scheme was a good example of what to encourage.

Members then raised a number of further points regarding Finsbury Avenue, permeability, progress in addressing the concerns raised about the energy strategy, and conditions around deliveries for retail units.

The Director of the Built Environment responded to points raised by Members and advised the Committee that there would be no loss of public highway, only estate land. Finsbury Avenue would be narrowed by bringing the existing

building façade out to the existing stair turrets. Capacity would be widened elsewhere, and officers were satisfied that the development enhanced pedestrian space and permeability. There was little scope for visitor short-stay cycling spaces as basement access could not be allowed. The developer had mitigated this by increasing curtilage spaces and overproviding long-stay parking spaces.

A Member noted that the addendum sheet proposed to remove the City's planning obligation on cycle hire membership. The Chief Planning Officer and Development Director responded that this was still a matter of discussion for the Section 106 agreement and could continue to press for this. Members agreed that the addendum should keep the wording on cycle hire.

The Chief Planning Officer and Development Director added that officers would press for the post-construction BREEAM assessment and the energy strategy would need GLA agreement. Members were advised that Broadgate had underground servicing and officers were looking at consolidation plans.

A Member said that the development would potentially have lots of small retail units, and lots of deliveries would be unsuitable even for underground servicing. The Director of the Built Environment responded that he understood the Member's reservation and assured the Committee that there was a good understanding of requirements, and officers would be robust on consolidation. Members' points would be picked up in the delivery management plan.

A Member asked officers to be firmer and make efforts to minimise deliveries through the plans. The Member also had reservations about the pavement on Finsbury Avenue due to the uplift on the building and pavement being reduced. The pavements were already difficult to navigate and needed to be safe. The Director of the Built Environment responded that the pavement would be narrower, but the remaining provision was adequate for the predicted flow of pedestrians.

The Chairman advised the Committee that the developer was present at the meeting and hoped they had taken note of Members' concerns.

Arising from the discussion, the application was then put to the vote amongst Members, who voted unanimously in favour of the recommendation.

**RESOLVED** – That the Planning & Transportation Committee:

(1) Authorise the Chief Planning Officer to determine the above application for the above proposal in accordance with the details set out in the attached schedule and addendum sheet subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

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

(2) That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

**12. STONECUTTER COURT 1 STONECUTTER STREET LONDON EC4A 4TR**

The Committee considered two reports of the Chief Planning Officer and Development Director seeking listed building consent, and approval for the demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the building for offices (Class B1) at part ground and first to thirteenth floors, retail /offices (Class B1, A1, A3) at podium level, retail at part ground floor (Class A1/A3) and associated delivery bay, cycle parking facilities, together with ancillary plant at basement and lower basement levels; the laying out of a replacement private open space, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and the erection of a screen to be attached to the south west flank of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the Public House with an access to the new open space for means of escape purposes (33,528sq.m GIA).

The Assistant Director drew the Committee's attention to the tabled addendum sheet, which advised of corrections to the planning officer's report, and amended conditions. The Assistant Director introduced the application to Members and presented the officer's report, informing the Committee about the details of the scheme and its wider implications. The applications for planning permission and listed building consent were recommended for approval .

In the absence of any speakers, Members then debated the application.

A Member said that the site visit had been useful as the plans accompanying the officer's report could have been clearer about the exact implications of the scheme. The Member also sought assurances for future provision of motorcycle parking, as this would be relocated. A Member added his agreement that the plans pack circulated to Members could have been clearer.

A Member queried the servicing arrangements set out in the report and whether officers had identified how this would work in practice.

*At this point, the Chairman sought approval from Committee Members to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.*

A Member stated his disappointment that a building completed as recently as 1992 was proposed for demolition, and asked officers if the environmental impact of this had been taken into account.

A Member added that access between 8am-dusk Monday to Friday was not long enough, and that the Committee must insist on longer access as part of the S106 agreement.

A Member said that they had found the consultancy letter from DP9 and their comments helpful and the fact that the applicant had met with them and agreed screening for the proposed terraces.

A Member responded to points raised on public access and the demolition of a newer building, adding that the security of the neighbouring buildings needed to be taken into consideration. The Member added that more recent buildings were built more flexibly and were not built to last as long as old buildings.

A Member told the Committee that they were disappointed with the design and appearance of the scheme, as two buildings of merit were being demolished and replaced with buildings that were not an improvement. A Member added that they disagreed, and that the proposals were an improvement on the current buildings.

In response to the point on security, a Member responded that London Wall Place had the same security concerns, yet the walkways were accessible at all times, suggesting that there was a solution. A Member added that there were residents living nearby who may benefit from access at the weekend.

The Assistant Director responded to the points raised by Members, concerning the plans pack circulated. There were three possible locations for the motorcycle parking which would be finalised through traffic management orders and secured within the S106 agreement. The servicing bays would be accessed from St. Brides Street which provides two spaces for loading vehicles. Larger vehicles would need to reverse onto St Brides Street. This would represent a small number of movements and management measures would be put in place to ensure this would not impact on highway safety. The BREEAM assessment includes consideration of a site waste management strategy and the re-use and recycling of building materials from demolition forms part of this assessment.

The opening hours for public access to the open space were still up for discussion, and the current proposals were based on how the space currently operated and the Chairman and Deputy Chairman would be advised on the opening hours agreed. The design process had undergone negotiations and enhancements, including how the scheme addresses the listed Hoop & Grapes public house. The design was considered acceptable. In response to a query from a Member, the Assistant Director assured the Committee that the matters relating to servicing and delivery set out in the servicing arrangements would be enforceable, as they would form part of the S106 agreement and therefore part of the planning permission.

Arising from the discussion, both applications were then put to the vote together amongst Members, who voted unanimously in favour of the recommendations.



**RESOLVED** – That:

(a) Planning permission be **GRANTED** for the above proposal in accordance with the details set out in the attached schedule;

(b) 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; and

(c) Listed building consent be granted for the works referred to above in accordance with the details set out on the attached schedule.

**13. PLANNING APPEAL DECISIONS**

The Committee received a report of the Chief Planning Officer and Development Director advising Members of the decisions made by the Planning Inspectorate on appeals against the decisions of the City Corporation since the last such report on 29<sup>th</sup> January 2018.

Members asked several questions about the report, including whether the Corporation had the right to appeal against Inspectorate decisions, whether officers felt the decisions not in the Corporation's favour were consistent within the framework of other decisions, whether costs were sought over the numerous failed appeals and whether any measures could be taken to reduce the prospect of appeals being allowed.

The Chief Planning Officer and Development Director responded to the points raised by Members. It was difficult to comment on the consistency of decisions made by individual inspectors using common guidance. However, Inspectorate decisions were mostly consistent with the original decision. A legal challenge was the only way to contest an Inspectorate decision and this had not been done. Officers had not sought costs on the numerous failed appeals relating to advertising hoardings.

A Member said that they were surprised the appeal relating to 35 Fenchurch Street had been allowed, as there were several structures nearby already and the area was heavily congested. A Member added that they agreed and felt the fact that the area was already heavily congested was surely grounds for challenging the decision. A Member said that as decisions were made by inspectors, occasional outliers were to be expected.

The Chairman advised officers should be prepared to challenge decisions and try to claim costs where possible.

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

**14. PUBLIC CAR PARKS UPDATE**

The Committee considered a report of the Director of the Built Environment updating Members on the short, medium and long-term strategies approved in the last major report on public off-street car parking in November 2018.

The Director of the Built Environment introduced the report and outlined the key points for Members. The report set out how officers were addressing issues around on-street parking and car park facilities. The second of two agreed tariff increases would be implemented in April 2019 and a further report would be brought back to Committee later in the year. The new Transport Strategy provided an opportunity to address issues.

The Committee was advised of a significant discrepancy between residential season tickets tariffs and public car park tariffs, and that officers proposed to seek parity between the tariffs over the long term. It was also proposed to offer a discount for zero emission capable vehicles.

A Member stated that they were not happy with the report and thought that parity did not make sense. The convenience value of a car parking space below their property was why residents wanted season tickets. The Member suggested that the item be deferred so that the proposals could be looked into in more detail and in a wider context.

A Member queried why the income for the Baynard House car park was expected to drop. A Member added that he thought the thrust of the report was right, and that there was no reason why on-street provision should subsidise other provision, which should at least break even.

A Member advised the Committee that the arrangement for residential season tickets at London Wall had been agreed a number of years ago as a result of pressures on on-street parking provision.

A Member commended the strategy to utilise place and last mile logistics space, adding that consideration would also have to be given to policing and proactively monitoring cargo cycles, as they operated differently to commuter cycles.

A Member said that the aim should be that vehicles are off the street to create pavement space, and that people would only use car parks if on-street parking was not a better option. It was important to signpost to people that car parks were cheaper and more secure.

A Member added that provision of on-street parking was useful for drivers making deliveries, and they were unlikely to use car parks. It was important provision remained available and that pricing was designed for short-term parking. Car parking spaces were no longer offered to property purchasers and it was a good move to lessen longer-term on-street provision and try to get those cars into car parks. A Member added that they were reassured that a Joint Steering Group was in place and was bringing interest groups together on the issue.

A Member urged officers to be ambitious in their targets for installing additional publicly accessible electric vehicle (EV) rapid charge points.

The Director of the Built Environment responded to the points raised by Members. The tariff for residential season tickets had not changed for over 15 years, and it was felt the changes would bring it up to a more appropriate rate. The Baynard House car park was currently larger due to a significant one-off windfall as a result of filming and was now returning to its normal level. Members were assured that officers were looking at cargo cycling and electric charging in detail.

A Member responded that the review of the Barbican Estate was in the context of comparable estates and not in the context of public car parks. Whilst it was sensible that the residential provision should break even, parity across car parks did not make sense. The Member moved that the item be deferred until after the Transport Strategy had been brought back to Committee. As the motion was not seconded, the motion was not carried.

Arising from the discussion, the recommendations were then put to the vote amongst Members, with 22 Members voting in favour of the recommendations, 1 Member voting against the recommendations, and no abstentions.

**RESOLVED** – That, in relation to Baynard House, London Wall, Minories and Tower Hill car parks, the Planning and Transportation Committee:

- note that the second phase of the hourly tariff increase (previously agreed by the Committee) will take place in April 2019; and
- for non-zero-emission capable vehicles, agree to introduce a three-year phased increase in residential season tickets to align them with the rate per square meter (currently £335 per quarter).

15. **BANK JUNCTION IMPROVEMENTS PROJECT: ALL CHANGE AT BANK - GATEWAY 3 - ISSUE REPORT**

The Committee considered a report of the Director of the Built Environment seeking approval to restart the All Change at Bank project, align it with the changes in the corporate project management processes and governance, incorporate the corporate plan outcomes, and seeking Members guidance on the trajectory of change desired at Bank to focus the design efforts and minimise the length of the programme. The Chairman advised the Committee that the Streets & Walkways Sub-Committee had considered the report and had recommended that Strategic Option 2 be taken forward.

The Director of the Built Environment introduced the report and gave a short presentation setting out the project timeline to date, project objectives each strategic option for consideration and indicative timescales for the project. The recommendation was to proceed with option 2, working towards semi-pedestrian priority with areas for place activity. A report would be brought back to Committee in April. The Director of the Built Environment added that the feeling amongst Members of the Streets & Walkways Sub-Committee was that option 2 should not preclude option 1, and that option 1 should continue to be the long-term aspiration for the junction. Pedestrian comfort levels could be improved at present, with significant growth expected over the next few years.

Members then debated the recommendations of the report. A Member advised the Committee that they agreed with the recommended approach, but that feedback suggested travelling westward in a taxi was currently problematic. The Member asked if strategic option 2 could accommodate a specific taxi route. The Chairman responded that he believed this could be arranged under option 2 if it was the will of Members.

A Member said that there was only one option if the junction were to be properly transformed and that was for full pedestrianisation via option 1. The Chairman responded that this remained his ambition, but that the approach to implementing this had to account for the upcoming upgrades to Bank station, which could not be facilitated if option 1 was selected because of the timescales. A pragmatic approach would be in two stages, by proceeding with option 2 before implementing option 1 later.

A Member added that they agreed that option 1 should be the target, but that this was an opportunity to make a real difference and set an example by proceeding towards option 1 straight away.

A Member said that any changes were likely to have an impact beyond Bank junction. The biggest increases in numbers would come from Liverpool Street and this would push traffic elsewhere. The Member suggested that the feasibility study should include consideration of the impact of changes to Bank junction away from the junction.

Another Member said that they agreed with the target of strategic option 1 and would oppose priority for small vehicles. The Member queried whether the political challenge to option 1, deemed to be 'High' would come from aside from taxis.

A Member responded that they had also had feedback about difficulties travelling westward. Option 1 even seemed to exclude buses, which would not serve anyone. The Member would endorse including a study on the impact of change further afield and suggested that the Committee keep its options open at this early stage.

A Member added that he favoured option 2, and that option 1 should not be an obsessive focus. The wider impact should be taken into account. The debate at later stages should allow people to argue for the inclusion of taxis, and the Committee should not predetermine or exclude any form of vehicle at this stage.

A Member suggested starting with the design for strategic option 1 and working backwards towards a solution that also had the pragmatism of option 2. When surveys had been undertaken originally, they had suggested that there would be little impact elsewhere, and impact on nearby areas would not necessarily be because of changes to Bank junction. It was important to ensure resilience so that traffic could be directed back through the junction in an emergency. Members would also need to be clear on the area defined by Bank junction, and to what extent, for example, Cheapside and Queen Victoria Street were

considered part of the junction. The Bank on Safety experiment had been a success and this project could go even further, so the Corporation should continue to be bold.

The Chairman said that his ambition was for option 1, but something needed to be in place for the upgrades to Bank station and he felt that the best initial option was option 2. However, the Committee could put on record that option 1 was their ultimate target. The Chairman added that the wider implications of changes to the junction should be taken into account as part of the scheme.

The Director of the Built Environment responded that the report was focussed on Bank, but that officers would go through any plans with TfL and ensure they were fully audited. Members were assured that the wider implications of changes to the junction would be taken into account. The extension of the arms to the junction would be accounted for as the project progressed and would be considered as part of the Gateway process. Changing the parameters by allowing a mixture of traffic would likely mean changes to the scheme., but traffic restrictions would be brought back for consideration at a later stage. With regards to political challenge, there had also been challenges from TfL on bus journey times.

The Chairman moved that Members moved to a vote on the recommendations, with an amendment to point 4 to reflect the Committee's ultimate aspiration of achieving option 1. This was then put to the vote amongst Members who voted in favour of the recommendations, with the above amendment.

**RESOLVED** – That the Planning and Transportation Committee:

1. Approve for the Bank Junction Improvements Project (All Change at Bank) to be formally restarted;
2. Approve the Project Objectives in paragraph 13 continue to be relevant to align with the wording of the Corporate plan;
3. Note change to governance arrangements of the existing Project Board into a stakeholder working group, and the creation of a new internal Project Board;
4. Proceed with feasibility design of Strategic Option 2 (semi pedestrian priority with some vehicle movement) to a Gateway 4 report, on the basis that the proposed timescales for the project be tightened, and that Strategic Option 1 be retained as the Corporation's longer-term aspiration for the junction. The next phase of work will investigate different options for highways alignment, design of public realm and vehicle mix to inform the Gateway 4 report;
5. Note the options for procurement routes to include the option of any applicable framework contract (paragraph 44 and Appendix 6); and

6. Note that Streets and Walkways will remain the nominated client Committee for future reports on this project, with escalation to Planning and Transportation Committee as required.

**16. TFL DIRECT VISION STANDARD CONSULTATION RESPONSE**

The Committee considered a report of the Director of the Department of Built Environment evaluating response options to TfL's Direct Vision Standard Consultation and proposing that the City Corporation supports firmly DVS, HGV permits, and the phased restrictions of low star rated HGVs.

**RESOLVED** – That Members approve the City Corporation's response to TfL's DVS consultation as shown in appendix 2.

**17. BREXIT UPDATE**

The Committee received a short report of the Director of the Built Environment updating Members on the potential implications of Brexit for the Department of the Built Environment.

**RESOLVED** – That, Members note this initial report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

**18. OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk detailing outstanding actions since their last meeting.

Updates were provided as follows:

Ludgate Circus

The Transportation and Public Realm Director reported that the City of London Corporation had funded surveys of the junction and the findings were significant. Around 40,000 pedestrians, 18,000 vehicles and 8,500 cyclists passed through the junction every day. However, it was found that around half of the pedestrians crossed the road outside the designated crossing areas, and around 20% of cyclists crossed the junction during red or amber lights. Officers had passed on their concerns arising from the survey to TfL and would be holding meetings with TfL to arrange quick action to mitigate the danger.

The Chairman advised that this was extremely dangerous and advised the Committee that the Deputy Chairman and Director had been active in progressing the issue. The junction was a huge risk to public safety, and it was important the Corporation pressed on TfL to take action.

Committee Tour of the Bloomberg Building

The Chairman advised the Committee that a tour was in the process of being organised.

Daylight/Sunlight Training

The Chairman advised the Committee that a training session would be scheduled in the new municipal year following the Committee's re-appointment by the Court of Common Council.

**RESOLVED** – That the list of outstanding actions be noted and updated accordingly.

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

Illegal Street Traders on the City's Bridges

A Member asked for a progress update in tackling the illegal street trading on and around Tower Bridge. The Committee had previously agreed funding from Bridge House Estates for a full-time licensing officer position dedicated to enforcing across the City's bridges which are in the jurisdiction of neighbouring local authorities and agreed that a progress report would be brought back to the Committee. However, the Member had seen little, if any, reduction in illegal street trading despite the action taken.

The Port Health and Public Protection Director assured the Committee that officers would report back on the issue. The licensing officer position had been recruited to in November 2018 and had been given powers to enforce. There had been an issue with agreeing enforcement powers with Tower Hamlets, who were due to consider it at their meeting on 7 February 2019.

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

There were no additional, urgent items of business for consideration.

21. **EXCLUSION OF THE PUBLIC**

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

Item No.	Paragraph(s)
22-23	3

22. **NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 18 December 2018 were considered and approved as a correct record.

23. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**

The Committee received the draft, non-public minutes of the Streets and Walkways Sub Committee meeting on 4 December 2018.

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

There were no questions in the non-public session.

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

There were no additional, urgent items of business for consideration in the non-public session.

**The meeting closed at 1.24 pm**

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Chairman

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

Tuesday, 22 January 2019

**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
Randall Anderson	Alderman Alison Gowman (Ex-Officio Member)
Deputy Keith Bottomley	Paul Martinelli (Ex-Officio Member)
Deputy Jamie Ingham Clark	Graham Packham

#### **Officers:**

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Alan Rickwood	- City of London Police
Clarisse Tavin	- Department of the Built Environment
Ruth Calderwood	- Department of Markets and Consumer Protection
Simon Glynn	- Department of the Built Environment
Sam Lee	- Built Environment
Mark Lowman	- City Surveyor's Department
Simon Owen	- Chamberlain's Department
Na'amah Hagiladi	- Department of the Built Environment
Karen McHugh	- Comptroller & City Solicitor's Department

### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Deputy Kevin Everett, Deputy Alistair Moss and Oliver Sells (Deputy Chairman).

The Chairman advised the Sub-Committee that Christopher Hill had offered to take over from Deputy Kevin Everett as the appointed representative of the Port Health & Environmental Services Committee on the Sub-Committee. Both Members were happy with this change which was likely to be actioned at the next meeting of Port Health & Environmental Services Committee.

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

There were no declarations.

3. **MINUTES**

**RESOLVED** – That the public minutes and non-public summary of the meeting held on 4 December 2018 be agreed as a correct record.

4. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding actions.

Swan Pier

The City Surveyor advised the Sub-Committee that the contractor had been appointed and had started to set up the site and finalise licenses. The project was on programme with no current issues. The contractors were taking the old pier out so that works to the flood defence wall could be carried out, and would leave it so that the pier could be re-established following the work.

22 Bishopsgate

The Director of the Built Environment advised the Sub-Committee that 95% of the details of the legal agreement had been agreed. A proposal had been drafted to break the impasse on the remaining negotiations which had been circulated to the Chairman and Deputy Chairman for information. The Chairman advised that he was satisfied with the proposals and advised officers to proceed.

Dockless Cycles

The Director of the Built Environment advised that discussions with the cycle hire operators were continuing. There had been additional approaches from operators about electric cycle schemes, but officers had asked them not to move to set up any such scheme until the Transport Strategy had been adopted.

A Member advised that they had had seen an electric cycle scheme operator presentation and had been impressed. The scheme had better technology than some of the existing schemes and could be a promising route forward. The Chairman added that he would be meeting with an operator next week.

Beech Street

The Chairman advised the Sub-Committee that he was continuing to meet with his counterpart from the London Borough of Islington and had discussed a possible two-way closure. A report on that would be brought back to Committee.

The Director of the Built Environment added that officers were also meeting with Islington to discuss possible closure plans and the ramifications for the wider network. Islington were also looking at their own project to promote walking and cycling, and the authorities had agreed to promote and support each other's aspirations. High-level discussions with TfL were also underway.

Modelling for a one-way closure in either direction had been approved but approval was still sought for two-way closure. The road had been closed for a period last year in order for Thames Water to undertake work and this was an opportunity to look at two-way closure as an additional option. Members were pleased to hear about the co-operative approach of Islington and TfL.

#### Blackfriars Bridge Underpass

The Director of the Built Environment advised the Sub-Committee that repairs to the lighting and a deep clean had been done by TfL, and a meeting had been arranged for next week to any remaining minor issues.

A Member reported that the underpass looked better but there was some minor work outstanding such as repairs to the tiling and treads. The Chairman asked that the item be kept on the outstanding references list until further feedback had been received.

#### **5. BANK JUNCTION IMPROVEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to restart the All Change at Bank project, align it with the changes in the corporate project management processes and governance, incorporate the corporate plan outcomes, and seeking Members guidance on the trajectory of change desired at Bank to focus the design efforts and minimise the length of the programme. The Chairman reminded Members that the All Change at Bank project had been put on hold whilst the Bank on Safety scheme had been completed, and now officers sought authority to restart the project, and instruction from Members on how to develop the scheme.

The strategic options presented for consideration all had the possibility of allowing some traffic through the junction. The Chairman added that whilst he did not want to debate the point, the Sub-Committee should note that there was still support amongst some Members for permitting taxis to use the junction, and reported comments he had received from Members detailing the reasons for their support.

The Director of the Built Environment introduced the report and gave a short presentation setting out the project timeline to date, project objectives, each strategic option for consideration and indicative timescales for the project. The recommendation was to proceed with option 2, working towards semi-pedestrian priority with areas for place activity. This provided balance which most closely reflected the responses to consultations and previous Members debate. Guidance on how the options worked against the project objectives was set out as an appendix to the report.

Members then discussed the strategic options. Some Members felt that option 1 should be the Corporation's ultimate aspiration for the junction, but that this may be a longer-term vision. If another option was taken, the scheme should be implemented in a way which kept option 1 open as a future possibility. A Member stressed that any scheme should retain the ability to direct traffic back

through the junction in an emergency. Furthermore, any scheme needed to be aligned with the Transport Strategy as this would form the basis of evidence supporting the scheme.

In response to a query from a Member, the Director of the Built Environment advised that TfL had not yet been consulted for their views on the three strategic options, but they were happy with the Bank on Safety scheme with regards to bus journey times. However, TfL were aware of the temporary nature of the Bank on Safety scheme and had already begun reducing bus traffic through the junction accordingly. The Director of the Built Environment felt that option 1 could be negotiated in the longer term, but that this was not confirmed.

A Member suggested moving towards option 1 but in two phases if necessary. It was important that TfL's position be clarified, so that no option would be ruled out unnecessarily. The Chairman asked whether Members were in favour of deferring the decision in order to get definitive TfL comments on the strategic options, particularly option 1. The Director of the Built Environment responded that the project currently had momentum and that officers were conscious of the target end date of 2022. Delaying the decision may delay the project by up to one quarter.

A Member suggested that the Sub-Committee support option 2 with the ultimate aspiration of implementing option 1 in the future. TfL may not be able to answer questions quickly and may need to undertake their own analysis beforehand. A Member added that moving with pace on the project was important. Pedestrian footfall had increased significantly in recent years and would continue to do so with the upcoming capacity upgrades to Bank station, and therefore it would be important to have something in place in time. As there were only two routes north from London Bridge, Bishopsgate and Bank junction, TfL were unlikely to agree to reroute the buses that used Bank junction and would not be able to do so in the current timescales.

A Member argued that they supported option 3, as the key measures of success set out in the report had been achieved through the Bank on Safety scheme. As part of the Department of the Built Environment review of project prioritisation, a number of plans had been deprioritised due to cost, and on this basis, Members should take account of the significant difference in cost between options 2 and 3. Delivery was also key and option 3 would be delivered faster than the other 2 options.

A Member stressed that it was important to continue to be bold, and to have a clear vision. The work done so far on the Bank project had been bold and had influenced work elsewhere. The ideal vision was for maximum place activity but without losing resilience for the junction, and approving option 2 with the aspiration of eventually implementing option 1 was supported. However, more details on cost and cost differences between the options would be required.

A Member said that on the basis of having option 1 as the ultimate aspiration for the junction, they could support taking option 2 as the next step. However, early conversations with TfL were imperative and Members would need an up-

to-date steer when the project was next reported to Committee. A Member added that they would like to see the timescales on option 2 tightened if this was the preferred option.

The Chairman emphasised the importance of political will and courage, and reminded Members that at one time, the majority of the Court of Common Council had been against the Bank on Safety scheme. The Chairman asked officers if option 2 could be implemented in time for the capacity upgrades to Bank station. The Director of the Built Environment responded that there were indications that it could be done, but it could not be promised. There was some dependence on other networks to implement the scheme. A report would be brought back to the April meeting of the Sub-Committee for further decision.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

- a) Approve for the Bank Junction Improvements Project (All Change at Bank) to be formally restarted;
- b) Approve the Project Objectives in paragraph 13 continue to be relevant to align with the wording of the Corporate plan;
- c) Note change to governance arrangements of the existing Project Board into a stakeholder working group, and the creation of a new internal Project Board;
- d) Proceed with feasibility design of Strategic Option 2 (semi pedestrian priority with some vehicle movement) to a Gateway 4 report, on the basis that the proposed timescales for the project be tightened, and that Strategic Option 1 be retained as the Corporation's longer-term aspiration for the junction. The next phase of work will investigate different options for highways alignment, design of public realm and vehicle mix to inform the Gateway 4 report;
- e) Note the options for procurement routes to include the option of any applicable framework contract (paragraph 44 and Appendix 6); and
- f) Note that Streets and Walkways will remain the nominated client Committee for future reports on this project, with escalation to Planning and Transportation Committee as required.

6. **GREENING CHEAPSIDE S106**

The Sub-Committee considered a report of the Director of the Built Environment presenting detailed design information and costs for Phase 1 of the Greening Cheapside project. The Director of the Built Environment introduced the report and gave a short presentation setting out the two phases of the project and key observations. The recommendation was to approve the proposed design and details set out in the report relating to the budget.

A Member suggested that the plans might benefit from more bins, as the area tended to attract litter and particularly cigarette butts. The area should also be designed to be unattractive to skateboarders.

A Member queried whether there were plans to redesign the exit to the tube station, as the current area was a cluttered design with a busy coffee bar, a map that was often vandalised and a number of street obstructions. The area could be significantly improved if the station building was improved. A Member added that no solution to the existing issues with wayfinding were proposed, although it might not be within the Corporation's power to change the station building. Members asked that the Phase 2 report be submitted to Streets & Walkways Sub-Committee as well as the Open Spaces & City Gardens Committee.

A Member said that many people may still try to sit on the wall of the plant bed, and suggested making the wall deeper so that the plants were not disturbed. The Member added that he recalled the Corporation had tried to do something about the exit to the station in the past and had decided against it due to cost or another issue. A Member suggested requesting a message giving directions over the PA system within the station.

A Member asked what the anticipated budget for Phase 1B was, and how it was decided to allocate £20,000 to Phase 1B for the architectural design competition.

A Member queried whether people would sit on the stone column seating, whether signage and more cycle parking had been considered. The planter in front of One New Change should also be upgraded.

The Director of the Built Environment responded to the points raised by Members. The budget for the project had been capped and the project rescope following the prioritisation review. The project would focus on the existing planters. The funding for Phase 1B involved external sponsors with whom discussions were ongoing, and it was hoped this would be agreed by March. The £20,000 allocated would be to support the design competition in conjunction with the City Centre, similar to a number of competitions that had been run recently.

Officers understood Members' concerns about wayfinding and the station exit, but wholesale changes to the station exit were not possible for structural reasons. TfL were looking at upgrading the station building but the upgrades would be cosmetic.

New signage would be provided for the area as part of the Legible London scheme, and officers would explore options for better visibility. The design of planters to the north and west would be similar to the others in material and seating design. Armrests were also under consideration to increase accessibility. Measures against skateboarding would also be included. The stone columns were included as historic recall in character with the area, and it would be ensured that they were not intrusive. Due to the amount of existing

instructions, it was not recommended to add more cycle stands. Whilst the phase of the project relating to the churchyard would be led by the Open Spaces & City Gardens Committee, the report would also be submitted to Streets & Walkways Sub-Committee.

A Member suggested that the map could also be replaced as part of the Legible London scheme.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

- a) Approve the proposed design and the total budget of Phase 1 and total city funding contribution to Phase 1B at an estimated cost of £380,154 funded from the sources described in Appendix 7, table 3 (including any related interest or indexation);
- b) Note that the £20,000 allocated to Phase 1B will only be utilised subject to the external funding for the implementation of Phase 1B of the project being secured; and
- c) Authorise delegation of budget adjustments between staff costs, works and fees, and between Phase 1 and Phase 1B to the Chief Officer in consultation with the Chamberlain Department.

#### 7. **MOOR LANE ULEV SCHEME**

The Sub-Committee considered a report of the Director of Markets and Consumer Protection concerning the proposed pilot scheme to introduce an ultra-low emission vehicle (ULEV) access only restriction at the southern section of Moor Lane in April 2019.

The Director of Markets and Consumer Protection introduced the report. It was proposed to postpone the pilot scheme for up to 6 months to avoid confusion with the Mayor of London's Ultra-Low Emission Zone. The pilot scheme had been out to consultation with responses received.

A Member said that they were troubled by some of the responses to the consultation, and queried whether the questions posed by Noble & Associates, set out on page 81 of the agenda, could be answered, and whether the scheme represented value for money.

A Member added that the responses to the consultation had been interesting. The proposed postponement was understandable but possible confusion would need to be dealt with eventually regardless, particularly with regards to signage and definitions of ULEV. The Member was not opposed to the pilot scheme but felt there were questions to answer. As the scheme was being postponed anyway, it was suggested that more thought should be put into the scheme and a report brought back to Committee with clearer proposals.

A Member said that the pilot schemes originated through funding from the Mayor of London and one of the key purposes was to remove traffic from

Beech Street. If this could not be delivered, then the funding should be returned or rerouted to the Beech Street project.

A Member drew the Sub-Committee's attention to the response from the LTDA, who raised a valid point about rapid charging points. Not enough of them had been delivered and the Corporation could not insist on electric taxis without sufficient provision. A Member suggested that if the pilot scheme could not be delivered then the funding could be used to deliver the charging points, as residents would need them as well.

A Member added that opposition to the scheme was significant and it needed to be taken further, with perhaps a further consultation if necessary. A Member suggested that another report be brought back to Committee, as better alignment would result in better engagement.

The Director of Markets and Consumer Protection responded to the points raised by Members. The issue had been brought to Committee because of the consultation responses. Officers were pleased with the level of engagement and discussion. A pilot was under consideration for thirty rapid charging points and there was other work being done around this issue. The original intention had been to trial a zero-emissions street but as this could not be delivered a ULEV scheme was considered as an alternative. The Transport Strategy worked towards zero-emission zones and this would be useful for informing that.

There were a number of things that would impact upon the scheme and discussions with taxi groups had taken place. Officers would also work closely with businesses and other local stakeholders. The focus was on promoting the idea and this was all part of the process. Responses to the questions put by Noble & Associates could be provided outside the meeting.

The Chairman then moved that Members consider the recommendations. A Member suggested that there was more work to be done and Members would not necessarily approve the pilot scheme in its current form following the postponement, and suggested the matter be brought back to Committee before making a decision. A Member added that the charging infrastructure was a critical point with wider implications, and it would be premature to make the experimental traffic order at this point. Members needed to establish if the scheme was understood as a priority, as the targets were achievable. A Member added that the next report should include detailed costs.

The Chairman said that it was clear that Members were satisfied with postponing the scheme, but wanted a further report with greater detail on the pilot scheme before agreeing to make the traffic order.

**RESOLVED** – That the Streets & Walkways Sub-Committee:

- a) Agree that introduction of the scheme is postponed for up to 6 months to avoid confusion with the Mayor of London Ultra-Low Emission Zone and provide additional time for drivers to upgrade vehicles; and



- b) Instruct officers to bring a further report on the pilot scheme to Committee, taking account of Members' comments and responses to the consultation.

8. **ANTI-TERRORISM TRAFFIC REGULATION ORDER: 2018 REVIEW**

The Sub-Committee received a report of the Director of the Built Environment reviewing the use of the City's permanent Anti-Terrorism Traffic Regulation Order (ATTRO) which was used only once in 2018, namely for the New Year's Eve celebrations as part of the Metropolitan Police-led operation. The Director of the Built Environment introduced the report and advised the Sub-Committee that officers felt the system in place was proportionate and challenged police effectively.

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

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

There were no questions.

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

There was no other business.

11. **EXCLUSION OF THE PUBLIC**

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

<b>Item No.</b>	<b>Exempt Paragraphs</b>
12	3
13 – 14	-

12. **NON-PUBLIC MINUTES**

**RESOLVED** – That the non-public minutes of the meeting held on 4 December 2018 be agreed as a correct record.

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

There were no questions.

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

There was no other business.

**The meeting closed at 12.07 pm**

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Chairman

**Contact Officer: Joseph Anstee**  
**tel. no.: 020 7332 1480**  
**Joseph.Anstee@cityoflondon.gov.uk**

<b>Committee:</b> Planning & Transportation Committee	<b>Date:</b> 19 February 2019
<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> Gemma Stokley, 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 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:**

Gemma Stokley

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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.
  - (l) All functions relating to the City of London Corporation's commemorative blue plaques.
  - (m) All functions relating to the Local Land Charges Act 1975.
  - (n) The appointment of the Chief Planning Officer and Development Director.
  - (o) The appointment of the Director of the Built Environment (in consultation with the Port Health and Environmental Services Committee).
  - (p) 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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**PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS**

<b>Item</b>	<b>Date</b>	<b>Action</b>	<b>Officer responsible</b>	<b>To be completed/ progressed to next stage</b>	<b>Progress Update</b>
1.	9 January 2018 23 January 2018 26 March 2018 8 May 2018 29 May 2018 10 July 2018 26 July 2018 11 Sept 2018 8 Oct 2018 30 Oct 2018 20 Nov 2018 18 Dec 2018 29 January 2019	<p><b>Ludgate Circus</b></p> <p>The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.</p>	Steve Presland / Ian Hughes	Further meeting to be scheduled in DECEMBER 2018/early 2019 following installation of cycle SCOOT.	<p>Completed – Letter sent on 9 January and circulated to Members on 10 January.</p> <p>Meeting between Chairman, Deputy Chairman and TfL representatives took place on Tuesday 23<sup>rd</sup> January to discuss this issue.</p> <p>The meeting between TfL and CoL safety officers to conduct H7S audit (informal) needs to take place prior to committee and the data exchange be completed.</p> <p>Data was exchanged, and CoL have provided written comments back to TfL on their data just before the Easter break. We would expect TfL to respond within the next two weeks.</p> <p>Following a further meeting with TfL in the following</p>

					<p>actions were agreed:</p> <ul style="list-style-type: none"><li>• TfL Road Safety Auditor to produce collision 'stick diagrams' for the Ludgate Circus junction to identify any prominent accident types.</li><li>• CoL requested official TfL presence from Enforcement Team to assist in undertaking cycle behaviour training at the junction.</li><li>• CoL highlighted that it would be beneficial to understand the number of informal / formal movements being undertaken at the junction and by what mode e.g. pedestrian, cycle, car. This will require surveys being conducted on the Ludgate Circus junction. Furthermore, as there is no data prior to the construction of this junction a secondary junction of similar nature will be required to be surveyed</li></ul>
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					<p>to provide a comparison. TfL to investigate practicality and cost of surveys and report back.</p> <p>Members informed at 8 Oct meeting that updates had been received from TfL on their actions as follows:</p> <ul style="list-style-type: none"><li>• Collision diagrams had been provided and these highlighted that the main cause was left turning vehicles in conflict with pedestrians crossing informally.</li><li>• TfL agreed to allow the City to use their Enforcement Team to assist in undertaking cycle behaviour training at the Ludgate Circus Junction.</li><li>• TfL agreed to look in to the cost of surveys on the junction and report back.</li><li>• A review of signal timings at the junction would take place in the next few months.</li></ul>
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					<p>City Officers to continue to press TfL to identify ways in which these informal crossing routes could be made safer and more pedestrian friendly.</p> <p>TfL have suggested that due to budget constraints, doing an informal crossing analysis at Ludgate Circus would need a solid business case.</p> <p>Since it is the City community that is at risk, we are looking at opportunities to deliver this ourselves.</p> <p>The City recently used camera analysis that can be programmed to identify different road users for a behaviour change study at Queen Street. Officers are planning to deploy similar technology at a busy pedestrian crossing to get some data about the causes of pedestrian inattention.</p> <p>In light of TfL's response, we are therefore proposing to use this technology at Ludgate Circus.</p>
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					<p>The details over where the cameras can be mounted are being worked on.</p> <p>The Transportation and Public Realm Director and the Deputy Chairman meeting with TfL on 30<sup>th</sup> November 2018.</p> <p>Members informed TfL had informed CoL that the signal timing review had progressed well and was substantially complete. CoL were now pressing for a date when it would be released. The Scoot installation was scheduled for the New Year and Officers were also requesting confirmation of a target date for this.</p> <p>Members informed that, unfortunately, TfL had declined to fund the agreed survey due to financial constraints. However, CoL had decided to undertake the survey itself which was due to commence in Nov 2018. A report on the results was expected to be available in mid-December 2018.</p>
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					UPDATE: The Transportation and Public Realm Director to provided the Committee with a verbal update at the 29 January 2019 meeting advising that the City of London Corporation had funded surveys of the junction and the findings were significant. Officers had passed on their concerns arising from the survey to TfL, and would be holding meetings with TfL to arrange quick action to mitigate the danger.
2.	30 Oct 2018 20 Nov 2018 18 Dec 2019 29 Jan 2019	<b>Committee Tour of the Bloomberg Building</b>  Members requested that a Committee visit to/tour of the new Bloomberg Building be arranged.	Toni Bright	EARLY 2019	The Chairman advised the Committee that a tour was in the process of being organised at the 29 January meeting.
3.	20 Nov 2018	<b>Daylight/Sunlight Training</b>  A Member requested that Committee training be offered on this matter as soon as possible.	Annie Hampson	May 2019	The Chairman advised the Committee that a training session would be scheduled in the new municipal year following the Committee's re-appointment by the Court of Common Council.
4.	29 Jan 2019	<b>Finsbury Circus - Closure of Highway to Vehicle Access</b>  The Committee received a resolution of the Open Spaces and City Gardens	Carolyn Dwyer/Zahur Khan	2019	The Director of the Built Environment advised the Committee at their January 2019 meeting that officers were content to begin the legal processes to action this, subject to the legal

		<p>Committee on this matter stating that given the section of highway between Finsbury Circus and Moorgate had been closed for over six years due to Crossrail, and in light of the delay to the opening of Crossrail until 2020 at the earliest, it was their view that it should remain closed to vehicles once Crossrail had vacated Finsbury Circus, to provide some pedestrian amenity.</p>			<p>requirements, and that the matter would be brought back to Committee.</p>
5.	29 Jan 2019	<p><b>Illegal Street Traders on the City's Bridges</b></p> <p>A Member asked for a progress update in tackling the illegal street trading on and around Tower Bridge. The Committee had previously agreed funding from Bridge House Estates for a full-time licensing officer position dedicated to enforcing across the City's bridges which are in the jurisdiction of neighbouring local authorities, and agreed that a progress report would be brought back to the Committee. However, the</p>	Jon Avern /Rachel Pye	May 2019	<p>The Port Health and Public Protection Director assured the Committee that officers would report back on the issue. The licensing officer position had been recruited to in November 2018 and had been given powers to enforce. There had been an issue with agreeing enforcement powers with Tower Hamlets, who were due to consider it at their meeting on 7 February 2019.</p>

		Member stated that he had seen little, if any, reduction in illegal street trading despite the action taken.			
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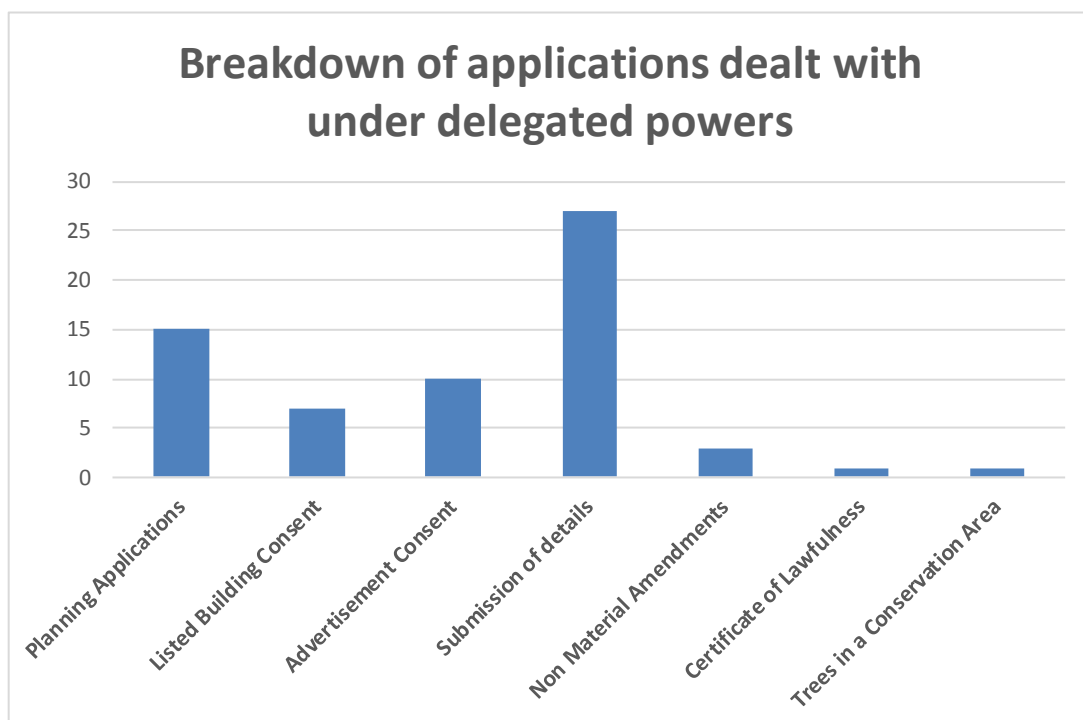
<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	19 <sup>th</sup> February 2019
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

## 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 sixty-eight (68) matters have been dealt with under delegated powers

Twenty-three (23) relate to conditions of previously approved schemes. Seven (7) relate to works to listed buildings. Ten (10) applications for advertisement consent of which (1) was refused. Three (3) Non-Material amendment applications, 1 (1) Trees in conservation area applications, Three (3) Tree Preservation Order Applications. Four (4) Planning Obligations. One (1) Corporation Own Application. One (1) Certificate of Lawful Development (Existing) and fifteen (15) application have been approved, including four (4) change of use and 204. 12sq.m of created floorspace.



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
18/01215/ADVT Aldgate	5 Fenchurch Place London EC3M 4AJ	Installation and display of i) one internally illuminated sign measuring 0.2m high by 2.2m wide at a height above ground of 1.35m; ii) one internally illuminated fascia sign measuring 0.24m high by 2.31m wide at a height above ground of 2.64m and iii) one internally illuminated projection sign measuring 0.75m high by 0.6m wide at a height above ground of 2.75m.	Approved 15.01.2019
19/00031/PODC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London EC3	Submission of the Second Interference Survey pursuant to Schedule 3 Paragraph 17.4 of the Section 106 Agreement dated 11 June 2013 in relation to Planning Application 12/00870/FULEIA (as amended by S73 Application 14/00027/FULMAJ).	Approved 22.01.2019
18/01301/LBC Aldersgate	609 Mountjoy House Barbican London EC2Y 8BP	Retention of works for past alterations to the bathroom and separate WC including removal of section of nib wall and moving of the door and associated frame into the corridor.	Approved 24.01.2019



<p>18/01136/MDC</p> <p>Bassishaw</p>	<p>Garrard House 31 Gresham Street London EC2V 7QA</p>	<p>Submission of details of: condition 5 - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances; (c) details of typical bays of the development; (d) typical details of stonework; (e) details of ground floor elevations; (f) details of the ground floor office entrance(s); (g) details of the flank wall(s) of the proposed new building; (h) details of windows; (i) details of soffits, hand rails and balustrades; (j) details of all alterations to the existing facade; (k) details of junctions with adjoining premises; (l) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level (m) details of plant, ductwork, ventilation and air-conditioning to serve the A1 use; (n) details of all ground level surfaces including materials to be used. Condition 6 - details of the construction, planting irrigation and maintenance regime for the proposed green walls/roofs.</p>	<p>Approved</p> <p>17.01.2019</p>
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<p>18/01316/NMA Bassishaw</p>	<p>Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2</p>	<p>Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 14/00259/FULL dated 30 June 2014 to enable the revision of approved plan 'Street Level - Layout by Use' through the removal of reference to a 'compactor working zone'.</p>	<p>Approved 17.01.2019</p>
<p>18/00166/MDC Bassishaw</p>	<p>Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2</p>	<p>Details of brown and green roofs pursuant to Condition 13 of planning permission dated 30 June 2014 (ref: 14/00259/FULL).</p>	<p>Approved 29.01.2019</p>
<p>18/01180/MDC Billingsgate</p>	<p>10 Lower Thames Street London EC3R 6EN</p>	<p>Submission of details of measures to ensure that structural borne sound and vibration to other parts of the building would be minimised, pursuant to condition 7 of planning permission 18/00380/FULL dated 28.06.2018.</p>	<p>Approved 17.01.2019</p>

<p>18/00890/MDC Bishopsgate</p>	<p>100 Bishopsgate London EC2N 4AG</p>	<p>Submission of details of soffits, handrails and balustrades to the level 07 terrace and level 40 plant areas and the handrails and balustrades for the stair in the Exchequer Court service area from the basement to their bike area pursuant to condition 11(b) of planning permission 12/00129/FULL, dated 3rd March 2012.</p>	<p>Approved 15.01.2019</p>
<p>18/01255/NMA Bishopsgate</p>	<p>100 Liverpool Street &amp; 8-12 Broadgate London EC2M 2RH</p>	<p>Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/00276/FULL dated 05.06.2017 for the reintroduction of a third, central escalator in Octagon Mall; changes to the treatment and finish of the columns in the bus station at the rear of the building to comprise retention of existing concrete columns, their making good and re-painting; adjustments to cycle parking changing areas to provide more lockers and omit two showers; changes to roof plant screening; changes to lower ground level retail units including the introduction of a new double access doors, extension of consented ventilation louvres and additional area of louvres; and omission of building maintenance units and davits for alternative building maintenance arrangements.</p>	<p>Approved 15.01.2019</p>

18/01210/MDC Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88- 90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only), London EC3	Submission of particulars and samples of the materials to be used on all external faces of the building, details of the junctions between the landscaped space and the walls of St Ethelburgha's for Reconciliation and Peace and details of measures to resist structural damage arising from an attack with a road vehicle borne explosive to conditions 11(a), (r) (in part) and 12 of planning permission dated 3rd March 2012 (12/00129/FULL).	Approved 24.01.2019
18/01300/LDC Bishopsgate	1 Finsbury Avenue London EC2M 2AN	Details of signage, including the method of illumination, pursuant to condition 3(h) of listed building consent 18/00893/LBC, dated 15 November 2018.	Approved 31.01.2019
18/01193/FULL Bridge and Bridge Without	33 King William Street London EC4R 9AS	Installation of 21 CCTV cameras to the north, east, south and west facades of the building.	Approved 31.01.2019
18/01267/MDC Broad Street	Austin Friars House 2 - 6 Austin Friars London EC2N 2HD	Submission of a Noise Impact Assessment Report pursuant to condition 3 of planning permission 18/00296/FULL dated 16 May 2018.	Approved 29.01.2019
18/01351/FULL Broad Street	65 London Wall London EC2M 5TU	Change of use of part of the 1st floor from office (Class B1) to a flexible use for either office (Class B1) or dental surgery (Class D1) 64sq.m.	Approved 31.01.2019
19/00040/NMA Broad Street	15-18 Austin Friars London EC2N 2HE	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 17/00816/FULL dated 19th December 2017 to allow the addition of a dormer window to the western elevation at fifth floor level.	Approved 05.02.2019

18/01051/FULLR3 Broad Street	2 - 14 Liverpool Street London EC2	Installation of sculpture 'Infinite Accumulation' by Yayoi Kusama in association with the Crossrail Art Foundation.	Approved 17.01.2019
18/01206/ADVT Broad Street	60 London Wall London EC2M 5TQ	Installation and display of five non-illuminated hoarding advertisements associated with the redevelopment of the site.	Approved 17.01.2019
18/01258/ADVT Candlewick	40 Gracechurch Street London EC3V 0BT	Installation and display of one internally illuminated advertisement measuring 1.34 metres wide by 2.37 metres high adjacent to the bus shelter outside 40 Gracechurch Street.	Refused 29.01.2019
18/01158/FULL Castle Baynard	1A Fetter Lane London EC4A 1BR	Change of use of part ground floor and part basement from Class A1 (Retail) to Class D1 (Dental Surgery) (135 Sq.m).	Approved 22.01.2019
18/01288/FULL Castle Baynard	22 Tudor Street London EC4Y 0AY	Roof alterations and associated works.	Approved 29.01.2019
18/01119/ADVT Cheap	9 King Street London EC2V 8EA	Retention of one non-illuminated flag advertisement measuring 1.21m high, 1.82m wide, at a height above ground of 3m.	Refused 15.01.2019
18/01232/FULL Cheap	Becket House 36 Old Jewry London EC2R 8DD	Change of use of Room 6.08 (sixth floor) from office (Class B1) to flexible use for either office (Class B1) or GP Clinic (Class D1) (14sq.m).	Approved 17.01.2019

18/01277/LBC Cheap	20 King Street London EC2V 8EG	Internal alterations including: replacement of entrance lobby reception desk, new cladding to existing ground floor partition walls; painting of window cills and replacement of grilles with stainless steel finish; reconfiguration of basement level WC including new finishes and sanitary ware; installation of new lighting and minor redecoration works.	Approved 24.01.2019
18/01203/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces pursuant to condition 30 (a) of planning permission 15/01312/FULMAJ dated 14th February 2017.	Approved 31.01.2019
18/01227/ADVT Cornhill	45 Old Broad Street London EC2N 1HT	Installation and display of (i) one set of internally illuminated lettering measuring 0.22m high, 1.91m wide, at a height above ground of 4.57m; (ii) one set of internally illuminated fascia lettering measuring 0.37m high, 3.24m wide, at a height above ground of 2.79m.	Approved 24.01.2019
18/00839/FULL Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Erection of a single-storey building for use as a marketing suite and associated works including creation of public access and soft landscaping for a temporary period of two years.	Approved 17.01.2019

18/01222/LBC Cripplegate	Art Gallery Barbican Arts and Conference Centre Silk Street London EC2Y 8DS	Internal alterations at Level 3 and 4 in connection with refurbishment of the Barbican Art Gallery including additional escape stair and lift shaft to improve accessibility and fire precautions, reconfiguration of plant and office accommodation and new heating and lighting fittings.	Approved 24.01.2019
18/00906/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Demolition and Construction Environmental Management and Logistics Plan, dated December 2018; and Air Quality Dust Management Plan, Peter Brett Associates, dated August 2018 pursuant to conditions 2 and 3 of planning permission dated 19th July 2018 (planning reference 17/00770/FULL).	Approved 29.01.2019
18/01139/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Basement Impact Assessment prepared by Peter Brett Associates, dated July 2018; and Basement Structural Methods Statement, prepared by Peter Brett Associates, dated July 2018 pursuant to condition 17 of planning permission dated 19th July 2018 (planning reference 17/00770/FULL).	Approved 31.01.2019
18/01059/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of a Construction Logistics Plan to manage all freight vehicle movements during the demolition period pursuant to condition 4 (in part) of planning permission dated 5th October 2018 (18/00137/FULL).	Approved 17.01.2019

18/01245/ADVT Farringdon Within	19 Ludgate Hill London EC4M 7AE	Installation and display of (i) one set of non-illuminated fascia lettering measuring 0.18m high by 3.2m wide situated at a height above ground of 4.4m (ii) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide situated at a height above ground of 3.76m.	Approved 17.01.2019
18/01262/FULL Farringdon Within	20 Farringdon Street London EC4A 4AB	Installation of glass panels to the rear of the existing metal balustrades to the ninth-floor terraces.	Approved 17.01.2019
18/01102/CLEUD Farringdon Within	Flat 7B 7 Ludgate Broadway London EC4V 6DX	Certificate of lawful existing use in respect of the use of part basement level as a one bedroom flat (Use Class C3).	Grant Certificate of Lawful Development 22.01.2019
18/00736/FULL Farringdon Within	68 Long Lane London EC1A 9EJ	Alterations and extension of the building, including: (i) Change of use of basement and part ground floor from Office (Class B1) to retail (Class A1); (ii) external alterations at ground floor level to create a new shopfront to Long Lane and new office entrance to East Passage; (iii) replacement of existing mansard roof at third floor level to create a sheer storey; (iv) erection of a roof extension to create an additional storey at fourth floor level for office use (Class B1); and (v) installation of plant at fourth floor level (total increase in floorspace: 19.6sq.m).	Approved 24.01.2019



18/01378/PODC Farringdon Within	20 Old Bailey London EC4M 7AN	Submission of a Travel Plan pursuant to Schedule 3 Paragraph 8.3 of Section 106 Agreement dated 18 May 2015 in relation to Planning Application 14/01138/FULL	Approved 31.01.2019
19/00005/MDC Farringdon Within	Land Bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street London EC1	Details of finishes, levels and drainage to land between the existing building lines and the face of the building pursuant to condition 8 of planning permission 13/00605/FULEIA (APPEAL REF. APP/K5030/15/3069991)	Approved 31.01.2019
18/01168/FULL Farringdon Without	London Central Markets West Smithfield London EC1	Internal alterations within existing basement storage area to provide a new plant room.	Approved 17.01.2019
18/01169/LBC Farringdon Without	London Central Markets West Smithfield London EC1	Internal alterations within existing basement storage area to provide a new plant room.	Approved 17.01.2019
18/01254/MDC Farringdon Without	3 - 5 Norwich Street London EC4A 1JQ	Submission of an Environmental Management Plan pursuant to conditions 3 and 4 of planning permission 17/01273/FULL dated 26 October 2018.	Approved 17.01.2019
18/01241/TPO Farringdon Without	Ashley Building Middle Temple Lane London EC4Y 9BT	Pruning works to Morus nigra (Black Mulberry).	Approved 22.01.2019
18/01339/TPO Farringdon Without	Middle Temple London EC4Y 9BT	Pruning works to Morus nigra (Black Mulberry).	Approved 22.01.2019
18/01341/TPO Farringdon Without	Middle Temple London EC4Y 9BT	Pruning works to Platanus x acerfolia (London Plane).	Approved 22.01.2019

18/01218/FULL Farringdon Without	1&2 Garden Court Middle Temple London EC4Y 9BJ	Formation of enlarged openings in the rear of 2 Garden Court at second, third and fourth floor levels (located in the City of London) in association with a proposed three storey extension (located in the City of Westminster) linking 2 Garden Court with Blackstone House.	Approved 22.01.2019
18/01219/LBC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Internal and external alterations including; the formation of enlarged openings in the rear of 2 Garden Court at second, third and fourth floor levels (in association with a glazed link structure) [see application 18/01218/FULL].	Approved 22.01.2019
18/01026/FULL Farringdon Without	Flat 2 11 - 13 Bream's Buildings London EC4A 1DT	(i) Conversion of Flat 2 (duplex two bed-flat) into two duplex one-bed flats situated at basement and ground floor level; (ii) creation of new doorway in place of an existing window and access bridge over the existing lightwell at the rear of the building at ground floor level.	Approved 29.01.2019
18/01358/TCA Farringdon Without	The Inner Temple Garden, The Inner Temple Temple London EC4Y 7HL	Remove Paulownia tomentosa (Foxglove Tree).	No objections to tree works - TCA 30.01.2019

18/00785/MDC Farringdon Without	Inner Temple Treasury Building, The Terrace Crown Office Row London EC4Y 7HL	Submission of i) details of the external appearance required pursuant to condition 2 (a) (in part),(b),(c),(d),(e),(f),(g),(h),(i),(j),(k),(l),(m),(n),(o),(p); ii) a written scheme of investigation pursuant to condition 5; iii) details for the protection of trees and their roots pursuant to condition 6; iv) a pre-construction BREEAM statement pursuant to condition 7; and v) details of SuDs pursuant to condition 8 (a), (b), (c) of planning permission dated 14 February 2018.	Approved 31.01.2019
18/00995/FULL Langbourn	153 Fenchurch Street London EC3M 6BB	Extension to the rear at fourth floor level and the formation of a new mansard style floor at fifth floor level, including plant room and terrace at sixth floor level. (136sq.m).	Approved 22.01.2019
18/01276/MDC Lime Street	6-8 Bishopsgate and 150 Leadenhall Street London EC3V 4QT	Submission of details impact studies of the existing water supply infrastructure, pursuant to condition 5 of planning permission 17/00447/FULEIA dated 13.09.2018.	Approved 17.01.2019
18/01354/PODC Lime Street	6-8 Bishopsgate and 150 Leadenhall Street London EC3V 4QT	Submission of the Local Training, Skills and Job Brokerage Strategy (Construction) pursuant to Schedule 3 Paragraph 3.4 of the Section 106 Agreement dated 13 September 2018 in relation to planning permission 17/00447/FULEIA.	Approved 17.01.2019

18/01266/MDC Lime Street	36 Great St Helen's London EC3A 6AP	Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects, a Construction Logistics Plan and a scheme detailing access for disabled people to the building pursuant to conditions 2, 3 and 6 of planning permission dated 14th June 2018 (17/01129/FULL).	Approved 22.01.2019
18/00411/LBC Lime Street	6 - 7 Leadenhall Market London EC3V 1LR	Installation of a new shopfront and minor internal changes.	Approved 24.01.2019
18/01348/MDC Lime Street	22 - 24 Bishopsgate London EC2N 4BQ	Details of method of drainage from canopies pursuant to Condition 16 (e) of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 29.01.2019
18/01031/MDC Lime Street	6-8 Bishopsgate & 150 Leadenhall Street London EC3V 4QT	Details of a site survey of the perimeter of the existing site pursuant to condition 8 of planning permission (application no.17/00447/FULEIA) dated 13th September 2018.	Approved 31.01.2019
18/01146/FULL Lime Street	Hasilwood House 60 - 62 Bishopsgate London EC2N 4AW	Change of use from office floorspace (Use Class B1) to sports facility (Use Class D2) of 159sq.m floorspace at ground floor level and associated alterations.	Approved 31.01.2019
18/01147/LBC Lime Street	Hasilwood House 60 - 62 Bishopsgate London EC2N 4AW	Internal and external alterations including (i) the removal of internal partitions and creation of a mezzanine floor; and (ii) relocation of the projecting sign.	Approved 31.01.2019

18/01148/ADVT Lime Street	Hasilwood House 60 - 62 Bishopsgate London EC2N 4AW	Installation and display of one non-illuminated projecting sign measuring 0.6m in diameter located 4.5m above ground floor level.	Approved 31.01.2019
18/01259/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Details of fume extract arrangements and ventilation in relation to the Class B1 premises pursuant to Condition 26 (in part) of planning permission 16/00849/FULEIA.	Approved 05.02.2019
18/01291/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Submission of Logistics and Traffic Management Plan pursuant to Condition 2 and Condition 3 (in part) of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 05.02.2019
18/01307/MDC Lime Street	22 - 24 Bishopsgate London EC2N	Submission of Crane Operating Communication and Management Plan pursuant to Condition 9, Condition 10 and Condition 3 (in part) of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 05.02.2019
18/01364/MDC Lime Street	6-8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Details of Sustainable Urban Drainage and measures to prevent flooding, pursuant to condition 25 of Planning Permission dated 13.09.2018 (17/00447/FULEIA)	Approved 05.02.2019

18/00783/MDC Portsoken	Staff Mess Room Sixth Floor, Petticoat Square London E1 7EA	Submission of: (i) a scheme of works for protecting neighbouring occupiers from noise, dust and other environmental effects of construction and (ii) details of materials and windows pursuant to the discharge of condition 2 and 3 parts (a) and (b) of planning permission 17/01227/FULL dated 13th March 2018.	Approved 31.01.2019
18/01238/PODC Portsoken	9 -13 Aldgate High Street London EC3N 1AH	The submission of Carbon Off-setting details pursuant to schedule 3 paragraph 9 of section 106 agreement dated 8 April 2014 planning application reference 13/00590/FULMAJ.	Approved 31.01.2019
18/01172/FULL Queenhithe	Norfolk House 1A Trig Lane London EC3	(i) Alteration and extension of existing entrance lobby including enclosure of existing raised terrace (49.6sq.m GIA); (ii) replacement of one set of windows at fourth floor level with new windows incorporating openable fanlights.	Approved 29.01.2019
18/00987/FULL Tower	The Chamberlain Hotel 130 - 135 Minories London EC3N 1NU	External alterations comprising: (i) replacement of existing windows and timber stallrisers with new timber framed windows and timber stallrisers; (ii) installation of new glazing above main entrance; (iii) recladding of entrance canopy; (iv) replacement of tiling at east and south entrances; (v) replacement of rear door with solid timber door and fanlight; and (vi) installation of a glazed door and windows on the south west elevation.	Approved 22.01.2019

18/01318/ADVT Tower	St Clare House 30 - 33 Minories London EC3N 1DD	Installation and display of (i) one halo illuminated fascia sign measuring 0.47m, 3.24m wide, at a height above ground of 3.35m; (ii) one halo illuminated projecting sign measuring 0.6m high, 0.6m wide, at a height above ground of 3.29m.	Approved 31.01.2019
18/01344/ADVT Tower	Emperor House 35 Vine Street London EC3N 2PX	Installation and display of one non-illuminated hoarding advertisement measuring i) 2.44m high by 79.28m wide along both India Street and Jewry Street, associated with development at Emperor House.	Approved 31.01.2019
18/01290/ADVT Vintry	Thames Exchange Building 10 Queen Street Place London EC4R 1BE	Installation and display of one non-illuminated wall mounted building name sign measuring 0.5m high, 4.9m wide, at a height above ground of 2.73m.	Approved 31.01.2019

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# Agenda Item 8

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	19 <sup>th</sup> February 2019
<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

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>
19/00062/FULL Aldersgate	45 Beech Street London EC2Y 8AD.	External elevation alterations and refurbishment at ground floor level, replacement main entrance, to create improved office facilities for the building.	21/01/2019
19/00042/FULL Aldgate	The Baltic Exchange 38 St Mary Axe London EC3A 8EX.	The removal and replacement of 3 existing antennas with 3 upgraded antennas located on the rooftop, the installation of 1 GPS node and 2 active routers located on existing support poles and ancillary development.	15/01/2019
19/00049/FULL Aldgate	72-75 Fenchurch Street & 1 Lloyds Avenue London EC3M 4BR.	Change of use at part basement and ground floor levels from financial and professional services (Use Class A2) to offices (Use Class B1). (535sq.m)	17/01/2019

19/00066/FULL Aldgate	65 Fenchurch Street London EC3M 4BE.	Installation of a new entrance on the eastern elevation.	22/01/2019
19/00033/FULL Bassishaw	City Tower 40 Basinghall Street London EC2V 5DE.	Installation of three windows at basement level.	28/01/2019
19/00019/FULL Billingsgate	22 -28 Eastcheap London EC3M 1EU.	Installation of new shop front.	08/01/2019
19/00025/FULL Bishopsgate	100 Liverpool Street London EC2M 2HR.	Use of part of the ground floor for a flexible use for either a shop/financial and professional services/restaurant/drinking establishment (A1/A2/A3/A4) in lieu of a shop/financial and professional services/restaurant (Class A1/A2/A3) and provision of external seating areas (368sq.m).	11/01/2019
19/00072/FULL Bishopsgate	5 New Street London EC2M 4TP.	Change of use from a single dwelling house to 5no. self-contained studios flats and installation of smoke vents at roof level.	23/01/2019
19/00086/FULL Bridge and Bridge Without	Peninsular House 30 - 36 Monument Street London EC3R 8LJ.	Change of use of existing basement unit from B1a (Office) to D1 (Medical Clinic) for use as a physiotherapy clinic.	29/01/2019

19/00058/FULLMAJ Castle Baynard	65 Fleet Street London EC4Y 1HT.	Alterations and extensions to the existing buildings, including: (1) replacement Fleet Street façade and recladding of elevations to the courtyard. (2) creation of new office entrance on Fleet Street and associated change of use from retail (Class A1 to Class B1 (110sq.m GIA). (3) creation of new shopfronts and recladding of the colonnade. (4) partial change of use at ground floor from Class B1 to Class A1 (130sq.m (GIA); partial change of use at first floor from Class B1 to Class A1 and Class A1 and B1 to flexible Class A1/B1 (305sq.m GIA); partial change of use at lower ground floor from Class B1 to flexible Class B1/A1/D2 use (1,263sq.m GIA) (5) hard and soft landscaping of the courtyard (6) removal of exiting plant enclosures at roof level of the south building and erection of a new setback 7th floor, and new part 8th floor to create 3,590sq.m (GEA) (7) the provision of cycle parking at basement level and associated facilities.	18/01/2019
19/00064/FULL Castle Baynard	107A Fleet Street London EC4A 2AF.	Installation of a new entrance doorway.	22/01/2019
19/00054/FULL Castle Baynard	150 Fleet Street London EC4A 2DQ.	Replacement of timber shopfront and creation of additional entrance	25/01/2019

19/00081/FULL Castle Baynard	10 Gough Square London EC4A 3DE.	Installation of ventilation grilles in the brickwork at first floor in the rear lightwell and ventilation grilles with a surround panel within a ground floor window on the east elevation of the building.	28/01/2019
19/00011/FULL Cheap	30 King Street London EC2V 8EE.	Alterations to the ground floor entrance including removal of existing double entrance doors and fixed side glazing and installation of new glazed single sliding entrance door and fixed glazed side panel.	07/01/2019
18/01349/FULL Cheap	Abacus House 33 Gutter Lane London EC2V 8AS.	Change of use at lower ground floor (in part) from Class A4 (Drinking Establishment) to a flexible office use (Class B1) and/or assembly and leisure use (Class D2) and at ground floor (part) level from office use (Class B1) to flexible office use (Class B1) (office use) and/or assembly and leisure use (Class D2) (total floorspace 674sq.m)	17/01/2019

18/01352/FULL Coleman Street	120 Moorgate London EC2M 6UR.	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 24 (approved drawings) of planning permission dated 31st May 2018 (18/00143/FULL) to allow relocation of uses and changes of use resulting in a reduction of 263sqm shop use Class A1 floorspace; an enlarged office reception, revised access to the ground floor; replacement of service bay railings, alterations to the South Place Mews facade; changes to terrace parapet planters at levels 2 and 7; alterations to the walkway canopy and external stair at level 7 and minor internal alterations.	20/12/2018
19/00029/FULL Coleman Street	44 Moorfields London EC2Y 9AL.	Replacement of existing glazing and louvres with new aluminium framed glazing and louvres.	10/01/2019
19/00047/FULL Coleman Street	26 - 27 Eldon Street London EC2M 7LA.	Removal and replacement of one door for a window and stallriser, and installation of an ATM and letter box.	17/01/2019
18/01360/FULL Coleman Street	City Point Bridge New Union Street London.	Demolition of bridge spanning New Union Street and associated works.	21/12/2019
19/00004/FULL Cordwainer	52 Bow Lane London EC4M 9DJ.	The replacement of existing single glazed aluminium windows, with new aluminium double glazed sliding sash opening windows to front elevation and aluminium double-glazed casement opening windows to rear elevation.	02/01/2019
19/00026/FULL Cordwainer	2A Bow Lane London EC4M 9EE.	Installation of a roller shutter and painting of the front facade.	09/01/2019

18/01263/FULL Dowgate	20 Cousin Lane London EC4R 3TE.	Alterations and extension to existing building, including the erection of two additional stories of office accommodation and the installation of a steel framework and louvres to the front and rear elevations and a remodelling of the front entrance to provide improved accessibility and the provision of bin and cycle stores (Total new floorspace 220 sqm GEA).	07/01/2019
19/00057/FULL Dowgate	Cannon Bridge House 25 Dowgate Hill London EC4R 2YA.	Upgrade of telecommunications equipment at roof level comprising the installation of twelve antennae and four transmission dishes mounted to a new tower and associated ancillary development.	18/01/2019
18/01335/FULL Farringdon Within	Flat 13 & 14, 63 West Smithfield, EC1A 9DY	Amalgamation of 2x one-bedroom apartments into a single one-bedroom apartment (86sq.m)	10/01/2019
18/01350/FULL Farringdon Within	69 Carter Lane London EC4V 5EQ.	Extension to the height of the existing terrace balustrade at fourth floor level.	17/01/2019
18/01070/FULL Farringdon Within	64 West Smithfield London EC1A 9DY.	(i) Erection of a single storey roof extension above the existing second floor at the rear of the building to create a one-bedroom residential apartment (Class C3) (ii) associated works to create access to the apartment (total additional floorspace 53 sq.m).	18/01/2019
19/00009/FULL Farringdon Without	Flat 601 and 503, 37 Cock Lane London EC1A 9BW.	Amalgamation of 2x two-bedroom apartments into a single four-bedroom duplex apartment (90sq.m).	16/01/2019

19/00082/FULL Farringdon Without	St Dunstan In-The- West Fleet Street London EC4A 2HR.	Installation of condenser unit and safety railings on flat roof of the old school rooms.	28/01/2019
18/01264/FULL Portsoken	Outside Guinness Court Mansell Street London E1	Erection of a stand-alone bin store.	11/01/2019
19/00038/FULL Walbrook	11 Old Jewry London EC2R 8DU.	Removal of six existing condensers and installation of four new condensers and louvred screen at fifth floor level.	14/01/2019

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# PLANNING AND TRANSPORTATION COMMITTEE REPORT

## Points to Note:

- There are 15 Public Lifts/Escalators in the City of London estate. The report below contains details of the five public escalator/lifts that were out of service less than 95% of the time.
- The report was created on 01<sup>st</sup> February 2019 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location	Status as of 01/02/2019	% of time in service Between 12/01/2019 and 01/02/2019	Number of times reported Between 12/01/2019 and 01/02/2019	Period of time Not in Use Between 12/01/2019 and 01/02/2019	Comments Where the service is less than 95%
Little Britain	IN SERVICE	91%	1	73 hours	12.01.19 – Lift car doors fault identified which required a Specialist technician, returned to site rectified problem and left lift in service
London Wall West Escalator SC6458965	IN SERVICE	94%	1	34 hours	14.01.19 – Fault with lift was identified as a levelling fault, return visit the following day to repair and lift left in service.
London Wall Up Escalator SC6458959	IN SERVICE	90%	1	35 hours	12.01.19 – Engineer attended and found gear box leak which was causing the fault, parts required and returned to site the following day to repair and left the lift in service.
London Wall Down Escalator SC6458958	IN SERVICE	88%	1	120 hours	21.01.19 – COL engineer reported escalator fault due to a damaged comb plate. Parts required, engineer returned to site when they had arrived, repaired and left the escalator in service.

## PLANNING AND TRANSPORTATION COMMITTEE REPORT

Location	Status as of 01/02/2019	% of time in service Between 12/01/2019 and 01/02/2019	Number of times reported Between 12/01/2019 and 01/02/2019	Period of time Not in Use Between 12/01/2019 and 01/02/2019	Comments Where the service is less than 95%
<b>Speed House SC6459146</b>	Out of Service	0	0		Continued problems are being found each time one is resolved; the following parts have been replaced so far: <ul style="list-style-type: none"> <li>• Control Panel</li> <li>• Circuit Board</li> <li>• Resolver Cable</li> </ul> Lift is expected to be returned to service on 8 <sup>th</sup> February 2019.

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*Additional information*

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	19 February 2019
<b>Subject:</b> 8, 9 & 13 Well Court London EC4M 9DN Extension of the existing building to provide a proposed fourth, fifth and sixth floor of office (Class B1) floorspace plus removal of existing plant at fourth floor level, installation of plant and plant enclosures at sixth floor and roof level, a terrace at roof level and cycle parking at ground floor level. (436sq.m GIA).	<b>Public</b>
<b>Ward:</b> Cordwainer	<b>For Decision</b>
<b>Registered No:</b> 18/00033/FULL	<b>Registered on:</b> 12 January 2018
<b>Conservation Area:</b> Bow Lane	<b>Listed Building:</b> No

## Summary

Planning permission is sought for the extension of the existing building to provide a proposed fourth, fifth and sixth floor of office (Class B1) floorspace plus removal of existing plant at fourth floor level, installation of plant and plant enclosures at sixth floor and roof level, a terrace at roof level and cycle parking at ground floor level. (436sq.m GIA).

20 objections have been received from 7 residents and / or their representatives regarding the proposed development over five separate consultations. 3 letters of support have been received. The objections include the impact of the development on the character of the existing building and residential amenity, including loss of daylight and sunlight, loss of privacy from increased overlooking and disruption from construction works.

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

The daylight and sunlight study submitted with the application demonstrates that the majority of neighbouring residential properties would not experience noticeable reductions in daylight and sunlight as a result of the proposed development. Whilst there would be a very small number of impacts on daylight and sunlight, the overall impact is considered to be acceptable given the densely developed urban nature of the site.

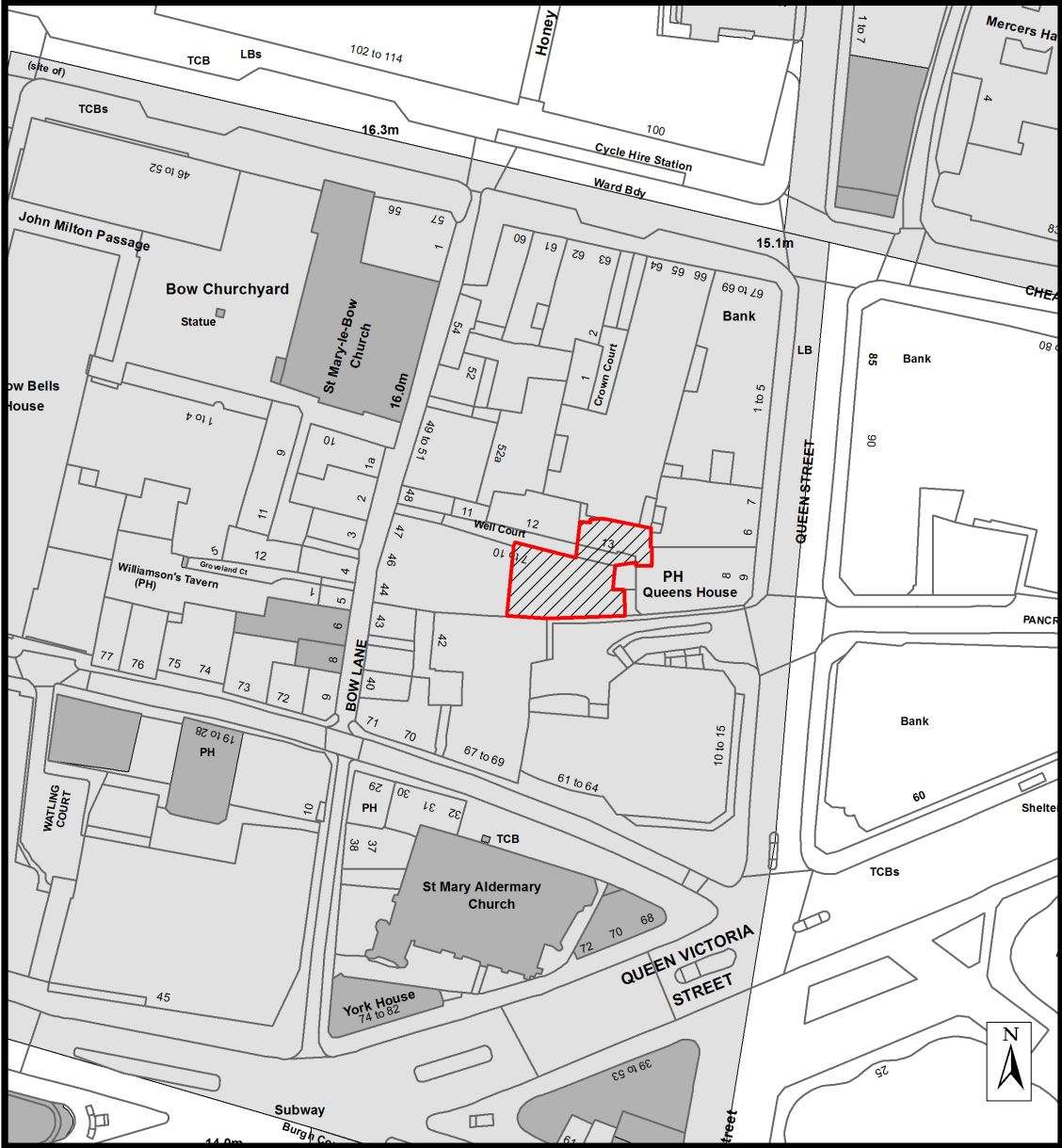
The proposed development would not adversely impact on privacy or increase the level of overlooking of the adjacent residential building.

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

### **Recommendation**

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

# Site Location Plan



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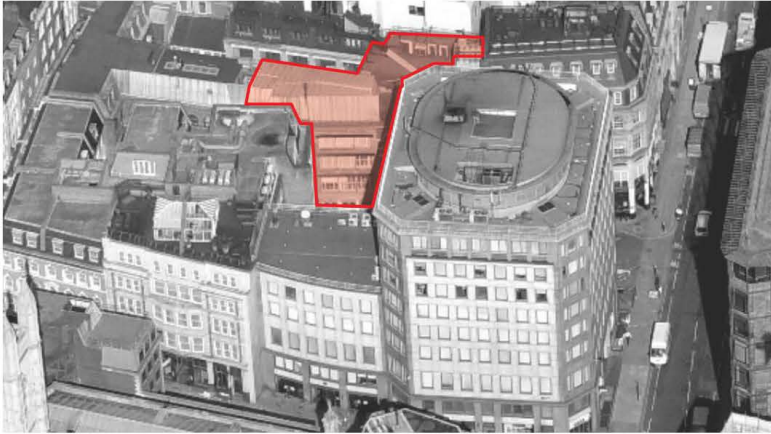
ADDRESS:  
8, 9 & 13 Well Court

CASE No.  
18/00033/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



View from south



South Façade



Panoramic views of existing roof & plant enclosures



East along Well Court



West along Well Court



Existing rooftop and means of escape



Existing stepped Façade, Existing plant enclosures and neighbouring properties

## **Main Report**

### **Site**

1. Well Court is accessed from Queen Street and Bow Lane and is within the Bow Lane Conservation Area.
2. The site comprises 8 & 9 and 13 Well Court, a five-storey property arranged over lower ground to third floor level. It bridges over the short north-south section that divides the narrow western section of Well Court leading from Bow Lane and the wider eastern section of Well Court off Queen Street, with vehicular access.
3. Immediately to the north and west of the site is 12 Well Court, a seven storey residential building comprising 8 apartments.

### **Relevant Planning History**

4. Planning permission was granted on 27 October 2011 for the “(i) Change of use of part basement, part ground and 3 upper floors from office (Class B1) use to residential (Class C3) use (ii) removal and reinstatement of 4<sup>th</sup> floor and extension at 5<sup>th</sup> and 6<sup>th</sup> floor levels (203sq.m) and stair case access to roof level (creating 8 residential units)”(11/00512/FULL) at 12 Well Court.

### **Proposal**

5. Planning permission is sought for the extension of the building to provide a proposed fourth, fifth and sixth floor of office (Class B1) floorspace, plus removal of existing plant at fourth floor level, installation of plant and plant enclosures at sixth floor and roof level, a terrace at roof level and cycle parking at ground floor level. (436sq.m GIA).
6. It is proposed to retain and extensively refurbish the lower floors of the building. The existing structures above third floor level that accommodate plant would be demolished and new set back fourth, fifth and sixth floors, with a plant enclosure above 8-9 Well Court at sixth floor level.

### **Consultations**

7. The application has been advertised on site and the residential premises at 12 Well Court have been individually consulted.
8. The views of other City of London departments have been taken into account in the consideration of this scheme.
9. The City of London Conservation Area Advisory Committee raised no objections.
10. There have been five separate consultations in respect of the application due to amendments made to the proposal. The application was first consulted on in January 2018. A second consultation was undertaken in July 2018 following amendments made as a result of comments raised by residents at 12 Well Court including a revision to the north elevation to add obscured glazing and comments from the Access Officer. A revised daylight and sunlight report was submitted following amendments to the



north elevation, undertaken by a RICS accredited daylight and sunlight consultant. The revised daylight and sunlight assessment was reviewed by Paul Littlefair of the Building Research Establishment (BRE) who advised that the development would have a moderate adverse impact on daylight and sunlight to six living rooms within 12 Well Court falling below the levels of daylight and sunlight recommended in BRE guidance. The development would reduce noticeably the daylight and sunlight available to 12 Well Court to an unacceptable level, contrary to requirements of Local Plan policy DM10.7.

11. The scheme was revised to reduce the daylight and sunlight impact. A third consultation was undertaken in September 2018 including setting back the proposed fourth floor from Well Court by a further 2.1m and the proposed fifth floor by a further 1.5m reducing the overall building envelope, reducing the size of the fifth floor roof terrace and the submission of a new daylight and sunlight study. The revised daylight and sunlight assessment was reviewed by Paul Littlefair of the Building Research Establishment (BRE) who concluded that the revised scheme would have minor adverse impact on the residential building at 12 Well Court. This is considered to be acceptable in terms of daylight and sunlight under Local Plan policy DM10.7.
12. A fourth consultation was undertaken in November 2018. Following amendments to the scheme including removing the fourth and fifth floor terraces on the north elevation and replacing them with inaccessible sedum roofs and changing all the new windows facing Well Court to be tilt operated to remove any overlooking to 12 Well Court.
13. A fifth consultation was undertaken in November 2018. The amendment proposed was to fix all the new windows shut to remove overlooking to 12 Well Court.
14. A total of 20 objections and 3 letters of support have been received across the five consultation periods (5 objections and 3 support to the January scheme; 4 objections to the July scheme and 6 objections to the September 2018 scheme) from 7 residents and 5 objections to the November 2018 schemes. The objections and support are summarised in the tables below:

Topic	Objection
Residential Amenity	<p>The proposed development would adversely impact the daylight and sunlight received by neighbouring residential properties.</p> <p>The accuracy of the daylight and sunlight study submitted with the application is questionable.</p> <p>The development would result in greater overlooking and lead to a loss of privacy for neighbouring residential occupiers.</p> <p>The implementation of the development would result in</p>

	<p>construction noise, disturbance and disruption to the detriment of occupiers of 12 Well Court.</p> <p>Light pollution from the proposed extension due to cleaners and late workers.</p> <p>A reduction of safety through the changing of a fire escape route.</p> <p>Severe impact on the existing roof terrace.</p>
Design	The proposed extension represents overdevelopment and it would be of an overbearing nature being between 5.5m and 7m away from 12 Well Court.
Policy	The proposals conflict with the NPPF and development plan.
Other Non-Planning Considerations	<p>There was no communication with residents before the application was submitted.</p> <p>The applicant ignores the residents' objections.</p>

Topic	Support
Design	<p>Improvements within Well Court and to the outside appearance of 8 &amp; 9 Well Court.</p> <p>Good quality well thought out scheme that will provide a selection of high-quality office floors within a size bracket that is needed by SME's.</p>
Other Non-Planning Considerations	<p>Additional potential customers to retail units.</p> <p>Speed in which buildings in the area were taken by businesses following refurbishment.</p> <p>Only short-term disruption during construction of 12 Well Court but it substantially improved the overall appearance and ambiance within Well Court.</p>

15. The objections relating to the latest proposals are attached to the report. The previous objections and supporting comments are available on the City of London website.

### **Policy Context**

16. The development plan consists of the London Plan, the Draft London Plan and the Local Plan. The London Plan, and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report. Relatively little weight should be afforded to the Draft London Plan.
17. Government Guidance is contained in the National Planning Policy Framework (NPPF).

## **Considerations**

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

- to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
- to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
- For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
- 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).

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

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

20. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.

21. The principal issues in considering this application are:

- The design and appearance of the proposed extension and its impact on the Bow Lane Conservation Area; and
- The impact of the extension on residential amenity, including daylight and sunlight, privacy and overlooking.

## **Design and Heritage**

### **External Alterations**

22. The existing elevations to Well Court are mainly contextual brick faced frontages in a loose warehouse vernacular style dating from the late 1980s with an 1880s era commercial frontage incorporated into the south elevation. These facades would be retained with substantial new extensions built above. The existing roofs are generally flat bitumen

covered with a proliferation of substantial plant enclosures on the roof finished in either brick, lead or louvred metal.

23. The massing of the new upper floors would follow the planform of the building below. On the southern section of roof, the extension would rise two floors high. The accommodation would be set-back from the parapet with the floors stepped back on the southern side to better reflect and coordinate with the mansard roof forms of neighbouring buildings. On the rear elevations to Well Court, the set-back from the parapet would be greater to reduce the visibility of the extensions in upward views from within the alleyway. Here, the extension would rise two sheer storeys with a further rise up to a sixth-floor level in the north east corner of the site, the extra height being justified by being set significantly deeper into the street block.
24. Two distinct architectural approaches would assist in reducing the visual mass of the new areas of construction. Excepting the north-eastern corner, the extension would be given a lightweight extensively glazed appearance with full storey-height windows divided by black aluminium horizontal spandrel panels with a strong vertical rhythm established by projecting vertical fins. More pronounced vertical divisions would be employed to respond to the visual divisions between the facade elements of the retained floors below. The three-storey element on the north-east corner of the site would have a different but complementary appearance. This part of the building would be faced in brick, with large windows set within deep chamfered reveals. Windows on the north side would be kept to a minimum to address privacy issues. Stone string courses would provide horizontal divisions between floors and the southern elevation would be additionally embellished with decorative brickwork.
25. Sedum planted roofs and two bat boxes would be provided at 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> floor levels. A condition has been attached to the schedule to establish whether a semi-intensive level of planting could be achieved on these areas of roof.

#### Listed Buildings, Views and Conservation Areas

26. Although there are a number of listed buildings located close to the site, none of these are direct neighbours. The Grade I listed churches of St Mary-le-Bow and St Mary Aldermary are located nearby. The proposals have been assessed to ensure that the scheme would not have an adverse impact on views of their towers. Due to the narrow nature of the streets within the Bow Lane conservation area, local views of the proposals from neighbouring streets are highly constrained and the scheme would not be seen in conjunction with the church towers. In more distant views, including the Mayor of London's London View Management Framework (Views 13A.1 and 13A.2 from Millennium Bridge and Thames side at Tate Modern) no harmful impacts are identified. Within the Bow Lane conservation area, the upper floors of the proposals would be evident from the area around the western end of Well Court where it adjoins Queen Street and from within Well Court itself. From these locations the new upper floors of the proposals would be clearly seen, but not unduly dominant. The character of the Bow Lane conservation area is one of a

tight urban grain based upon historic building plots and a medieval street pattern. Although the proposals would be visible in some locations within and outside of the conservation area boundary, it is not considered that they are harmful to its visual appearance or have a detrimental impact on its character.

The detailed design and materials are considered to complement the character of the existing building and would not detract from the character and appearance of the Bow Lane Conservation Area.

### Daylight and Sunlight

27. Local Plan Policy DM10.7 'Daylight and Sunlight' resists development which would reduce noticeably the daylight and sunlight available to nearby dwellings to unacceptable levels, taking account of the Building Research Establishment's (BRE) guidelines. Paragraph 3.10.41 of the Local Plan states that the BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations.
28. The BRE guidelines consider a number of factors in measuring the impact of development on daylight and sunlight on existing dwellings:
- Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the VSC figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
  - Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
  - Sunlight to windows: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has

a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.

#### Daylight and Sunlight Assessment

29. The application is supported by a daylight and sunlight report, which has assessed the impact of the proposed development on the daylight and sunlight received by the neighbouring residential properties within 12 Well Court. The assessment has been undertaken with reference to the room layouts and uses detailed within the drawings approved as part of the planning permission for the change of use and extension of 12 Well Court (planning reference: 11/00512/FULL). As recommended by the BRE guidance, the report provides vertical sky component (VSC) and daylight distribution analysis (NSL) data, and assessment data for annual probable sunlight hours (APSH).
30. An initial daylight and sunlight report was submitted with the application in 2018. The report was reviewed by Paul Littlefair of BRE, who advised that the development, as originally proposed, would have a moderate adverse impact on the daylight and sunlight received by six living rooms within 12 Well Court, with daylight and sunlight levels falling below that which is recommended by the BRE guidance.
31. Consequently, the proposals have been revised by setting the proposed fourth floor back from Well Court by 2.1m and setting the proposed fifth floor back from Well Court by a further 1.5m. A revised daylight and sunlight report has been submitted to reflect the reduced bulk and massing of the proposals. This has been reviewed by Paul Littlefair, who concluded that the revised scheme would have a minor adverse impact on the residential building at 12 Well Court.
32. The comments below relate to these latest proposals and not earlier iterations of the proposed development.

#### Daylight Assessment Results

33. The daylight assessment indicates that nine out of the 31 windows assessed for vertical sky component (VSC) in 12 Well Court would not achieve BRE compliance as a result of the proposed development at 8, 9 and 13 Well Court. These nine windows would experience daylight reductions of between 21% and 36%, compared to the guideline reduction of 20% that is not considered to be noticeable, but the windows with the greatest reductions in VSC serve rooms that have other windows that would be less affected.
34. The daylight assessment indicates that two out of the 20 rooms assessed for daylight distribution would not achieve BRE compliance as a result of the proposed development. The two rooms, both bedrooms, would experience daylight distribution reductions of 23% and 30% respectively, compared to the guideline reduction of 20% that is not considered to be noticeable. The BRE guidance states that daylight distribution to bedrooms is considered less important than living rooms, kitchens and dining rooms.
35. 12 Well Court is a seven-storey building with windows looking directly onto a narrow mews court. The building was extended at fifth and sixth floors

when it was converted to residential use (planning reference: 11/00512/FULL). The BRE guidance includes the concept of a 'bad neighbour' where 'an existing building has windows that are unusually close to the site boundary and take more than their fair share of light'. 12 Well Court could be classified in this category, as it is a seven-storey building, built and extended directly onto the narrow court. Having a similar development opposite (a 'mirror image' development) would cause a substantial loss of light compared to the existing situation, and significantly greater loss than the proposed development.

36. In this context, the overall daylight impact of the proposed development is considered to be minor adverse.

#### Sunlight Assessment Results

37. The sunlight assessment indicates that 13 out of the 31 windows assessed for sunlight in 12 Well Court would not achieve BRE compliance as a result of the proposed development: Seven out of the 13 windows would serve bedrooms; six would serve living rooms. The BRE guidelines focus on loss of sunlight to living rooms. Direct sunlight to kitchens and bedrooms is considered less important, although care should be taken not to block too much sun.

38. The sunlight impact to the first floor living room would be minimal and would comply with the BRE guidelines. The two windows to the second floor living room would experience annual sunlight reductions of 28% and 32% respectively. The third floor living room would retain enough annual sun to two of its three windows, and therefore the room as a whole would meet the BRE guidelines. The fourth floor living room would experience noticeable reductions in winter sunlight but would retain substantial amounts of summer sun. In this context, the overall sunlight impact of the proposed development is considered to be minor adverse.

#### Daylight and Sunlight Conclusion

39. The Daylight and sunlight report submitted with the application indicates the majority of the windows and rooms in 12 Well Court would not experience noticeable impacts to the daylight and sunlight received. In the instances where the daylight impacts would be noticeable, the reductions in daylight would be mostly minor in nature. In the instances where the sunlight impacts would be noticeable, the reductions in sunlight would be mostly minor in nature, with the majority of living rooms retaining acceptable levels of annual sunlight.

40. Overall, the daylight and sunlight impact of the proposed development on the neighbouring property at 12 Well Court is considered to be minor adverse. This is considered to be acceptable given the densely developed urban nature of the site and to be in accordance with the requirements of Local Plan Policy DM10.7.

### Noise, Disturbance, Light Pollution and Fire Escape Route

41. Development proposals which could result in noise and disturbance to nearby noise sensitive receptors must be carefully considered and mitigated where necessary, as required by policies DM 15.7 and DM 21.3 of the Local Plan.
42. The applicant proposes an acoustic enclosure around plant equipment proposed at sixth floor and roof levels, and Noise levels from plant would be secured by condition.
43. A condition is recommended restricting the hours for servicing and delivery. Further conditions have been included relating to managing noise, dust, disturbance throughout construction and demolition and restricting the use of the terrace. These conditions would mitigate the potential noise and disturbance from the proposed development.
44. There is an existing fire escape ladder located within the boundary of 8 & 9 and 13 Well Court. This fire escape is for the benefit of 12 Well Court and allows residents to escape down onto the roof and through 8 & 9 and 13 Well Court in the event of a fire. The original submission sought to modify the position of the fire escape ladder onto the roof of 12 Well Court. Following objections from residents this has been revised. The current proposal maintains a fire escape and the ladder is located within the boundary of 8 & 9 and 13 Well Court. Residents would be able to escape up the ladder onto the roof and through 8 & 9 and 13 Well Court in the event of a fire.
45. All the lighting within the building would be managed by a PIR system (passive infrared sensor) which would ensure lights switch off if no movement is detected, thus ensuring lights would not be left on accidentally overnight.

### Privacy and Overlooking

46. The site is not within a Residential Area as defined in the Local Plan. Local Plan Policy DM21.3 'Residential Environment' requires developments to be designed to avoid overlooking and to seek to protect the privacy of neighbouring occupiers. The proximity of neighbouring office accommodation to the proposed development is within the accepted norms that prevail in the City. The applicants have amended the scheme in relation to privacy and overlooking issues that could occur with respect to the existing residential accommodation at 12 Well Court. The windows on the north elevation from which overlooking could occur are obscured and fixed shut; the design of the building has been revised to set back the extension; the accessible terrace areas at 4<sup>th</sup> and 5<sup>th</sup> floor level have been replaced with inaccessible sedum roofs to ensure that these issues have been addressed adequately.

### Air Quality

47. Local Plan Policy DM15.6 requires developers to consider the impact of their proposal on air quality. A condition has been added to the schedule requiring a full air quality assessment prior to any plant equipment being installed on the building.



### Transport, Servicing and Parking

48. The site is in a highly sustainable location and has excellent public transport accessibility. The site is designated as falling within PTAL 6(b).
49. Refuse storage is provided within the building at ground floor level and has been agreed by the City of London Community Facilities Manager.
50. 7 cycle spaces are proposed at ground floor level, parking is in two separate storage areas inside the building. There are restrictions within the existing building that make cycle parking allocation challenging and due to these restrictions, the cycle parking proposals are considered acceptable.
51. The servicing strategy for the building would remain the same as existing, which is acceptable for the building's location and size (currently the servicing takes place on Well Court for medium and small vehicles and Queen Street for larger vehicles).
52. Standard conditions are proposed in relation to demolition and construction.

### Access

53. The Access Officer is satisfied with the proposal. There would be step-free access into the building and lift access would be provided to all floors.

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

54. Mayoral and City CIL applies to developments which create an uplift in Gross Internal Area (GIA) of at least 100sq.m or create one or more dwellings. Social housing, education related development, health related development and development for charities for charitable purposes is excluded. In the case of Mayoral CIL a charge of J50 per sqm is applied to eligible developments. The City CIL charge varies between J150 per sqm for Riverside residential to J95 per sqm for 'Rest of City' residential and J75 for offices and all other uses.
55. The Mayoral CIL liability has been calculated to be J21,800 and the City CIL liability to be J32,700 based on a GIA of 436sq.m.
56. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income and 5% of the City CIL income as an administration fee.
57. The proposed development would not trigger the Mayoral planning obligation Crossrail contribution or the City planning contributions as the proposed uplift would be less than 500sq.m GIA.

### Archaeology

58. This is in an area of archaeological potential. The applicants state that no new foundations are to be installed however further site investigation is proposed, which may result in new groundworks being proposed.

### **Conclusion**

59. The proposed extension is considered to be acceptable in terms of its massing and design and would not detract from the character of the

building or the character and appearance of the Bow Lane Conservation Area.

60. The daylight and sunlight study submitted with the application demonstrates that the neighbouring residential property would not experience noticeable reductions in daylight and sunlight as a result of the proposed development. Whilst there would be a very small number of impacts on daylight and sunlight as a result of the development, the overall impact is considered to be acceptable given the densely developed urban nature of the site.
61. The proposed development would not adversely impact on privacy or increase the level of overlooking of the adjacent residential building.
62. The proposal is considered to be acceptable and to be in compliance with the guidance in the NPPF and the policies of Local Plan.

## **Background Papers**

### Internal

Memo - Air Quality Officer 11/7/2018

Email - Air Quality Officer 26/9/2008

Memo - Department of Markets and Consumer Protection 23/2/2018 & 4/12/2018

### External

Background Papers:

Design and Access Statement Rev B September 2018

Planning and Heritage Statement January 2018

Daylight and Sunlight Report Rev F dated 12/9/2018

Framework Construction Traffic Management Plan

Structural Engineers Feasibility Study Rev B: November 2017

Noise Assessment Report 1013369-RPT-AS0001 Rev B

Letter CAAC 25/2/2018

BRE Client Report P112768-1000 Issue:1 & P112768-1002 & P112768-1003

Email - Montagu Evans 28/6/2018 & 14/11/2018 & 31/1/2019

Letter - Montagu Evans 4/10/2018

Letter - Mr Grant Winton 15/2/2018 & 18/7/2018 & 7/10/2018 & 3/12/2018

Letter - Mr Mark Winton 14/2/2018 & 17/7/2018 & 5/10/2018 & 3/12/2018

Letter - Mr Mark Braithwaite 18/2/2018 & 8/10/2018 & 7/12/2018

Letter - Mr Raymond Chan 22/2/2018 & 19/7/2018

Letter - Mr Edward Clark 15/2/2018 & rec'd 20/7/2018 & rec'd 9/10/2018

Email - Mr Nick Kerrison 26/2/2018

Email - Mr Russell Howarth 26/2/2018

Email - Mr Jason Collier 28/2/2018

Letter - Miss Martha Powley on behalf of Puay Koon 5/10/2018 & 4/12/2018

Letter - Ms. Sheung-ting TSE 8/10/2018

Letter - Miss Martha Powley on behalf of Ms. Sheung-ting TSE 4/12/2018

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

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

Policy 7.6 Buildings and structures should:

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

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

Policy 7.14 Implement Air Quality and Transport strategies to achieve

reductions in pollutant emissions and minimise public exposure to pollution.

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

## Relevant Local Plan Policies

### ***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.

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

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

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

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

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

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

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

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

### ***DM12.2 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.

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

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

### ***DM15.6 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.

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

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



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

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

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

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

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

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

### ***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.

### ***DM19.2 Biodiversity and urban greening***

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

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

- e) maintenance of habitats within Sites of Importance for Nature Conservation.

### ***CS18 Minimise flood risk***

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

#### ***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.

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

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

## SCHEDULE

APPLICATION: 18/00033/FULL

**8, 9 & 13 Well Court London EC4M 9DN**

**Extension of the existing building to provide a proposed fourth, fifth and sixth floor of office (Class B1) floorspace plus removal of existing plant at fourth floor level, installation of plant and plant enclosures at sixth floor and roof level, a terrace at roof level and cycle parking at ground floor level. (436sq.m GIA).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Archaeological evaluation and Site Investigation work shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.  
REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)  
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 4 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)
- REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that the construction starts.
- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall include relevant measures from Section 3 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address [driver training for] the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
- REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.
- 6 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.

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

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

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

- 7 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.

- 8 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.

REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.

- 9 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.

- 10 No part of green roofs at 4th and 5th floor levels on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

- 11 The terrace at roof level hereby permitted shall not be used or accessed between the hours of 23.00 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.
- 12 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.
- 13 The windows on the north elevation must fixed and be obscured to a height of 1.8m for the life of the building.  
REASON: To safeguard the amenity of the adjoining premises in accordance with the following policy of the Local Plan: DM21.3.
- 14 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 7 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.
- 15 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 16 Details of the type of planting irrigation and maintenance regime for the proposed green terraces 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.

- 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) particulars and samples of the materials to be used on all external faces of the building;
  - (b) details of windows;
  - (c) details of hand rails and balustrades;
  - (d) details of junctions with adjoining premises.

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, DM12.2.

- 18 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.

- 19 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: P\_01; P\_02; D\_10; D\_11; D\_12; D\_13; D\_14; D\_15; D\_16; D\_20; D\_21; P\_10 Rev R1; P\_11 Rev B; P\_12 Rev C; P\_13 Rev C; P\_14 Rev C; P\_15 Rev E; P\_16 Rev E; P\_17 Rev C; P\_18 Rev B; P\_18 Rev R1; P\_20; P\_20 Rev D; P\_21 Rev R1; P\_24 Rev D; P\_25 Rev A; P\_26 Rev A; P\_27 Rev D; P\_28 Rev C.

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 J50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

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

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

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

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

- 3 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.



1st December 2018,



Michael Blamires  
Department of the Built Environment  
City of London  
Guildhall  
PO Box 270  
London  
EC2P 2EJ

Dear Mr Blamires

**PLANNING APPLICATION 18/00033/FUL – amendments 14 November 2018  
8,9 AND 13 WELL COURT, LONDON EC4M 9DN**

Thank you for your re-consultation on the above application.

I still object to the proposals as the latest amendments do not address my concerns and the fundamental issues of the proposed development have not been addressed. Mere moderation of an overbearing development fails to remove the critical issues of putting brick walls meters away from bedrooms and habitable rooms. The current residential amenity will be heavily compromised through adverse sunlight, daylight and general impacts which conflict with **City of London Local Plan (CoLLP)** policies. Many of the grounds of my previous objection still stand and should be taken into account.

To have to navigate another revision for the 5th time clearly demonstrates that this is not a straightforward, simple or positive plan. There are so many barriers to this development, and although some have been eased, the main issues remain critical and fundamentally contradict various CoLLP policies. Despite the 5th revision the development is still overbearing and it is becoming increasingly obvious that this is not a suitable development location.

Unfortunately, **once again**, the applicant has failed to consult with residents. Only reaching out after submitting new plans, rendering the consultation process meaningless. Material changes and concessions on this proposal once again fail to address the core issues.

The applicant continues to ignore my objections and those of other residents of 12 Well Court and still has blatant disregard for our levels of amenity. The changes to the latest scheme, reflect their desires to seemingly meet the Sunlight and Daylight standards rather than respect our amenity and engage in a meaningful compromise.

The BRE report seems to take a very cavaliering approach to residential amenity in terms of the quality of sunlight/daylight. It is surprising to see the proposed development as having a 'minor adverse' impact for sun and daylight considering the major reduction of light/skylight

to the majority of the building. This is a residential block and the resident's quality of life is being negated in terms of deteriorating sunlight and daylight for commercial units.

**In any event, an adverse impact means it fails to fully meet the BRE guidelines and therefore conflicts with the development plan.**

The CoLLP is supposed to protect and support residents to preserve this amenity. The first three floors all fail the sunlight guidelines year round, the fourth floor fails to meet the winter guidelines at a time when light is of great importance. This does not seem to be a 'minor adverse' impact when it affects over 62% of the building. There is a similar pattern with regards to daylight via a clear loss of daylight to multiple habitable rooms throughout the building. Again there has not been any clarification, or acknowledgment, as to whether the report takes into account the Eastern lighting loss. This is a major issue considering southern mirroring assessments of the building neglect any morning light from the East. If the current lighting was at a good level, then a deterioration could be palatable; however the lighting is already challenged and any further reductions in light will make the situation drastic and critical.

The applicant cannot demonstrate that Sunlight and Daylight standards are met, the proposal is still overbearing in the outlook's context with a new building structure being erected metres away from habitable rooms and windows. Should this be in any other council outside of the City this scheme would never be considered.

It is helpful that the fourth and fifth floor balconies have been removed and that new windows are to be fixed shut. There is still a roof terrace proposed so still potential for overlooking, noise and disturbance.

I still consider that as our residences are already in existence, the proposal has to plan to accommodate us, yet the applicant still gives very little recognition that we exist or provides any assessment of how their proposals impact residential amenity.

I have again taken advice from Stansgate Planning Consultants on the amended plans and further documents on the web site. Based on their advice, I still object to the proposals on the following grounds:

- The proposals conflict with the National Planning Policy Framework as they are not sustainable development;
- The proposals conflict with the development plan and there are no material considerations to indicate a decision should be made other than in accordance with the development plan;
- Loss of amenity due to the overbearing building structure only metres away from habitable rooms;
- Loss of sunlight and daylight to below the accepted standard in the BRE guidelines;
- Disturbance caused by noise from a roof terrace, general activity and light pollution.

### **Conflict with the National Planning Policy Framework**

A new National Planning Policy Framework was published July 2018 that supersedes that of 2012. It continues a presumption in favour of sustainable development and paragraph 7 states the purpose of the planning system is to contribute to the achievement of sustainable

development – summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The proposals are not considered sustainable development as they fail to meet the overarching social and environmental objectives which are mutually supportive of an economic objective.

*A social objective* – it fails to bring about a well-designed built environment and support communities' health and social well-being as:

- it fails to respect residential amenity by the introduction of an overbearing structure within metres (as extreme as sub 4m) of the only habitable room windows of residential flats at 12 Well Court;
- it decrease the sunlight and daylight in the flats and at street level in Well Court, with the result of adverse impact on residents health and well-being and the need for additional use of electric lighting and a resultant increase in carbon footprint.

*An environmental objective* – it fails to protect and enhance our built and historic environment, adding to pollution with greater use of electric lighting which fails in the objective of moving towards a low carbon economy. Environmentally sustainable development seeks to increase sunlight and daylight into dwellings so as to reduce the use of scarce resources and reduce our carbon footprint.

### **Conflict with the development plan**

Planning law requires decisions are made in accordance with the development plan unless material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004 and Section 70(2) T&CP Act 1990). The Development plan in this case comprises the **adopted London Plan (LP)** and the **City of London Local Plan (CoLLP)**. The emerging plans are not advanced enough to carry significant weight in decision making. There are a number of relevant policies with which the proposals conflict as set out in each objection below and there are no material considerations that would indicate a decision should be made otherwise than in accordance with the development plan.

### **Loss of Amenity**

The proposals conflict with the following policies:

**LP Policy 7.6** states that buildings and structures should not “*cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.*”

**CoLLP Policy CS.10 Design**, seeks for proposals to have *a positive relationship to neighbouring buildings.*

**Policy DM 21.3 Residential Environment Point 3** – says *all development proposals should be designed to avoid overlooking and seek to protect the privacy, day light and sun light to adjacent residential accommodation.*

**Policy DM 10.3 Roof gardens and terraces** seeks to *encourage high quality roof gardens and terraces where they do not:*

- *immediately overlook residential premises;*

**CoLLP Core Strategic Policy (CS21):** To protect the existing housing of the ‘only 9,000’

residents of the city. and the failure to meet the CoLLP Policy DM 21.3.1: where by the applicant is unable to comply with the policy due to the nature and proximity of the development as they are unable to demonstrate adequate mitigation measures to address detrimental impact on residential environment.

**CoLLP Policy 3.21.10:** Says- the presence of housing can also inhibit the development of neighbouring sites and commercial activities due to the need to protect residents amenities.

Notwithstanding that the fourth and fifth floors are now proposed stepped back away from 12 Well Court, they are still mere meters away respectively. The proposals conflict with these development plan policies for the reasons as below.

- The new fifth floor office is still sub 7 meters away from the windows of 12 Well Court ; whilst the 4th floor is only 5.5m away from 12 Well Court which presents an overbearing structure in close proximity to bedrooms causing an oppressive environment and loss of outlook;
- The very existence of the proposed building puts a solid structure only a matter of a few metres from no.12. The proposal still breaches the existing envelope of the site and changes from an existing passive environment to an active environment are detrimental to residential amenity;
- It closes the gap between buildings significantly, presenting an overbearing feature that dominates any outlook and the dominance of the structure is evidenced by the loss of sunlight and daylight.

Overall, it causes unacceptable harm to the amenity of a residential building in conflict with LP Policy 7.6, CoLLP Policy CS.10 and DM 21.3 and 10.3. It overshadows no.12 and has a negative relationship and fails to protect privacy.

Previously, Flat 7 objected to the new fire escape ladder that was relocated to go up the proposed building and which gave access onto the roof terrace of Flat 7 causing an obstruction and unsightly highly prominent feature. The amended plans show this relocated to be within a setback on the proposed building. Whilst it therefore no longer causes an obstruction, it is still a prominent and unsightly feature rising up the wall and highly visible from a modest size roof terrace. It still causes loss of visual amenity.

### **Loss of sunlight and daylight**

**CoLLP Policy DM 10.7** seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings taking account of Building Research Establishments (BRE) Guidelines. Given the close proximity of the buildings and the fact that the proposals are south of 12 Well Court, an increase in the size and height as proposed will noticeably reduce the sunlight and daylight.

BRE on behalf of the Corporation, has reviewed the applicant's further calculations and finds an adverse impact, whilst stated as 'minor adverse' it is still adverse and the proposals still fail to meet the guidelines.

The proposals do not accord with the development plan. They conflict with **CoLLP Policy DM 10.7** which seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings. It also conflicts with **CoLLP Policy DM21.3** as above.

Looking ahead, a new standard for natural light within buildings will be implemented later this year and once adopted applications will need to abide by it. It raises the bar for targets and assessment methods, aiming to support sustainable development and occupants' health and wellbeing. It will supersede the current British Standard on which the BRE guidelines are based.

### **Disturbance caused by noise and light pollution**

**CoLLP Policy DM15.7** says development should not adversely affect noise or light sensitive uses such as housing.

The applicant proposes noise from plant and machinery along with light pollution, is conditioned on a planning permission. This might be a suitable way to control fixed noise from plant and machinery but it is not possible to control the general noise and disturbance created by coming and going and general movement or light pollution. As there remains a roof terrace, there will be outdoor noise affecting Well Court residents.

There will inevitably be loss of amenity through noise, disturbance and light pollution that cannot be controlled. As such the proposals conflict with CoLLP Policy DM15.7.

### **Decision Making**

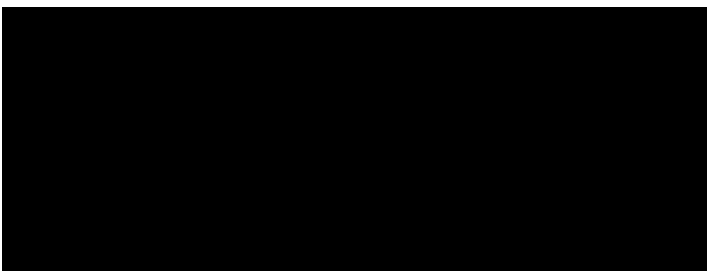
The planning system is plan led. Planning law requires decisions are made in accordance with the development plan unless material considerations indicate otherwise.

**Should this decision go to a planning committee, I would ask that the committee visits 12 Well Court to regard the scope and critical effects of the proposed development.**

Overall, the proposals are not sustainable development. They conflict with the development plan and as there are no other material considerations that find in favour, it is respectfully requested that planning permission is refused. Furthermore, there does not appear to be any way in which these concerns could be addressed as the loss of amenity and conflict with the development plan derives from all parts of the proposals. Each on their own may appear minor but cumulatively, the impact is major and critical.

Yours sincerely,

Grant Winton





**Appendix:**

Please note all images are taken from Flat 7; the applicants proposals will have a critical impact on both Flat 7 and Flat 8, which will progressively worsen as you move further down the building to the passageway of Well Court.



Figure 1: Flat 7 from the master bedroom. The Proposed development boundary wall and balcony/windows to East and South of 12 Well Court. The proposal would still develop brick walls right up against the bedroom. The Additional Eastern and Southern height would cripple the day and sunlight.





Figure 2: From the master bedroom. Southern Aspect of 12 Well Court. Again the office space would directly impact the amount of light from the south.





Figure 3: Eastern view from 12 Well Court's Terrace. There is a clear loss of amenity alongside fire escape issues prevailing from the proposed development.



Figure 4: The close proximity of the proposed development as seen from the terrace.



Figure 5: The current Southern view and terrace, which will be blocked and overlooked by the proposed development's proximity and overbearing structure.





Figure 6: The current Southern outlook from 12 Well Court. The proposed development will impact the amenity of the living room from the South and East.



Figure 7: The current Southern/Eastern outlook from 12 Well Court's living room/kitchen. The proposed development again adversely and negatively impact the living room and kitchen from the South and East and block out light from both directions.

# Comments for Planning Application 18/00033/FULL

## Application Summary

Application Number: 18/00033/FULL

Address: 8, 9 & 13 Well Court London EC4M 9DN

Proposal: Extension of the existing building to provide a proposed fourth, fifth and sixth floor of office (Class B1) floorspace plus removal of existing plant at fourth floor level and installation of plant and plant enclosures at sixth floor roof level. (436sq.m GIA).

Case Officer: Michael Blamires

## Customer Details

Name: Mr Mark Braithwaite

Address: Flat 6 Flat 6, 12 Well Court London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity

Comment: I have again taken advice from Stansgate Planning Consultants on the amended plans and further documents on the web site. Based on their advice, I still object to the proposals on the following grounds:

The proposals conflict with the National Planning Policy Framework as they are not sustainable development;

The proposals conflict with the development plan and there are no material considerations to indicate a decision should be made other than in accordance with the development plan;

Loss of amenity due to the overbearing building structure only metres away from habitable rooms;

Loss of sunlight and daylight to below the accepted standard in the BRE guidelines;

Disturbance caused by noise from a roof terrace, general activity and light pollution.

**Pointcrest Limited**  
**Foxhill**  
**Forde Hall lane**  
**Ullenhall, Henley In Arden**  
**B95 5PJ**



Michael Blamires  
Department of the Built Environment  
City of London, Guildhall  
PO Box 270,  
London, EC2P 2EJ

3rd December 2018

Dear Mr Blamires

**PLANNING APPLICATION 18/00033/FUL - amended plans 13 September 2018**  
**8,9 AND 13 WELL COURT, LONDON EC4M 9DN**

Pointcrest Limited is the Freeholder of 12 Well Court, and object to this application as fundamental problems remain. It fails to address previous voiced concerns. Many of the grounds of previous objections still remain.

From a procedural perspective, it's inappropriate for the council to allow a 5<sup>th</sup> revision. Each revision requires the proposal to be reconsidered which is costly to residents & the Freeholder, and overbearing on our time. No doubt the planning department has real empathy on this last point?

The latest revision makes no attempt to reduce the overbearing bulk as the walls haven't moved (so far as I can see). Modest changes to windows & balconies have occurred but this raises the question as to why it has taken 5 attempts, as the primary objection was made by residents at the start. Despite the 5th revision the development is still overbearing and it is increasingly obvious this is not a suitable development location.

The applicant continues to ignore my objections as Freeholder and those of other residents of 12 Well Court. The fourth floor is still only 5.5m away; the fifth floor is only 7 m from the windows of the top floor flat of 12 Well Court. It's overbearing in the context of the outlook with a new building a matter of only metres away from habitable room windows. Allowing new overbearing commercial space to be developed so close to existing residential space is unacceptable. It feels as though the developer makes modest modification with the tactic that eventually the local authority will accept it as though they are mitigating the neighbour's objections. The design is less aggressive than previous applications, but is still fundamentally unacceptable. The impact from within the existing flats on higher floors will be dramatic, both in terms of overlooking and overbearing new structure being built so close. I have previously voiced concerns relating to the impact on the public at street level, as Well Court is already challenged in respect of light, and this proposal must make matters worse.

The proposal fails to recognise that several hours of sunlight coming from the east will be entirely lost due to the proposed construction blocking the sun. The developer is aware of all of the above, yet fail to consult with any neighbours or freeholders.

They certainly must believe the City of London planners will relent with their continual applications, if only to draw a line under the matter allowing scarce public resource to be



more meaningfully applied elsewhere. I sense that the City of London Planners may soon propose this scheme for acceptance, on the grounds that it has been scaled back, but this loses sight of the fundamental shocking inappropriateness of developing adjacent to resident's bedrooms, kitchens, lounges and outside amenity space.

It makes total sense to promote zoned residential development in the City, reducing congestion as a result of City workers not having to commute. However, protection of the rights of those residential zones seem to be under threat here, with a sense that commercial development generating new jobs trumps their rights which would certainly be protected in neighbouring boroughs. I still consider that as our residences are already in existence, the proposals have to plan to accommodate us, yet they still give very little recognition that we exist or provide any assessment of how their proposals impact on residential amenity.

I have again taken advice from Stansgate Planning Consultants on the amended plans and further documents on the web site. Based on their advice, I still object to the proposals on the following grounds:

- The proposals conflict with the National Planning Policy Framework as they are not sustainable development;
- The proposals conflict with the development plan and there are no material considerations to indicate a decision should be made other than in accordance with the development plan;
- Loss of amenity due to the overbearing building structure only metres away;
- Loss of sunlight and daylight
- Disturbance caused by noise and light pollution.

### **Conflict with the National Planning Policy Framework**

A new National Planning Policy Framework was published July 2018 that supersedes that of 2012. It continues a presumption in favour of sustainable development and paragraph 7 states the purpose of the planning system is to contribute to the achievement of sustainable development – summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The proposals are not considered sustainable development as they fail to meet the overarching social and environmental objectives which are mutually supportive of an economic objective.

*A social objective* – it fails to bring about a well-designed built environment and support communities' health and social well-being as:

- it fails to respect residential amenity by the introduction of an overbearing structure within metres of the only habitable room windows of residential flats at 12 Well Court;
- it introduces noise, light pollution and disturbance by incorporating additional offices which will be cleaned at night. Notwithstanding that it will be at 90 degrees to the windows and roof terrace of the flats at 12 Well Court;
- it decrease the sunlight and daylight in the flats and at street level in Well Court, with the result of adverse impact on residents health and well-being and the need for additional use of electric lighting and a resultant increase in carbon footprint.

*An environmental objective* – it fails to protect and enhance our built and historic environment, adding to pollution with greater use of electric lighting which fails in the objective of moving towards a low carbon economy. Environmentally sustainable development seeks to increase sunlight and daylight into dwellings so as to reduce the use of scarce resources and reduce our carbon footprint.



## **Conflict with the development plan**

Planning law requires decisions are made in accordance with the development plan unless material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004 and Section 70(2) T&CP Act 1990). The Development plan in this case comprises the **adopted London Plan (LP)** and the **City of London Local Plan (CoLLP)**. The emerging plans are not advanced enough to carry significant weight in decision making. There are a number of relevant policies with which the proposals conflict as set out in each objection below and there are no material considerations that would indicate a decision should be made otherwise than in accordance with the development plan.

### **Loss of Amenity**

The proposals conflict with the following policies:

**LP Policy 7.6** states that buildings and structures should not *“cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.”*

**CoLLP Policy CS.10 Design**, seeks for proposals to have *a positive relationship to neighbouring buildings.*

**Policy DM 21.3 Residential Environment Point 3** – *says all development proposals should be designed to avoid overlooking and seek to protect the privacy, day light and sun light to adjacent residential accommodation.*

**Policy DM 10.3 Roof gardens and terraces** seeks to *encourage high quality roof gardens and terraces.*

Notwithstanding that the fourth and fifth floors are now proposed stepped back away from 12 Well Court, they are still only 5.5m and 7m away respectively. The proposals conflict with these development plan policies for the reasons as below.

- there is still a loss of privacy and loss of amenity due to increased noise from the new fourth floor at a distance of just 5.5m away;
- The new fifth floor office is still at a distance of only 7m from the windows of 12 Well Court which presents an overbearing structure in close proximity causing an oppressive environment and loss of outlook;
- The very existence of the proposed building puts a solid structure only a matter of a few metres from no.12. It is acknowledged there is a mansard roof on the fourth floor existing but the proposal still breaches the existing envelope of this and changes an existing passive environment to an active environment detrimental to residential amenity;
- It closes the gap between buildings significantly, presenting an overbearing feature that dominates any outlook and the dominance of the structure is evidenced by the loss of sunlight and daylight.

Overall, it causes unacceptable harm to the amenity of a residential building in conflict with LP Policy 7.6, CoLLP Policy CS.10 and DM 21.3 and 10.3. It overshadows no.12, has a negative relationship, and fails to protect privacy.

Previously, Flat 7 objected to the new fire escape ladder that was relocated to go up the proposed building and which gave access onto the roof terrace of Flat 7 causing an

obstruction and unsightly highly prominent feature. The plans show this to be within a setback on the proposed building. This is still a prominent and unsightly feature rising up the wall and highly visible from a modest size roof terrace. It still causes loss of visual amenity.

#### **Loss of sunlight and daylight**

**CoLLP Policy DM 10.7** seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings taking account of Building Research Establishments (BRE) Guidelines. Given the close proximity of the buildings and the fact that the proposals are south of 12 Well Court, an increase in the size and height as proposed will noticeably reduce the sunlight and daylight.

BRE on behalf of the Corporation, has reviewed the applicant's further calculations and finds an adverse impact, whilst stated as 'minor adverse' it is still adverse and the proposals still fail to meet the guidelines. I would ask each member of the planning department/committee to consider what their honest personal feeling would be if they lived in the existing higher floor flats in respect of impact on daily living environment?

The proposals do not accord with the development plan. They conflict with **CoLLP Policy DM 10.7** which seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings. It also conflicts with **CoLLP Policy DM21.3** as above.

Looking ahead, a new standard for natural light within buildings will be implemented later this year and once adopted applications will need to abide by it. It raises the bar for targets and assessment methods, aiming to support sustainable development and occupants' health and wellbeing. It will supersede the current British Standard on which the BRE guidelines are based.

#### **Disturbance caused by noise and light pollution**

**CoLLP Policy DM15.7** says development should not adversely affect noise or light sensitive uses such as housing.

The applicant proposes noise from plant and machinery along with light pollution, is conditioned on a planning permission. This might be a suitable way to control fixed noise from plant and machinery but it is not possible to control the general noise and disturbance created by coming and going and general movement or light pollution.

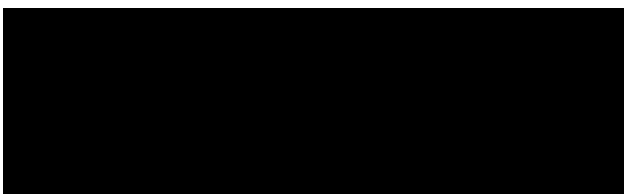
There will inevitably be loss of amenity through noise, disturbance and light pollution that cannot be controlled. As such the proposals conflict with **CoLLP Policy DM15.7**.

#### **Decision Making**

The planning system is plan led. Planning law requires decisions are made in accordance with the development plan unless material considerations indicate otherwise.

Overall, the proposals are not sustainable development. They conflict with the development plan and as there are no other material considerations that find in favour, it is respectfully requested that planning permission is refused. Furthermore, there does not appear to be any way in which these concerns could be addressed as the loss of amenity and conflict with the development plan derives from all parts of the proposals.

Yours sincerely



# Photographs from 12 Well Court



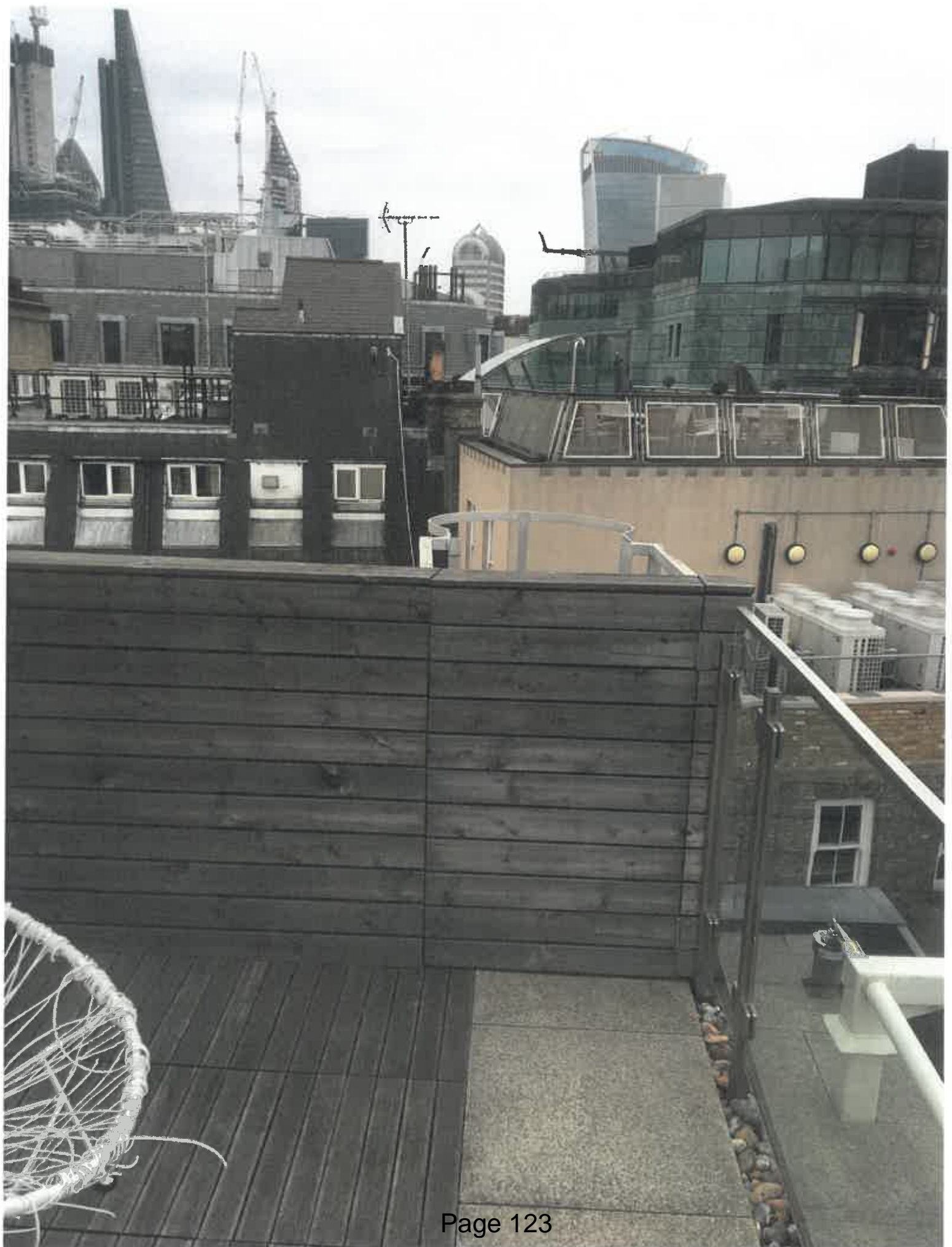


























# Comments for Planning Application 18/00033/FULL

## Application Summary

Application Number: 18/00033/FULL

Address: 8, 9 & 13 Well Court London EC4M 9DN

Proposal: Extension of the existing building to provide a proposed fourth, fifth and sixth floor of office (Class B1) floorspace plus removal of existing plant at fourth floor level and installation of plant and plant enclosures at sixth floor roof level. (436sq.m GIA).

Case Officer: Michael Blamires

## Customer Details

Name: Ms Martha Powley

Address: Fraser & Co.Unit 12 West End Quay 1 South Wharf Road London

## Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other

Comment:23rd November 2018,

[NAME],

Flat [number],

12 Well Court,

London,

EC4M 9DN

Michael Blamires

Department of the Built Environment

City of London

Guildhall

PO Box 270

London

EC2P 2EJ

Dear Mr Blamires

PLANNING APPLICATION 18/00033/FUL - amendments 14 November 2018

8,9 AND 13 WELL COURT, LONDON EC4M 9DN



Thank you for your re-consultation on the above application.

I still object to the proposals as the latest amendments do not address my concerns and the fundamental issues of the proposed development have not been addressed. Mere moderation of an overbearing development fails to remove the critical issues of putting brick walls meters away from bedrooms and habitable rooms. The current residential amenity will be heavily compromised through adverse sunlight, daylight and general impacts which conflict with City of London Local Plan (CoLLP) policies. Many of the grounds of my previous objection still stand and should be taken into account.

To have to navigate another revision for the 5th time clearly demonstrates that this is not a straightforward, simple or positive plan. There are so many barriers to this development, and although some have been eased, the main issues remain critical and fundamentally contradict various CoLLP policies. Despite the 5th revision the development is still overbearing and it is becoming increasingly obvious that this is not a suitable development location.

Unfortunately, once again, the applicant has failed to consult with residents. Only reaching out after submitting new plans, rendering the consultation process meaningless. Material changes and concessions on this proposal once again fail to address the core issues.

The applicant continues to ignore my objections and those of other residents of 12 Well Court and still has blatant disregard for our levels of amenity. The changes to the latest scheme, reflect their desires to seemingly meet the Sunlight and Daylight standards rather than respect our amenity and engage in a meaningful compromise.

The BRE report seems to take a very cavaliering approach to residential amenity in terms of the quality of sunlight/daylight. It is surprising to see the proposed development as having a 'minor adverse' impact for sun and daylight considering the major reduction of light/skylight to the majority of the building. This is a residential block and the resident's quality of life is being negated in terms of deteriorating sunlight and daylight for commercial units.

In any event, an adverse impact means it fails to meet the BRE guidelines and therefore conflicts with the development plan.

The CoLLP is supposed to protect and support residents to preserve this amenity. The first three floors all fail the sunlight guidelines year round, the fourth floor fails to meet the winter guidelines at a time when light is of great importance. This does not seem to be a 'minor adverse' impact when it affects over 62% of the building. There is a similar pattern with regards to daylight via a clear loss of daylight to multiple habitable rooms throughout the building. Again there has not been any clarification, or acknowledgment, as to whether the report takes into account the Eastern lighting loss. This is a major issue considering southern mirroring assessments of the building neglect any morning light from the East. If the current lighting was at a good level, then a

deterioration could be palatable; however the lighting is already challenged and any further reductions in light will make the situation drastic and critical.

The applicant cannot demonstrate that Sunlight and Daylight standards are met, the proposal is still overbearing in the outlook's context with a new building structure being erected metres away from habitable rooms and windows. Should this be in any other council outside of the City this scheme would never be considered.

It is helpful that the fourth and fifth floor balconies have been removed and that new windows are to be fixed shut. There is still a roof terrace proposed so still potential for overlooking, noise and disturbance.

I still consider that as our residences are already in existence, the proposal has to plan to accommodate us, yet the applicant still gives very little recognition that we exist or provides any assessment of how their proposals impact residential amenity.

I have again taken advice from Stansgate Planning Consultants on the amended plans and further documents on the web site. Based on their advice, I still object to the proposals on the following grounds:

The proposals conflict with the National Planning Policy Framework as they are not sustainable development;

The proposals conflict with the development plan and there are no material considerations to indicate a decision should be made other than in accordance with the development plan;

Loss of amenity due to the overbearing building structure only metres away from habitable rooms;

Loss of sunlight and daylight to below the accepted standard in the BRE guidelines;

Disturbance caused by noise from a roof terrace, general activity and light pollution.

#### Conflict with the National Planning Policy Framework

A new National Planning Policy Framework was published July 2018 that supersedes that of 2012. It continues a presumption in favour of sustainable development and paragraph 7 states the purpose of the planning system is to contribute to the achievement of sustainable development - summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The proposals are not considered sustainable development as they fails to meet the overarching social and environmental objectives which are mutually supportive of an economic objective.

A social objective - it fails to bring about a well-designed built environment and support communities' health and social well-being as:

it fails to respect residential amenity by the introduction of an overbearing structure within metres (as extreme as sub 4m) of the only habitable room windows of residential flats at 12 Well Court; it decrease the sunlight and daylight in the flats and at street level in Well Court, with the result of adverse impact on residents health and well-being and the need for additional use of electric lighting and a resultant increase in carbon footprint.

An environmental objective - it fails to protect and enhance our built and historic environment, adding to pollution with greater use of electric lighting which fails in the objective of moving towards a low carbon economy. Environmentally sustainable development seeks to increase sunlight and daylight into dwellings so as to reduce the use of scarce resources and reduce our carbon footprint.

### Conflict with the development plan

Planning law requires decisions are made in accordance with the development plan unless material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004 and Section 70(2) T&CP Act 1990). The Development plan in this case comprises the adopted London Plan (LP) and the City of London Local Plan (CoLLP). The emerging plans are not advanced enough to carry significant weight in decision making. There are a number of relevant policies with which the proposals conflict as set out in each objection below and there are no material considerations that would indicate a decision should be made otherwise than in accordance with the development plan.

### Loss of Amenity

The proposals conflict with the following policies:

LP Policy 7.6 states that buildings and structures should not "cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate."

CoLLP Policy CS.10 Design, seeks for proposals to have a positive relationship to neighbouring buildings.

Policy DM 21.3 Residential Environment Point 3 - says all development proposals should be designed to avoid overlooking and seek to protect the privacy, day light and sun light to adjacent residential accommodation.

Policy DM 10.3 Roof gardens and terraces seeks to encourage high quality roof gardens and terraces where they do not:  
immediately overlook residential premises;



CoLLP Core Strategic Policy (CS21): To protect the existing housing of the 'only 9,000' residents of the city. and the failure to meet the CoLLP Policy DM 21.3.1: where by the applicant is unable to comply with the policy due to the nature and proximity of the development as they are unable to demonstrate adequate mitigation measures to address detrimental impact on residential environment.

CoLLP Policy 3.21.10: Says- the presence of housing can also inhibit the development of neighbouring sites and commercial activities due to the need to protect residents amenities.

Notwithstanding that the fourth and fifth floors are now proposed stepped back away from 12 Well Court, they are still mere meters away respectively. The proposals conflict with these development plan policies for the reasons as below.

The new fifth floor office is still sub 7 meters away from the windows of 12 Well Court ; whilst the 4th floor is only 5.5m away from 12 Well Court which presents an overbearing structure in close proximity to bedrooms causing an oppressive environment and loss of outlook;

The very existence of the proposed building puts a solid structure only a matter of a few metres from no.12. The proposal still breaches the existing envelope of the site and changes from an existing passive environment to an active environment are detrimental to residential amenity;

It closes the gap between buildings significantly, presenting an overbearing feature that dominates any outlook and the dominance of the structure is evidenced by the loss of sunlight and daylight.

Overall, it causes unacceptable harm to the amenity of a residential building in conflict with LP Policy 7.6, CoLLP Policy CS.10 and DM 21.3 and 10.3. It overshadows no.12 and has a negative relationship and fails to protect privacy.

#### Loss of sunlight and daylight

CoLLP Policy DM 10.7 seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings taking account of Building Research Establishments (BRE) Guidelines. Given the close proximity of the buildings and the fact that the proposals are south of 12 Well Court, an increase in the size and height as proposed will noticeably reduce the sunlight and daylight.

BRE on behalf of the Corporation, has reviewed the applicant's further calculations and finds an adverse impact, whilst stated as 'minor adverse' it is still adverse and the proposals still fail to meet the guidelines.

The proposals do not accord with the development plan. They conflict with CoLLP Policy DM 10.7

which seeks to resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings. It also conflicts with CoLLP Policy DM21.3 as above.

Looking ahead, a new standard for natural light within buildings will be implemented later this year and once adopted applications will need to abide by it. It raises the bar for targets and assessment methods, aiming to support sustainable development and occupants' health and wellbeing. It will supersede the current British Standard on which the BRE guidelines are based.

Disturbance caused by noise and light pollution

CoLLP Policy DM15.7 says development should not adversely affect noise or light sensitive uses such as housing.

The applicant proposes noise from plant and machinery along with light pollution, is conditioned on a planning permission. This might be a suitable way to control fixed noise from plant and machinery but it is not possible to control the general noise and disturbance created by coming and going and general movement or light pollution. As there remains a roof terrace, there will be outdoor noise affecting Well Court residents.

There will inevitably be loss of amenity through noise, disturbance and light pollution that cannot be controlled. As such the proposals conflict with CoLLP Policy DM15.7.

Decision Making

The planning system is plan led. Planning law requires decisions are made in accordance with the development plan unless material considerations indicate otherwise.

Should this decision go to a planning committee, I would ask that the committee visits 12 Well Court to regard the scope and critical effects of the proposed development.

Overall, the proposals are not sustainable development. They conflict with the development plan and as there are no other material considerations that find in favour, it is respectfully requested that planning permission is refused. Furthermore, there does not appear to be any way in which these concerns could be addressed as the loss of amenity and conflict with the development plan derives from all parts of the proposals. Each on their own may appear minor but cumulatively, the impact is major and critical.

Yours sincerely,

Martha Powley, Property Manager on behalf of Puay Koon, landlord of Flat 4



# Comments for Planning Application 18/00033/FULL

## Application Summary

Application Number: 18/00033/FULL

Address: 8, 9 & 13 Well Court London EC4M 9DN

Proposal: Extension of the existing building to provide a proposed fourth, fifth and sixth floor of office (Class B1) floorspace plus removal of existing plant at fourth floor level and installation of plant and plant enclosures at sixth floor roof level. (436sq.m GIA).

Case Officer: Michael Blamires

## Customer Details

Name: Ms Martha Powley

Address: Fraser & Co. Unit 12 West End Q 1 South Wharf Road London

## Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

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- Noise
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Yours sincerely,

Martha Powley, Property Manager signing on behalf of Tse Ting, landlord of Flat 1 Well Court

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<b>Committees:</b> Corporate Projects Board <i>[for information]</i> Planning & Transportation Committee <i>[for decision]</i> Projects Sub <i>[for decision]</i> Culture, Heritage and Libraries Committee <i>[for information]</i>		<b>Dates:</b> 31 January 2019 19 February 2019 20 February 2019 25 March 2019
<b>Subject &amp; Project Title:</b> Tower Bridge Re-Decking and Approach Viaduct Waterproofing Project	<b>Unique Project Identifier:</b> 11505	<b>Outcome Report</b>  <b>Approval Route</b> <b>Complex</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Mark Bailey – Principal Engineer		<b>For Decision</b>

## PUBLIC

### Summary

#### **[S1] Key conclusions**

The objectives set at Gateway 1/2 in 2014 were to implement essential major civil engineering maintenance works to the Grade 1 listed Tower Bridge and its approach viaduct structures, including replacement or refurbishment of the timber decking to the bridge bascules, replacement of expansion joints to the fixed spans and waterproofing the northern approach viaduct.

The scope was later modified at Gateway 3, at the request of members, in order to consider making further use of the disruptive three-month road closure required by these works, to include further cyclic maintenance of other operational and structural elements, in order to mitigate against future disruption to public and road users. This included waterproofing of the southern approach viaduct, full resurfacing of roads and footways, replacement of obsolescent traffic signals and related bridge control systems, works to bascule pawls/buffers and structural repairs to the bascule nosing bolt inspection gantry

These major works were successfully completed to scope/specification one week ahead of programme in December 2016 and within the project budget set at Gateway 5.

In addition, a replacement *average speed* traffic enforcement system for the bridge was commissioned in January 2018 as part of the capital project, incorporating new Automatic Number Plate Recognition (ANPR) cameras as well as back-office support systems in City of London Police property

Furthermore, arrangements have been negotiated during 2017 and 2018 with Transport for London and Southwark Council whereby a separate *weight-limit*

ANPR traffic enforcement system will shortly become fully operational, following an initial trial period, and enforced by Southwark Council on behalf of Transport for London (TfL), at no cost to the City of London.

The delay in bringing this report to committee is as a result of protracted discussions to implement the ANPR traffic enforcement arrangements to the satisfaction of officers and the time taken in auditing the final account for the construction contract.

#### **[S2] Key Learning and Recommendations**

1. The benefit realised in working closely with City Procurement from the early stages of the project and in selecting the most appropriate procurement strategy for the planning and execution of the works, conscious of the particular constraints and sensitivities of individual sites. For this project, the use of Early Contractor Involvement and a Design-and Build contract was key.
2. The benefit realised in early involvement and engagement with all stakeholders, particularly Transport for London (TfL), the Port of London Authority (PLA), local authorities, local businesses and local residents, in close liaison with the Town Clerk's Media Team and Tower Bridge Exhibition
3. The benefit realised in having the ability to respond quickly to compensation events under NEC3 works contracts by reference to allocated risk allowances, with expenditure from such allowance being subject to approval under urgency by Chairman and Deputy Chairman of Projects Sub Committee.
4. For future projects, advance consideration of enforcement measures to combat cyclists who elect not to use dedicated diversion routes and not dismount when passing along pedestrian pathways through bridge or other works.
5. For future projects, an understanding of the challenging constraints of carrying out major construction works on Tower Bridge, without adequate areas outside of the public highway for site welfare and site compound facilities. In previous projects of this type, advantage would have been taken from the yard area at Bridgemaster's House that has now been redeveloped
6. It is noted that, as was the case here, the main contracted works did not represent the full extent of the project and the timeframe for submitting the G6 Outcome Report was not entirely set by the contracted works programme

#### **[S3] Decisions required**

Members are asked to approve the content of this Outcome Report, and that the Project will be closed.

## Main Report

<b>Design &amp; Delivery, Variation and Value:</b>	
<b>Design &amp; Delivery Review-</b>	
<b>[1] Design into Delivery</b>	<p>It is our opinion that the decisions taken early in the project by the Engineering Team, in agreement with City Procurement, to opt for an Early Contractor Involvement (ECI) approach with a Design-and-Build contract, set the path to a successful project for a very intensive series of works on a very sensitive site with considerable logistical constraints.</p> <p>It was felt that a contractor was best placed to manage these risks and steer the design towards the most practical and efficient solutions to deal with these constraints.</p> <p>This included contractor involvement in investigations at an early stage (as well as the costs involved in those investigations), which it is considered greatly reduced subsequent construction stage financial and time risks.</p> <p>Whilst this resulted in greater upfront costs, these were outweighed by a clear benefit in de-risking the project and enabling an efficient start to the works to that dates agreed years in advance with the various statutory authorities.</p>
<b>[2] Options appraisal</b>	<p>It is believed that the procurement and engineering options chosen at Gateways 3 and 4 allowed the project to fully meet its objectives and provide long term value to the City. No compromises or significant changes were necessary against the options approved in order to deliver the project.</p>
<b>[3] Procurement Route</b>	<p>An openly tendered Design-and-Build contract with ECI set the path to a successful project for a very intensive series of works on a very sensitive site with considerable logistical constraints</p> <p>In addition to the Design-and-Build contractor, professional services were procured for Cost Consultancy services (using Capita, following open tender) and technical checking and contract supervisory services (using AECOM, under their term consultancy contract). AECOM were also employed to help develop the technical specification and contract documents for the new ANPR traffic enforcement systems</p> <p>The contract for the design, installation and maintenance of the average speed ANPR system (operated by City Police) was procured outside of (and subsequent to) the main works contract, by mini-competition using the Crown Commercial Services Framework RM1089 Lot 2: Traffic Management Technology - Traffic Monitoring and Traffic Enforcement Cameras</p>

<b>[4] Skills base</b>	The City of London was able to effectively manage and deliver this project, with the assistance of external resources in the areas of cost consultancy, contract supervision, technical checking and design consultancy services (ANPR traffic enforcement systems).				
<b>[5] Stakeholders</b>	<p>Very positive collaborative working relationships were maintained from a very early stage with Transport for London, Port of London Authority, Tower Bridge (Exhibition and Operational) and involving the Town Clerk Media teams, working in close and regular liaison with the Design and Build Contractor. This included a number of face-to-face public engagement sessions with local residents and businesses.</p> <p>Very little negative feedback was received during the project. Where received, this mainly concerned the failure of cyclists to observe signed diversion routes and observe clear signage on the bridge to dismount when travelling through dedicated pedestrian paths, once the road was closed to vehicular traffic.</p>				
<b>[6] Closing RAG rating</b>	<table border="1" data-bbox="533 936 1331 1003"> <tr> <td>Project Risk Assessment</td> <td><i>Low</i></td> </tr> <tr> <td>Project RAG rating</td> <td><i>Green</i></td> </tr> </table>	Project Risk Assessment	<i>Low</i>	Project RAG rating	<i>Green</i>
Project Risk Assessment	<i>Low</i>				
Project RAG rating	<i>Green</i>				
<b>[7] Positive reflections</b>	<p>The use of Early Contractor involvement and a Design-and-Build contract undoubtedly played a major part in contributing to the success and timely delivery of the project under very challenging and high-profile circumstances, thus protecting the City's reputation</p> <p>Early engagement and collaboration with all stakeholders, including Transport for London (TfL), the Port of London Authority (PLA), local authorities, local businesses and local residents, in close liaison with the Town Clerk's Media Team and Tower Bridge Exhibition also played a large part in the success and smooth execution of the works.</p> <p>It should be noted that the negotiations for road closures and reduced services for large cruise liners during the works (with TFL and PLA respectively) commenced 5 years before the works commenced and before project initiation.</p>				
<b>[8] Improvement reflections</b>	<p>It is considered that there are very few areas where improvement could be made, which tends to support the procurement and management approach used on the project. However, in retrospect:-</p> <ol style="list-style-type: none"> <li>1. It would have perhaps been prudent to liaise directly with Southwark Council highways department at an earlier time, at least as a courtesy, rather than relying on the assumption that TfL would do this (as is their responsibility as the relevant highway authority). This resulted in some slight friction near the</li> </ol>				

	<p>beginning of the project, albeit later overcome.</p> <ol style="list-style-type: none"> <li>2. Experience showed that it would have also been prudent to allow for additional highway enforcement resources to cope with numerous cyclists who ignored all signage and other efforts to dismount from their cycles while using the footways during the works. Whilst there were few complaints received from the public during the works, the vast majority of these related to this issue. Earlier identification of this issue may have resulted in the ability to allow for the costs of additional enforcement resources to be budgeted and made available during the works</li> <li>3. The previous loss of car parking and yard space to Bridgemaster's House meant that the contractors' facilities for a large project of this nature needed to be located within the works themselves and on the public highway. This reduced the available working area and complicated final resurfacing works at completion.</li> </ol>
<b>Variation Review-</b>	
<p><b>[9] Assessment of project against key milestones</b></p>	<p>Following gateway 1/2, all deadlines for subsequent gateway milestones were met, to ensure a start date on 1<sup>st</sup> October 2016 that had been agreed several years beforehand with Transport for London and the Port of London Authority. Discussions with these parties first commenced 5 years before the works began and prior to project initiation</p>
<p><b>[10] Assessment of project against Scope</b></p>	<p>The original scope set at Gateway 1/2 in 2014 was to implement essential major civil engineering maintenance works which included replacement or refurbishment of the timber decking to the bridge bascules, replacement of expansion joints to the fixed spans and waterproofing the northern approach viaduct.</p> <p>At the request of committee, the scope was later modified at Gateway 3, in order to consider making further use of the disruptive three-month road closure required by these works, to include further cyclic maintenance of other operational and structural elements, in order to mitigate against future disruption to public and road users. This included waterproofing of the southern approach viaduct, full resurfacing of roads and footways, replacement of obsolescent traffic signals and related bridge control systems, works to bascule pawls/buffers and structural repairs to the bascule nosing bolt inspection gantry</p> <p>These major works were successfully completed to scope/specification one week ahead of programme in December 2016 and within the project budget set at Gateway 5.</p>

	<p>The only part of the original project proposals not successfully completed (although now imminent) was the installation of a new Automatic Number Plate Recognition (ANPR) weight limit enforcement system for the bridge.</p> <p>As the City are not the highway authority for Tower Bridge, we are unable to enforce this (civil) offence, nor collect the revenue from Penalty Charge Notices (PCN) issued. After protracted negotiations by officers over several years, TfL have agreed for Southwark Council to enforce the weight limit on their behalf.</p> <p>Following a successful trial period in 2018 with an ANPR camera enforcing northbound traffic, Southwark are currently planning to install a new camera so that both directions will be enforced by the end of 2018. Southwark collect the revenue from the PCNs issued and – as a result – have purchased the new cameras and are operating the enforcement at no cost to the City. Southwark Council routinely submit statistics on the number of offences committed to the City, for our monitoring purposes, as indicated in Appendix 2 of this report.</p> <p>ANPR Average Speed enforcement systems were successfully replaced in January 2018 (subsequent to the main works) and are being operated by City Police (as a criminal offence). As with other criminal offences, the money received from Fixed Penalty Notices (FPN) is directed to the Home Office and cannot be used locally.</p>
<p><b>[11] Change</b></p>	<p>No changes to the scope of the works were necessary following Gateway 5.</p> <p>A number of Compensation Events became apparent under the works contract, arising from unforeseen conditions of buried elements (in spite of extensive prior investigations). These lead to increased costs that were well within the project risk allowance identified at Gateway 5, as report to committee by subsequent issue reports.</p>
<p><b>[12] Risks and Issues</b></p>	<p>As noted above, a number of risks pertaining to unforeseen condition of buried elements were realised during the work. These lead to an increase in the final contract sum but did not delay the works, which completed one week early than programmed in late December 2016, immediately prior to the Christmas holiday.</p> <p>In response to notifications for compensation events under the main works contract £245,000 (or 49%) of the £500,000 risk allowance approved at Gateway 5 was released to the project, although the final contract sum was settled at approximately £194,000 increase on the original contact sum. This represented £39% of the risk allowance and 4% of the original contract sum.</p>



<b>[13] Transition to BAU</b>	<p>As part of the stakeholder management plan, continual collaboration took place with Tower Bridge Exhibition during the planning and execution of the works, to ensure that inconvenience to visitors and events was mitigated as far as practicable.</p> <p>Dedicated pedestrian routes through the works were maintained to ensure minimal disruption to pedestrians. On the one weekend when this was not possible (due to prolonged raising of the bascules for maintenance works) the City procured a replacement passenger ferry service across the Thames between nearby river piers, at no cost to the public.</p> <p>The works were also designed and managed such that the City's obligations to lift the bascules to qualifying river vessels at 24 hours' notice was maintained throughout the works.</p> <p>The TFL road was fully re-opened to vehicular traffic upon completion, one week earlier than programmed.</p>
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**Value Review**

<b>[14] Budget</b>	<table border="1"> <tr> <td><i>Budget envelope at Gateway 2:</i></td> <td>£250,000 to £5 Million</td> </tr> </table> <table border="1"> <thead> <tr> <th></th> <th><i>At Authority to Start work (G5) (£)</i></th> <th><i>At Completion (£)</i></th> </tr> </thead> <tbody> <tr> <td><i>Fees</i></td> <td>721,000</td> <td>661,834</td> </tr> <tr> <td><i>Staff Costs</i></td> <td>117,000</td> <td>116,992</td> </tr> <tr> <td><i>Works (exc. Risk)</i></td> <td>5,387,000</td> <td>5,235,184</td> </tr> <tr> <td><i>Purchases</i></td> <td>118,000</td> <td>107,245</td> </tr> <tr> <td><i>Other Capital Expend</i></td> <td></td> <td></td> </tr> <tr> <td><i>Risk/Contingency</i></td> <td>500,000</td> <td>245,000</td> </tr> <tr> <td><i>Recharges</i></td> <td></td> <td></td> </tr> <tr> <td><i>Other (Investigations)</i></td> <td>215,000</td> <td>203,239</td> </tr> <tr> <td><b>Total</b></td> <td><b>7,058,000</b></td> <td><b>6,569,494</b></td> </tr> </tbody> </table> <p>The project was completed within the agreed budget, as approved at Gateway 5, with the main contract works being completed 1 week ahead of programme</p> <p>The final account has been verified by the Chamberlain's Financial Services division</p> <p><i>State any outstanding issues, actions to be taken and timescales for resolution.</i></p> <p>The only outstanding issue is a lack of invoicing by Transport for London for services provided in 2016 in respect of traffic management and diversion signage to the value of approximately £62,000, despite repeated reminders. This remains a financial commitment by the City, for services provided, whose cost is included in the total project cost shown in the above table</p>	<i>Budget envelope at Gateway 2:</i>	£250,000 to £5 Million		<i>At Authority to Start work (G5) (£)</i>	<i>At Completion (£)</i>	<i>Fees</i>	721,000	661,834	<i>Staff Costs</i>	117,000	116,992	<i>Works (exc. Risk)</i>	5,387,000	5,235,184	<i>Purchases</i>	118,000	107,245	<i>Other Capital Expend</i>			<i>Risk/Contingency</i>	500,000	245,000	<i>Recharges</i>			<i>Other (Investigations)</i>	215,000	203,239	<b>Total</b>	<b>7,058,000</b>	<b>6,569,494</b>
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<b>[15] Investment</b>	Not applicable
<b>[16] Assessment of project against key measures of success</b>	<p>At Gateway 5 (Authority to Start Work), the success criteria was defined by the ability of the contractor to complete the works within the 12 week road closure agreed with Transport for London (TfL) and the Port of London Authority (PLA), in accordance with the agreed specification and lump sum cost, whilst also managing the many stakeholders affected by the closure.</p> <p>It should be noted that the negotiations for road closures and reduced services for large cruise liners during the works (with TFL and PLA respectively) commenced 5 years before the works commenced and before project initiation.</p> <p>The works were completed to the agreed specification within the allocated programme (actual completion 1 week early).</p> <p>The final valuation of works was agreed at £5,162,955.62, which exceeded the original tender sum of £5,012,736.43 by approximately £150,000 or 3% due to unforeseen conditions experienced during the works and changes in scope to accommodate these. The additional sums were accounted for by budget adjustments within the overall project budget, as well as calling upon some of the £500,000 risk allocation agreed at Gateway 5, as released by subsequent issue reports.</p> <p>Tower Bridge Exhibition was kept fully open to the public (at normal opening hours) throughout the works, including for private events.</p> <p>All requests for bridge lifts by river traffic were fully accommodated by the contractor throughout the project.</p> <p>A pedestrian foot crossing was provided across the bridge at all times, with the exception of one Saturday – when the bascules needed to remain raised for maintenance works – whereupon the City arranged for an alternative free pedestrian ferry service.</p> <p>Subsequent to the main works, a new ANPR average speed enforcement system has been provided, operated by the City of London Police.</p> <p>A new ANPR weight limit enforcement system has been trialled and is soon to become fully operational, at no cost to the City. This has been negotiated with Southwark Council and TfL who are two of the relevant highway authorities who are able to enforce this offence.</p> <p>In addition, the project was awarded Civil Engineering Project of the Year (up to £10 Million) in the 2017 British Construction Industry Awards</p> <p>It is believed that the successful completion of the works within a tight timescale under difficult conditions, while successfully</p>

	managing all stakeholders, was a major factor in the success at the 2017 BCI Awards.
<b>[17] Assessment of project against SMART Objectives</b>	<p>SMART objectives did not form part of the report proforma when Project Proposals were submitted at Gateway 1/2 in late-2014.</p> <p>However, it should be noted that this project was successfully completed on time and within the project budget set at GW5</p>
<b>[18] Key Benefits realised</b>	<p>As well as reducing annual reactive maintenance costs, the refurbishment of key components of the varying structures mitigates the degradation of the structure under environmental conditions and ageing materials.</p> <p>This helped to satisfy the City's legal obligations to maintain the structures in respect of the Corporation of London (Tower Bridge) Act 1885 as well as our obligations in respect of listed structures status.</p> <p>The waterproofing of the northern approach viaducts mitigated the risk of legal action from Historic Royal Palaces for not keeping the arches in suitably maintained condition.</p> <p>On the south side, waterproofing of the viaduct serves to improve the environment for the Tower Bridge Exhibition (Engine Rooms)</p> <p>The implementation of new ANPR traffic enforcement systems for both speed and weight will also be a key benefit in protecting the bridge in the future from overweight vehicles and dynamic effects caused by excessive speed of vehicles</p>

<b>Lessons Learned and Recommendations</b>	
<b>Lessons Learned-</b>	
<b>[19] General Purpose Review</b>	<p>On the positive side,</p> <ol style="list-style-type: none"> <li>1. It is our opinion that the decisions taken early in the project by the Engineering Team, in agreement with City Procurement, to opt for an Early Contractor Involvement (ECI) approach with a Design-and-Build contract, set the path to a successful project for a very intensive series of works on a very sensitive site with considerable logistical constraints.</li> </ol> <p>It was felt that a contractor was best placed to manage these risks and steer the design towards the most practical and efficient solutions to deal with these constraints.</p>

This included contractor involvement in investigations at an early stage (as well as the costs involved in those investigations), which it is considered greatly reduced subsequent construction stage financial and time risks

2. Very positive collaborative working relationships were maintained between Built Environment, Tower Bridge (Exhibition and Operational) and Town Clerk Media teams, working in close and regular liaison with TfL and other key stakeholders, including Transport for London (TfL), the Port of London Authority (PLA), local authorities, local businesses and local residents. These were considered a key to the smooth execution of the project and in meeting the project timescales agreed years in advance.
3. The management of the NEC3 works contract was assisted by ability to respond quickly to compensation events by reference to allocated risk allowances approved in advance by committee, with expenditure from such allowance being subject to approval under urgency by Chairman and Deputy Chairman of Projects Sub Committee.

It is considered that there are very few areas where improvement could be made, which tends to support the procurement and management approach used on the project. However, perhaps worthy of note:-

1. It would have perhaps been prudent to liaise directly with Southwark Council highways department at an earlier time, at least as a courtesy, rather than relying on the assumption that TfL would do this (as is their responsibility as the relevant highway authority). This resulted in some slight friction near the beginning of the project, albeit later overcome.
2. Experience showed that it would have also been prudent to allow for additional highway enforcement resources to cope with numerous cyclists who ignored all signage and other efforts to dismount from their cycles while using the footways during the works. Whilst there were few complaints received from the public during the works, the vast majority of these related to this issue. Earlier identification of this issue may have resulted in the ability to allow for the costs of additional enforcement resources

	<p>to be budgeted and made available during the works</p> <p>3. Future works should be mindful of the challenging constraints of carrying out major construction works on Tower Bridge, without adequate areas outside of the public highway for site welfare and site compound facilities. In previous projects of this type, advantage would have been taken from the yard area at Bridgemasters House that has now been redeveloped. This meant that the contractors' facilities for a large project of this nature needed to be located within the works themselves and on the public highway. This reduced the available working area and complicated final resurfacing works at completion.</p>
<p><b>[20] Learning sharing and use</b></p>	<p>Disseminated informally within group, at Tower Bridge Strategic Coordination Group meetings and with the Town Clerk's Project Management Office</p>
<p><b>Recommendations-</b></p>	
<p><b>[21] Recommendations</b></p>	<p>1. That it be noted that the project was successfully delivered, on programme and within budget at a very sensitive and logistically difficult location, meeting the City's legal obligations and thereby protecting the City's interests and reputation.</p> <p>2. It is recommended that the lessons learnt be noted and the project be closed</p>
<p><b>[22] AOB</b></p>	<p>1. The delay in bringing this report to committee is as a result of protracted discussions to implement the ANPR traffic enforcement arrangements to the satisfaction of officers and the time taken in auditing the final account for the construction contract.</p> <p>2. The contractor must be congratulated on their performance during the planning, preparation and execution of works, paying due care to public engagement and general stakeholder management in liaison with the City.</p> <p>3. This is undoubtedly reflected by the fact that the project was awarded Civil Engineering project of the Year (up to £10M) at the prestigious 2017 British Construction Industry Awards.</p> <p>4. Credit should also be given to those at Transport for London who helped coordinate the road closures and</p>

	public engagement, which played a crucial role in the success of the project.
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<b>Decisions required</b>	
If any decisions are required in addition to the approval of this outcome report please describe them here:	
N/A	

**Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	ANPR Enforcement Statistics

**Contact**

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<b>Telephone Number</b>	020 7332 1972

# Project Coversheet

## [1] Ownership

**Unique Project Identifier:** 11505      **Report Date:** 15/01/2019  
**Core Project Name:** Tower Bridge Re-Decking and Approach Viaduct  
 Waterproofing Project  
**Programme Affiliation** (if applicable):  
**Project Manager:** Mark Bailey  
**Next Gateway to be passed:** 6 (Outcome Report)

## [2] Project Brief

**Project Mission statement:** Essential major civil engineering works to Tower Bridge

**Definition of need:** To maintain value, amenity and condition of the asset, thereby meeting the City's obligations under Act of Parliament

**Key measures of success:**

- 1) Full scope of works to be completed to the programme agreed > 3 years in advance with TFL/PLA when arranging road closures (prior to project initiation)
- 2) Minimising disruption to river and road traffic, including pedestrians
- 3) Maintaining public access to Tower Bridge Exhibition and events venue

## [3] Highlights

**Finance:**

**Total anticipated cost to deliver [£]:** 6,569,494

**Total potential project liability (cost) [£]:**

**Total anticipated on-going commitment post-delivery [£]:**

**Programme Affiliation [£]:**

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£ 7,058,000 (inc. risk)	n/a	£ 6,569,494
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£ 7,058,000 (inc. risk)	£ 6,569,494	- £488,506
[G] Spend to Date	[H] Anticipated future budget requests	
£ 6,569,494	n/a	

**Headline Financial changes:**

**Since 'Project Proposal' (G2) report:**

◀▶ Approved Budget at G2 in range £250k to £5M, with £3,350,000 identified in 50-year plan. Scope changed following G2 to consider further works that could potentially

be incorporated within the necessary 3-month road closure to implement the original scope, to mitigate against future disruption  
Revised budget in 50-year plan set at £3,857,100 following issue report subsequent to G3, to account for ECI contractor fees

**Since 'Options Appraisal and Design' (G3-4) report:**

▲ Approved Budget at G4 £7,283,000 (inc. £600k risk allowance) to include the increased scope of works considered following G2.

**Since 'Authority to start Work' (G5) report:**



Approved Budget at G5 £7,058,000 (inc. £500k risk allowance).  
Whilst £245k of the risk allowance was subsequently made available to the main construction contract, total project costs can be closed at £6,569,494 due to underspend in other areas.

**Project Status:**

**Overall RAG rating:** Green

**Previous RAG rating:** Green

**[4] Member Decisions and Delegated Authority**

A proportion of the risk allowance was made available to the main construction contract subsequent to G5 under delegated authority, in order to meet contractual obligations arising from Compensation Events from unforeseen condition experienced during works

**[5] Narrative and change**

**Date and type of last report:**

Issue Report 06 June 2017 (approval of final contract sum)

**Key headline updates and change since last report.**

Outcome Report, including update on new ANPR traffic enforcement systems

**Headline Scope/Design changes, reasons why, impact of change:**

**Since 'Project Proposal' (G2) report:**

Scope changed to consider further works that could potentially be incorporated within the necessary 3-month road closure to implement the original scope, to mitigate against future disruption

**Since 'Options Appraisal and Design' (G3-4 report):**

Scope unchanged following G4

**Since 'Authority to Start Work' (G5) report:**

Scope unchanged following G5

**Timetable and Milestones:**

**Expected timeframe for the project delivery:** Completed

**Milestones:** n/a

**Are we on track for this stage of the project against the plan/major milestones?** Project completed, on programme

**Are we on track for completing the project against the expected timeframe for project delivery?** Project completed, on programme

**Risks and Issues**

**Top 3 risks:** n/a – Project complete

<i>Risk description</i>	
<i>Risk description</i>	
<i>Risk description</i>	

See 'risk register template' for full explanation.

**Top 3 issues realised**



<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Unforeseen site conditions	Additional costs. Timely decisions taken to mitigate delays to programme and further costs	Approx. £150,000 increase from tender of approx. £5,013,000 (3%)

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?**

Yes – by careful collaboration between TC Media Team, Transport for London and other stakeholders

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## APPENDIX 2 – ANPR ENFORCEMENT STATISTICS

### Weight Limit ANPR Camera Enforcement Trial by Southwark Council, Northbound Direction only

Month	PCNs Issued	PCNs Paid	PCNs Cancelled	PCNs Open	Sum of Total Paid
February-2018	129	4	125	0	£ 260.00
March-2018	57	43	14	0	£ 3,120.00
April-2018	46	37	9	0	£ 3,729.00
May-2018	42	36	5	1	£ 2,478.00
June-2018	28	19	8	1	£ 1,430.00
July-2018	33	26	5	2	£ 1,950.00
August-2018	40	29	9	2	£ 2,543.00
September-2018	29	19	6	4	£ 1,300.00
October-2018	21	17	2	2	£ 1,365.00
November-2018	43	23	4	16	£ 1,495.00
December-2018	2	0	0	2	£ -
<b>Grand Total</b>	<b>470</b>	<b>253</b>	<b>187</b>	<b>30</b>	<b>£ 19,670.00</b>

Notes:-

1. PCN – Penalty Charge Notice (civil offence, non-endorsed)
2. Only warning notices were issued in the first month of the trial (February 2018) and that these also included some coaches which were cancelled before they were issued (as the offence only relates to goods vehicles and not coaches).

## APPENDIX 2 – ANPR ENFORCEMENT STATISTICS

### Average Speed ANPR Camera Enforcement by City of London Police

Month	Northbound		Southbound		Total	
	Offences	NIPs Sent	Offences	NIPs Sent	Offences	NIPs Sent
January 2018	560	77	576	50	1,136	127
February 2018	462	445	343	322	805	767
March 2018	574	544	702	648	1,276	1,192
April 2018	597	555	513	480	1,110	1,035
May 2018	517	452	558	497	1,075	949
June 2018	485	333	531	469	1,016	802
July 2018	361	335	488	436	849	771
August 2018	496	451	470	434	966	885
September 2018	406	331	325	252	731	583
October 2018	469	416	390	336	859	752
November 2018	376	340	-	-	376	340
<b>Total</b>	<b>5,303</b>	<b>4,279</b>	<b>4,896</b>	<b>3,924</b>	<b>10,199</b>	<b>8,203</b>

Notes:-

1. NIP = Notice of Intended Prosecution
2. Southbound system not functional during November.

**APPENDIX 2 – ANPR ENFORCEMENT STATISTICS**

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<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation Committee	19/02/2019
<b>Subject:</b> 5 <sup>th</sup> European Congress of Local Governments – Member travel approval	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Bruce McVean, Strategic Transportation Group Manager	

## Summary

This report seeks approval for the Planning and Transportation Committee Chairman to attend the 5<sup>th</sup> European Congress of Local Governments, which will be held in Krakow, Poland on 8 and 9 April 2019.

The Chairman has been invited to speak as part of a panel on 'Car-free City Centres'. This provides an opportunity to promote the City Corporation's Transport Strategy and planned and recently completed projects, such as Bank and Aldgate Square

Attending the Congress will support efforts to maintain and develop relationships with European countries and cities. Attendance is supported by the Policy and Resources Committee Chairman and the Director of Economic Development.

## Recommendation

Members are asked to:

- Agree to Member travel to attend the 5<sup>th</sup> European Congress of Local Governments.

## Main Report

### Background

1. The European Congress of Local Governments is considered to be central Europe's largest international conference dedicated to local governments, with over 2,200 people attending last year. The event provides an opportunity for local leaders to meet and network with other public administrations, NGOs and businesses. It covers a wide range of issues, including transport, planning and development and smart cities.
2. The Planning and Transportation Committee Chairman has been invited to speak at the Congress as part of a panel on 'Car-free City Centres'. This provides an opportunity to promote the City Corporation's approach to prioritising people

walking (as set out in the draft Transport Strategy), highlight the success of projects such as Bank on Safety and Aldgate Square, and outline proposed projects, for example the City Cluster Area Strategy. Representatives from Croatia, Sweden and Italy have also been invited to join the panel.

### **Proposals**

3. It is proposed that the Planning and Transportation Committee Chairman attend the Congress to take part in the panel discussion and attend other relevant conference sessions.
4. It is also proposed that the Chairman be accompanied by an officer, most likely the Strategic Transportation Group Manager. This will allow the panel discussion to be recorded and reported back to the Committee as well maximising the opportunity for learning and networking.

### **Corporate and Strategic Implications**

5. Attending the Congress will support Corporate efforts to maintain and develop relationships with European countries and cities.
6. The Chairman's attendance is supported by the Policy and Resources Committee Chairman and the Director of Economic Development.

### **Implications**

7. This is Category 2 trip and will be booked in accordance with the City of London Corporation Business Travel Scheme. The estimated cost of Member travel and accommodation is £500.

### **Appendices**

- None

### **Bruce McVean**

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<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation Committee – For information	19022019
<b>Subject:</b> Department of the Built Environment: ‘Brexit’ Update	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Paul Beckett, Policy & Performance Director, DBE	

## Summary

This short report updates Members on the potential implications of Brexit for the Department of the Built Environment.

The report notes that risks are also being considered corporately and focusses on those issues which have a particular relevance for the Department. A key consideration is to ensure that the plans, strategies, projects and services being delivered by the Department can still be delivered during and after Brexit. The Department’s role in ‘shaping’ the future City will remain important to ensure that it remains a ‘vibrant and thriving City, supporting a diverse and sustainable London within a globally-successful UK’, as set out in the Corporate Plan.

## Recommendation(s)

Members are recommended to:

- Note this report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

## Main Report

### Background

1. The UK Government’s commitment to the withdrawal of the UK from the EU will have wide ranging implications for the country, the City, the City Corporation and the Department of the Built Environment. It will create opportunities to be seized and risks to be mitigated. The opportunities and risks will depend on the detailed withdrawal arrangements which are yet to be agreed. Meanwhile a priority is to ensure that foreseeable risks have been mitigated where practical and that the service remains resilient in uncertain times.

## **Risks**

2. Risks which apply to all parts of the organisation are being addressed corporately, but these will still need to be mitigated to some extent at departmental level to ensure that the Department remains in a position to implement its business plan. Examples include the potential short-term and longer-term impacts on supply chains, staff retention, income streams and the demand for services. Such risks could affect delivery of the Department's projects and services if they were to constrain availability of staff and materials. They could also affect the Department's income streams and the demand for its services if Brexit were to lead to significant changes in behaviour. These risks affect all departments and the Director of the Built Environment represents the Department at the corporate working group.
3. Brexit will have short-term and long-term effects on economic and employment growth, in the City and elsewhere, depending on the detailed arrangements to be agreed. Whatever those arrangements, London's strong underlying strengths as a global business centre will remain, meaning it is necessary to plan for sustainable long-term growth.
4. Evidence so far suggests that there is a continuing strong demand to invest in and develop in the City. 565,000 square metres of new office stock have been completed since 2016, leading to a net increase in City office stock from 8.72 to 8.95 million square metres. Employment in the City has also increased from 484,000 to 513,000 during this period. There are another 1.21 million square metres of office floorspace under construction. Planning applications for large developments have continued to be received resulting in large committee agendas at times. Pre-application discussions are also continuing in relation to a number of major development projects.

## **Conclusion**

5. At this stage the Department considers that it will be able to deliver its services and implement its business plan during and after Brexit. However the uncertain wider situation means that further updates will continue to be provided by the Director in spoken or written form to subsequent committee meetings as appropriate.

### **Paul Beckett**

Policy & Performance Director, Department of the Built Environment

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