



Planning and Transportation Committee

Date: MONDAY, 18 MARCH 2019
Time: 10.00 am
Venue: OLD LIBRARY - GUILDHALL, LONDON, EC2P 2EJ

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 Saumarez
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	

Enquiries: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
N.B: 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 19 February 2019.

For Decision
(Pages 1 - 18)
4. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 19 - 22)
5. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY SINCE THE LAST MEETING OF THE COMMITTEE**
Report of the Town Clerk.

For Information
(Pages 23 - 24)
6. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 25 - 38)
7. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 39 - 42)
8. **PUBLIC LIFT REPORT**
Report of the City Surveyor.

For Information
(Pages 43 - 44)

9. **MILLENNIUM INCLINATOR UPDATE REPORT**
Report of the City Surveyor.
- For Information**
(Pages 45 - 48)
10. **SEAL HOUSE**
Report of the Chief Planning Officer and Development Director.
- For Decision**
(Pages 49 - 146)
11. **DOCKLESS CYCLE HIRE**
Report of the Director of the Built Environment.
- For Decision**
(Pages 147 - 162)
12. **STATEMENTS OF COMMON GROUND**
Report of the Director of the Built Environment.
- For Decision**
(Pages 163 - 168)
13. **PUBLICATION OF THE GOVERNMENT'S HOUSING DELIVERY TEST RESULTS FOR THE CITY OF LONDON**
Report of the Director of the Built Environment.
- For Information**
(Pages 169 - 172)
14. **THE TRANSITION TOWARDS A ZERO-EMISSION FLEET**
Joint report of the Director of the Built Environment and the Chamberlain.
- For Information**
(Pages 173 - 182)
15. **CONSTRUCTION LEVY - CODE OF PRACTICE FOR DECONSTRUCTION AND CONSTRUCTION SITES NINTH EDITION 2019.**
Joint report of the Interim Director of Markets and Consumer Protection and the Chief Planning Officer and Development Director.
- For Information**
(Pages 183 - 258)

16. **FINAL DEPARTMENTAL BUSINESS PLAN 2019/20 - DEPARTMENT OF THE BUILT ENVIRONMENT**

Report of the Director of the Built Environment.

For Decision
(Pages 259 - 266)

17. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT**

Report of the Director of the Built Environment.

For Information
(Pages 267 - 282)

18. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**

Report of the Director of the Built Environment.

For Information
(Pages 283 - 284)

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

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

21. **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

22. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 19 February 2019.

For Decision
(Pages 285 - 286)

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

24. **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, 19 February 2019

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

Present

Members:

Christopher Hayward (Chairman)	Oliver Lodge
Deputy Alastair Moss (Deputy Chairman)	Alderman Nicholas Lyons
Randall Anderson	Deputy Brian Mooney
Peter Bennett	Sylvia Moys
Mark Bostock	Barbara Newman
Deputy Keith Bottomley	Graham Packham
Henry Colthurst	Susan Pearson
Marianne Fredericks	Judith Pleasance
Alderman Prem Goyal OBE JP	Deputy Henry Pollard
Graeme Harrower	James de Sausmarez
Deputy Jamie Ingham Clark	Oliver Sells QC
Alderman Gregory Jones QC	William Upton
Shravan Joshi	Alderman Sir David Wootton

Officers:

Gemma Stokley	- Town Clerk's Department
Joseph Anstee	- Town Clerk's Department
Jennifer Ogunleye	- Town Clerk's Department
Dipti Patel	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Annie Hampson	- Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Carolyn Dwyer	- Director of Built Environment
Paul Monaghan	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Ted Rayment	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment
Rory McMullan	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Michael Blamires	- Department of the Built Environment
Stephen Aznar	- Department of Markets and Consumer Protection
Robin Whitehouse	- Department of Markets and Consumer Protection

1. APOLOGIES

Apologies for absence were received from Munsur Ali, Sir Mark Boleat, Peter Dunphy, Stuart Fraser, Christopher Hill and Natasha Maria Cabrera Lloyd-Owen.

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

Alderman Prem Goyal declared a personal interest in Items 7 and 8 by virtue of holding a tenancy in the Ward of Farringdon Within.

3. **MINUTES**

The public minutes and summary of the meeting held on 29 January 2019 were considered.

MATTERS ARISING

Members' Declarations under the Code of Conduct in Respect of Items on the Agenda (page 2) – Susan Pearson asked that the minutes of the last meeting be amended to read that she had “declared *that the Standards Committee considered that she had* a pecuniary interest in Item 10.....”. She added that she had made it clear at the last meeting that she did not consider that she had a pecuniary interest in a tree. The Town Clerk undertook to amend the minute accordingly.

Dockless Bikes (page 2) – The Chairman informed the Committee that he, together with a number of other Members and Senior Officers, had met with Freebike – a dockless e-bike hire operator. Freebike had proposed a service that has the potential to provide well-managed dockless cycle hire that is suitable for the City context. Members were informed that Officers were now developing options for a trial to allow operators meeting the necessary requirements to place bikes within the Square Mile. A report seeking approval for the trial would be put to the Committee at its 18 March meeting.

The Chairman explained that, subject to approval, the trial was expected to begin in May 2019. The trial would allow operators to place a limited number of bikes at appropriate locations within the Square Mile. Customers would also be required to leave bikes at these locations. This would allow the City Corporation to test the effectiveness of additional controls that are likely to become available should a London-wide byelaw be adopted. The results of the trial would be used to inform the City Corporation’s long-term approach to dockless cycle hire and the application of any proposed byelaw within the Square Mile.

Planning Appeal Decisions (page 13) – A Member referred to a recent High Court case won by Westminster regarding telephone kiosks where a judge had ruled that such structures served a 'dual purpose' of both communications and advertising and therefore should not benefit from permitted development rights. The Member praised the efforts of Westminster on this matter and expressed disappointment that the City had not taken similar action. He went on to state that he hoped that this would, however, set a precedent from which the City could benefit going forward.

The Comptroller and City Solicitor clarified that the City had also raised this matter in previous appeals and were aware that Westminster were progressing this and so had awaited the outcome on the issue rather than duplicate efforts. The Committee were informed that the City currently had a number of cases

progressing at present and that further representations referring to this recent judgement had now been made.

A Member made a plea to Officers to ensure that existing telephone kiosks within the City were operational and that, if this were not the case, they were removed. She went on to refer to the fact that kiosks that were not operational were frequently used for other purposes.

Committee Tour of the Bloomberg Building (page 18) – A Member wished to thank Officers for the recent, superb, Committee Tour of the Bloomberg Building. The Chairman reported that a second visit had been organised for 20 February for those who had been unable to make the first.

Questions on Matters Relating to the Work of the Committee (page 19) – A Member questioned progress around works to the Thames Court Footbridge as he had been informed that these were to be the subject of further delays. He stressed the need to have the footbridge open to the public again as soon as possible.

The Director of the Built Environment reported that there had been some technical issues with the maintenance works and that an urgency report seeking further funding to rectify these would be sent to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee amongst others for consideration. He added that this would, inevitably, lead to some sort of delay to the reopening of the footbridge but that it was hoped that this could be minimised by dealing with the matter under urgency.

In response to questions, the Committee were informed that the additional funding sought would be approximately £100,000.

The Chairman assured Members that he would do his utmost to continue to focus Officers on this matter and to help minimise any delay to the works where possible.

RESOLVED – That, subject to the amendment above, the public minutes and summary of the meeting held on 29 January 2019 be approved as a correct record.

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

The Committee received the draft minutes of the Streets and Walkways Sub Committee meeting held on 22 January 2019.

RECEIVED.

5. **TERMS OF REFERENCE AND FREQUENCY OF MEETINGS**

The Committee considered a report of the Town Clerk relative to their terms of reference and frequency of meetings.

A Member referred to the fact that the Committee's 2017 terms of reference had referred, at paragraph (f), to its role as 'Lead Local Flood Authority'. He questioned the rationale behind the removal of this. The District Surveyor confirmed that he continued to sit on the flood risk authority and that he believed it to be correct that this continued to be part of the Committee's remit. The Town Clerk undertook to look in to this matter and report back to the Committee.

In response to the existing terms of reference and whether or not Officers were satisfied that these remained appropriate and minimised any 'overlap' with the work of other Committees, the Chairman clarified that much of what was captured were statutory responsibilities and also that there was some shared responsibility on certain matters with the Port Health and Environmental Services Committee. He added that whilst there shouldn't be any duplication, this Committee appointed two Sub Committees – Streets and Walkways and Local Plans – which dealt with the minutia of some of the issues that were brought to the grand Committee.

With regard to the frequency of meetings, Members were content to proceed with meetings taking place every 3 weeks. A Member questioned the timing of meetings going forward and suggested that it might be more appropriate for future meetings dealing with residential applications to take place in the late afternoon/evening so as to encourage and facilitate attendance from local residents themselves. The Chairman stated that this would be a matter for his predecessor to consider alongside Officers. Some Members objected to the suggestion stating that they frequently had other City Corporation related commitments in the evenings. It was also highlighted that evening meetings made travelling home difficult for those Members who did not live locally.

A Member clarified that residents were able to make written representations regarding applications and could supplement this by also attending meetings if they so wished. It was noted that resident attendance at daytime meetings at which they had an interest had never previously been an issue. It was further noted that rooms within the Guildhall complex were frequently hired externally during the evenings as a means of income generation.

Members requested that future terms of reference reports clearly identified any changes from the previous year. The Town Clerk undertook to action this going forward.

RESOLVED – That:

- a) Subject to clarification from the Town Clerk regarding the Committee's role as Lead Local Flood Authority (and the inclusion of this in the terms of reference submitted to the Court of Common Council if necessary), the terms of reference of the Committee, be approved;
- b) 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
- c) The Committee's frequency of meetings remain unchanged.

6. **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 Director of the Built Environment updated the Committee on the results of the recent survey at the junction.

He went on to report that a meeting had taken place between TfL, City Corporation Officers and the City of London Police on 15 February 2019 where it was reported that TfL had already put some actions in place based on the results of the survey. Options around further safety improvements were discussed including the use of apps, linked with google maps, for drivers approaching the junction, reducing the overall cycle time for passing through the junction, examining data around the effectiveness of coloured surfacing (such as that in place around Earl's Court) and enhanced enforcement measures. These options were now to be fully evaluated and costed with a follow up meeting scheduled for 5 March 2019. Members were informed that this would also be the subject of a future report to the Planning and Transportation Committee.

Members were also informed that a meeting was set to take place between the Commissioner of TfL, the Chair of the Policy and Resources Committee and the Chairman of the Planning and Transportation Committee next week where they would also take the opportunity to raise this matter at the highest level.

The Chairman reminded the Committee that the City Corporation had undertaken the survey of the junction and analysed the results after TfL had refused to do so. He added that he was disappointed in their seeming lack of urgency around this matter.

The Deputy Chairman highlighted that the statistics from the survey clearly demonstrated that this was a dangerous junction for the general public. He added that, whilst it was important to work collaboratively, TfL were the lead authority on this matter. He stated that the options being considered for improving safety here were pioneering and that there was no other junction like this in the UK in terms of usage and the stresses placed upon it. It was therefore essential that Officers got this right and managed expectations in terms of delivery. He concluded by assuring the Committee that the matter was in hand at both Officer and Member level.

A Member commented that he was of the view that the only sensible and serious solution here would be to raise the road creating an island. He added that he appreciated that pedestrianisation of the junction was not possible.

A Member for the Ward in which the junction was situated, stated that he had been pushing this matter for some time now. He stated that the analysis of the

survey results clearly demonstrated the seriousness of the situation and asked that details of this be sent to him directly. The Chairman asked that the details reported by Officers in terms of the survey analysis be circulated to all Committee members.

A Member stated that, given that all deaths at the crossing to date had involved HGVs, he was unclear as to how any of the options proposed would address this specifically.

Another Member referred to the long-term project to transform Ludgate Hill/Fleet Street which had been put on hold for some time now. She suggested that this be looked at again as a means of improving and enhancing this whole area in terms of both pedestrian use and traffic flow. The Chairman was supportive of this suggestion. An Alderman referred to recent media reports around plans from Westminster concerning the pedestrianisation of The Strand and noted that this would have implications for any plans the City might have around Fleet Street.

The Director of the Built Environment reported that Officers were aware of initial plans around the pedestrianisation of part of The Strand – between Kings College and Somerset House but that further detail was now awaited from Westminster.

With regard to HGVs, Officers assured Members that they were continuing to work with all construction sites in the City regarding HGV safety and information for drivers. Some of the options being considered at Ludgate Circus, such as 3D road markings and app alerts for those approaching the junction were intended to make traffic aware of the nature of the unusual nature of the junction they were approaching and to reduce their speed.

Given the importance of this matter, the Chairman requested that the Director of the Built Environment now take personal oversight of this and continue to report back regularly to Members.

Committee Tour of the Bloomberg Building

Given that the Tours had now been arranged the Committee requested that this item be removed from the list of Outstanding Actions.

Daylight/Sunlight Training

The Chairman reiterated that this would be organised once the new membership of the Committee had been determined at the April 2019 Court of Common Council meeting.

Finsbury Circus – Closure of Highway to Vehicle Access

The Chairman reported that a resolution would be sent back to the April meeting of the Open Spaces and City Gardens Committee setting out this Committee's support for their proposals here. It was also noted that this would be the subject of a future report to the Streets and Walkways Sub Committee in terms of the legal requirements around actioning this. The Committee therefore

requested that this item be removed from the list of Outstanding Actions as the Streets and Walkways Sub Committee would now continue to pursue.

Illegal Street Traders on the City's Bridges

Officers reported that Tower Hamlets had now agreed a Section 101 at their meeting on 7 February and that this was now subject to ratification by their legal department. This would give them the power to move on illegal traders to the north side of Tower Bridge.

Members were disappointed with the speed at which Tower Hamlets had addressed this matter and asked that Officers continue to apply pressure here.

In response to questions, Officers confirmed that they believed that the Section 101 powers, once in place, would also cover the peripheral areas of Tower Bridge such as the ramp down to the train station.

Discharge of Fumes on Pavements

A Member requested an update on this matter following a report to the Committee towards the end of 2018. Officers reported that, when this report was considered, the Planning and Transportation Committee had recommended that a new condition around proper maintenance of cooking and ventilation equipment be introduced and that this condition was now being attached to applications where appropriate.

In response to a question regarding enforcement around this issue, Officers reported that this would need to be explored further with Pollution Control Officers before reporting back to Members.

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

***The Chairman left the meeting at this point and the Deputy Chairman took the Chair for the remainder of the meeting ***

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.

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. PUBLIC LIFT REPORT

The Committee received a report of the City Surveyor containing details of the five public escalators/lifts that were in service for less than 95% of the time.

The City Surveyor went on to provide the following updates:

Speed House

Members were informed that the project to replace the lift had been brought forward and had now commenced. It was expected that the works would last for approximately 16 weeks with the lift returning to service at the end of June 2019. The City Surveyor undertook to keep Members informed of progress.

A Member stated that he was pleased to learn that this problem was finally being addressed more substantially. He went on to comment that he felt that the fundamental problem here was that the wrong lift had been installed from the outset. He questioned whether Officers could now offer any assurances that the new lift would be properly suited to this location.

The City Surveyor reported that Officers were now also looking at the issue of water ingress from the highwalk and that a total refurbishment would be carried out which they were confident would render the lift more fit for purpose.

Millennium Inclinor

The City Surveyor reported that the inclinor was due to go out of service shortly for a three-week period from the 25th March to the 12th April to carry out essential works.

A Member commented that they were disturbed to learn that this was going to be out of service again. She added that the outages here were now far too frequent and long lasting.

Other Members supported this view. They referred to the frequent outages and questioned whether it was now possible to get on top of these issues as the current situation, given the number of people who used and were dependent on the inclinor, was unacceptable.

A Member questioned the timing of the proposed works and whether it would be more suitable for these to be carried out during the April half term/Easter break where they might have less impact.

Another Member questioned whether the inclinor should now be replaced entirely given the frequency of the problems encountered. A Member responded that this had already happened in 2012 where guarantees that it would not continue to fail were given.

The Deputy Chairman highlighted that Officers were clearly being diligent in terms of further planned essential works on the inclinor, but he agreed with the point that they were clearly not getting things right given the repeated problems encountered. He recognised that there had been more investment in

this, that a more proactive approach was now being taken and that certain parts were being stockpiled in order to minimise the length and impact any future closures but there was clearly a need to now look more strategically at the matter. The Committee requested that a report on the Millennium Inclinor and recurring issues/progress made around these be brought back to a future meeting.

The City Surveyor stated that, given that the Millennium Inclinor was mechanical, there would always be a need to replace components of it which would, inevitably, lead to it being taken out of service for a period of time. She added that Officers had now adopted a 'cockpit analogy' whereby they were seeking to replace parts of the Inclinor before they failed. Following a project at this last year, breakdowns had been minimal, and it was hoped that the further three weeks of work now taking place would lead to more improvements. With regard to the timing of the works, the City Surveyor confirmed that the Easter holidays were often one of the areas busiest times and that this would therefore not be a suitable solution. She added that it was not possible to carry out the works at night or in inclement weather.

A Member went on to refer to issues with the Tower Hill Car Park lifts which also seemed to experience constant problems and where there did not appear to be adequate communication with carpark staff and the need to report estate issues. She went on to question the maintenance service contract that the City currently held with lift providers.

The City Surveyor reported that Officers were working hard to build relations with staff at the City's carparks. The City's lift maintenance contract was also currently out to tender and it was hoped that a contractor would be appointed within the next six weeks with the new contract commencing in July 2019. The new contract would be more robust and hold the contractors more accountable going forward.

RECEIVED.

10. 8, 9 & 13 WELL COURT LONDON EC4M 9DN

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval 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).

The Assistant Director, Planning drew Members' attention to a correction at paragraph 19 of the report which should refer to paragraphs 10 and 11 of the NPPF and not paragraph 14.

The Committee were informed that 12 Well Court was currently a seven storey residential premises containing eight flats. Objections to these plans had been received from residents of this building and also from the freeholder. The Assistant Director clarified that the planned roof terrace would be for the use of

office workers within the building only. Members were also informed that the daylight/sunlight assessment within the report had been independently reviewed. The Officer recommendation on this application was that permission should be granted.

The Deputy Chairman invited the registered objectors to address the Committee. Grant Winton stated that he spoke on behalf of all residents of 12 Well Court, all of whom were opposed to this application and had jointly taken professional advice on the plans submitted which, to date, had already undergone five separate revisions yet still remained factually incorrect in a number of ways. Mr Winton went on to explain that 12 Well Court had been a residential building since 2011 and that these plans, should they be approved would result in an overbearing structure that was visually detrimental to residents living here.

Mr Winton went on to refer to the critical loss of residential sunlight and daylight should the application be granted. He referred to the fact that the BRE guidelines confirmed that there was clearly a negative impact on sunlight and daylight to his home, other residents and also the public walkway. He added that this was even more critical when considering winter sun. He highlighted that the proposals ignored the Eastern impact of 13 Well Court on morning light and used only favourable mirror imaging for 8-9 Well Court. He stressed that this had been raised with the applicant on multiple occasions and was yet to be addressed.

Mr Winton referred also to additional noise and light pollution from the proposed building once completed as well as unavoidable noise from demolition and construction works. Something which seemed to be in direct contravention with the City's Local Plan which highlighted a need to protect the homes of City residents.

Mr Winton informed the Committee that it was his view that the applicant had failed to fully consult on or discuss the plans with residents in a meaningful way. They did not, for example, seek the views of residents on their plans until their applications were submitted and it was too late to impact the proposal in any way.

Mr Winton concluded by stating that he felt that the proposals were incomplete, false and inaccurate and conflicted with multiple planning policy points in the City of London Local Plan and Adopted London Plan. He therefore asked that the Committee refuse this application.

Mr Mark Winton introduced himself as the freeholder of 12 Well Court. He agreed with the points already made and the fact that this application fell short in terms of the loss of daylight/sunlight and amenity. He went on to uphold the view that the information before the Committee was misleading. He referred to the BRE guidelines and the conclusion that the proposals would constitute a material impact on the light currently enjoyed by residents at 12 Well Court. The impact of an additional two floors at 13 Well Court had not been addressed at all despite objections from every one of the 8 flats in 12 Well Court about this.

There had also been no offer of compensation from the developer in recognition of the serious negative impact of the building.

The Deputy Chairman thanked the objectors for their contributions and invited questions from Members.

A Member questioned the photographs provided by the objector of the view from the master bedroom of flat 7, 12 Well Court. Mr Winton confirmed that the master bedroom was situated on the 5th floor of 12 Well Court and that the view depicted was of the plant room on the existing fourth floor of 8 and 9 Well Court. 13 Well Court was visible to the left of the photograph and both the southern and eastern impact of the additional height here had not been clarified. It was also unclear as to whether the view of the Church would be retained.

The Deputy Chairman invited those speaking in favour of the application to address the Committee. Peter Bovill of Montagu Evans, acting as agent for the developer explained that the application before Members had been through two rounds of pre-application discussions with Officers. Revisions to reduce the bulk and mass of the proposed extension had been made as a result and it was now intended that the windows of the new building would be fixed shut.

Ian McKenna of Malcolm Hollis spoke to clarify points raised around the impact on daylight/sunlight. He highlighted that BRE had looked at all of the revisions within the application a total of three times to date and had confirmed that these met the required guidelines. All windows within the new building would be opaque glass windows which was a protection not currently afforded to residents within the existing building.

Mr McKenna went on to state that BRE guidelines needed to be applied flexibly and pragmatically. He added that the City's own Local Plan also allowed for some reduction in daylight/sunlight. He stated that he believed that the reduction within the proposals submitted was not at an unacceptable level particularly after concessions had been made in terms of remodelling the upper floors and pushing these back further.

Members were informed that, in terms of daylight distribution, 32 windows had been assessed and all met the requirements with residual effects that were small in nature.

The Deputy Chairman thanked those speaking in favour of the application for their contributions and invited questions from Members.

A Member questioned whether consideration also needed to be given to the use of the rooms where windows would be affected by reduced day/sunlight. Officers responded that there it was legitimate to consider the room use as permitted in the planning permission but that there was only one set of target criteria that had to be met and that it was a judgement call for Members in terms of whether or not they wanted to take into account room usage when considering the acceptability of any loss of daylight/sunlight.

A Member stated that he had visited the site last week and, after having spent some time in one of the second-floor flats at 12 Well Court, he was surprised that the conclusion reached was that the impact here in terms of loss of daylight/sunlight would be minimal. He clarified that, as the top floors of the new building would now be set back, the reduction here would be within BRE tolerances as the skyline from the lower floors of 12 Well Court would be largely unchanged.

A Member questioned why there seemed to be some confusion and disagreement from objectors as to the fact that the assessment carried out had failed to cover the impact of 13 Well Court. Mr McKenna stated that he was unsure as to where the confusion had arisen as this matter had been clarified with residents weeks ago. He reiterated that 8 and 9 Well Court would impact the Southern Aspect of 12 Well Court and number 13 includes the whole site.

A Member highlighted that the report suggested that the level of impact on daylight/sunlight was not compliant with BRE guidelines. He asked if those speaking in support of the application disagreed with this point. Mr McKenna responded that there was full compliance in terms of mirror image of the existing building. He went on to refer to Appendix F of the BRE guide which suggested that the approach set out here was to be adopted where standard targets could not be met. It was worth bearing in mind that the targets had been developed for suburban settings. Against the standard BRE, existing guideline, the revised proposals put to the Committee were deemed to have only a minor adverse impact.

In response to questions around the points raised by objectors on the accuracy of the daylight/sunlight assessment and the inaccuracy of the plans in terms of building layout, Mr McKenna stated that the buildings had been modelled according to approved planning drawings.

The Deputy Chairman asked that Members move to debate the application.

A Member referred to the BRE guidance concept of a 'bad neighbour' and the suggestion within the report that 12 Well Court *could* be classified in this category. He questioned whether this had been determined either way as, if so, it was not clear within the report. The Member went on to question what alternative route would be used for fire evacuation as this was not made clear on the recent site visit and the plans also appeared to be vague on this.

Another Member questioned whether the approach adopted within the report whereby any loss of daylight/sunlight could be offset in terms of winter/summer sun was common practice. He also questioned what the overall impact would be without adopting this approach. The Assistant Director stated that with regard to impact on sunlight the BRE guidelines set out a target figure of 25% of sunlight across the whole year, 5% of which should be during the winter months. It was the intention that a flexible approach should be taken to this when calculating overall impact.

A Member highlighted that the conclusion had been reached that any loss of daylight/sunlight incurred as a result of the proposals would be marginal and that he therefore felt that the proposals should be accepted. He added that residents in the City chose to live in a crowded, compact, multi- purpose City environment.

A Member stated that the questions raised here around daylight/sunlight matters further highlighted the need for additional training for Members around this. She went on to state that it was difficult, from the plans submitted, to determine where the roof terrace would be situated. She also agreed that it was not clear where any alternative fire escape route might be. The Member added that she was disappointed to see just one small paragraph within the report on the accessibility of the building. She went on to highlight that, according to plans submitted, there were no toilets whatsoever available on the fifth floor and no disabled toilet provision on the sixth floor.

A Member referred to the ambiguous wording in the report under the heading 'Daylight and Sunlight Conclusions'. Within this section, Members were informed that any impact would be *mostly* minor in nature. He felt that this disguised the true impact of the proposals overall. He added that it was evident that BRE guidelines had not been met for all flats at 12 Well Court and that he was unconvinced that there was any significant commercial justification for the impact the new building would have.

The Member stressed that the Committee needed to be clear as to whether or not they would have regard to BRE guidelines in future regardless as to whether or not the application concerned was in a highly developed area.

Another Member referred to the fact that the proposals centred on the premise that 12 Well Court is a residential block. She stated that it should, however, be noted that this served as an office block until 2011. It was therefore situated in a mainly commercial area. The Member added that the proposed office building here would provide much needed accommodation for SME's. She referred to the points made by objectors regarding light pollution and stressed that this worked both ways. Residents overlooking office accommodation may also be able to see content on screens which could have implications in terms of data protection.

A Member stressed that whilst the area in question was not deemed to be residential it was very much a mixture of office buildings and residential units including many short-term lets. She went on to suggest that more information was required around the roof terrace and its proposed usage and opening hours.

A Member suggested that in terms of the daylight/sunlight standard Members were asked to apply, an application that resulted in minor, adverse losses should be resisted. He stated that this application seemed to be on the borderline in terms of meeting these standards. He added that he would be grateful for any further advice around the policy on daylight/sunlight and how an application such as this should be approached.

The Assistant Director clarified that the mirror image referred to within the report was an element of existing BRE guidelines around daylight and sunlight. Whilst this approach could be used in this case, it was not relied upon in the Officer assessment and it was therefore concluded that the minor adverse impact was considered to be acceptable.

Members were informed that, in terms of fire evacuation, a new escape ladder leading upwards to a newly built flat roof terrace and a second ladder leading down again from there would form the new escape route from 12 Well Court. The proposed route was therefore essentially the same as at present.

The Assistant Director clarified that it was intended that the roof terrace area would be for office use only. He was, however, uncertain as to the intended capacity. The hours of use of the terrace had been restricted so that it would not be in use 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. He added that this could be tightened further if it were the wish of the Committee.

In terms of the approach to be taken regarding loss of daylight and sunlight, Members were informed that the policy around this referred to unacceptable levels and not minor, adverse impacts specifically.

At this point, the Deputy Chairman sought approval from the Committee 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 proposed that the hours of use for the roof terrace be further restricted so that it could not be in use or accessed between the hours of 20:00 on one day and 08:00 on the following day as it was felt that 23:00 was too late in terms of office use only. The proposal was seconded and unanimously supported by Members, should the application be granted.

Members then proceeded to vote on the recommendation, with 12 Members voting in favour of the recommendation and 13 Members voting against the recommendation.

RESOLVED – That, planning permission for the proposal be refused.

The Committee confirmed that the reason for refusal related to unacceptable impacts in terms of loss of daylight and sunlight and delegated authority to the Chief Planning Officer and Development Director to draft and issue reasons for refusal reflecting the Committee's confirmation regarding reasons, in consultation with the Chairman and Deputy Chairman.

11. **TOWER BRIDGE RE-DECKING AND APPROACH VIADUCT WATERPROOFING PROJECT - OUTCOME REPORT**

The Committee considered a report of the Director of the Built Environment regarding the outcome of the Tower Bridge re-decking and approach viaduct waterproofing project and seeking approval for this project to be closed.

The Director of the Built Environment reported on the success of this project which had been completed to scope/specification one week ahead of programme and within the project budget set at Gateway 5. He added that tackling illegal cycling here could be considered as a future project here.

In terms of lessons learned, the Director of the Built Environment noted that it was important to note that the main contracted works did not always represent the full extent of a project. He added that this report had been delayed due to things that were outside of the contracted works programme but nevertheless part of the project.

A Member congratulated Officers on the excellent work carried out on this project. Importantly, they had ensured that the Tower Bridge exhibition was kept fully open to the public throughout the works.

RESOLVED – That, Members approve the content of this Outcome Report, and that the Project will be closed.

12. **5TH EUROPEAN CONGRESS OF LOCAL GOVERNMENTS - MEMBER TRAVEL APPROVAL**

The Committee considered a report of the Director of the Built Environment seeking approval for the Planning and Transportation Committee Chairman to attend the 5th European Congress of Local Governments, which will be held in Krakow, Poland on 8 and 9 April 2019.

RESOLVED – That, Members agree to Member travel to attend the 5th European Congress of Local Governments.

13. **BREXIT UPDATE**

The Committee received a 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 report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

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

Heathrow Airport Expansion Consultation

A Member reported that Heathrow Airport was currently running a consultation on changes to the way it uses its runways and the surrounding airspace within the context of the proposed third runway. He stated that some of its proposals would result in a considerable increase in the number of aircraft passing directly above the City of London, often at low altitude.

He went on to state that high rise buildings would be particularly susceptible to aircraft noise and that there could also be an undesirable impact on public space in terms of noise pollution. He questioned, therefore, whether the City would be responding to this consultation which concluded on 4th March. He recommended that they should.

The Pollution Team Manager thanked the Member for his question. He informed the Committee that this was just a small piece of a more wide-ranging consultation around the introduction of new flight paths for Heathrow Airport in 2026. He confirmed that the City would be making a collaborative response to this piece of consultation across the 10 authorities that made up the Cross London River Partnership.

The Officer went on to report that, at present, only flight arrivals to Heathrow passed over the City. This would remain the case with the introduction of the third runway, but flight times were likely to change with an increase in the number of night flights arriving at the airport. He concluded by assuring Members that the changes were not, however, considered to be significant for the City. He added that the City had received very few complaints relating to aircraft to date.

The Member thanked the Officer for confirming that the City would be responding to the consultation. He added that he had, however, understood that the issues, particularly around increased noise pollution would be more significant than described.

The Officer undertook to keep the Chairman, Deputy Chairman and the Member who had raised the matter informed of progress.

Daylight and Sunlight Matters

A Member stated that discussions around the application considered by the Committee today illustrated that daylight and sunlight matters was something that Members continually grappled with. He stressed that it was often difficult to get a grip of this and suggested that the City look to investigate and budget for the production of its own urban guidelines around this which would be more helpful than the BRE guidelines which existed at present and were mostly focused on suburban environments.

The Deputy Chairman stated that, whilst this was something that he and the Chairman could discuss further with the Chief Planning Officer and Development Director, judgement around these issues was often subjective. The Chief Planning Officer and Development Director stressed that it would be difficult to come up with alternative guidelines that would be applicable to everywhere in the City given that levels of density and occupation varied greatly even within the Square Mile.

A Member stated that today's case clearly illustrated a more urgent need for appropriate Member training around daylight and sunlight issues so that

Members were more confident in terms of making better judgements and the degrees of acceptability around any loss of day or sunlight.

A Member seconded the proposal made around the City becoming a flagship authority and looking to create its own alternative guidelines around this as it was clear that there was some room for improvement. It was suggested that this be looked at further as part of the material for future Member training around this.

15. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

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

16. 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.

17. GLA ROADS - LAND DISPUTE WITH TRANSPORT FOR LONDON

The Committee received a joint report of the Comptroller and City Solicitor and the City Surveyor updating Members as to the property and financial implications of the recent decision of the Supreme Court regarding ownership of the GLA roads.

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

There were no questions raised in the non-public session.

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

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

The meeting closed at 1.06 pm

Chairman

Contact Officer: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
1.	9 January 2018 23 January 2018 26 March 2018 8 May 2018 29 May 2018 10 July 2018 26 July 2018 11 Sept 2018 8 Oct 2018 30 Oct 2018 20 Nov 2018 18 Dec 2018 29 Jan 2019 19 Feb 2019	<p>Ludgate Circus</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>	Carolyn Dwyer/ Zahur Khan / Ian Hughes	Further meeting scheduled for 5 March 2019.	<p>Members were informed that a meeting had taken place between TfL, City Corporation Officers and the City of London Police on 15 February 2019 where it was reported that TfL had already put some actions in place based on the results of the survey. Options around further safety improvements were discussed. These options were now to be fully evaluated and costed with a follow up meeting scheduled for 5 March 2019.</p> <p>Members were informed that this would also be the subject of a future report to the Planning and Transportation Committee.</p> <p>Members were also informed that a meeting was set to take place between the Commissioner of TfL, the Chair of the Policy and</p>

					<p>Resources Committee and the Chairman of the Planning and Transportation Committee next week where they would also take the opportunity to raise this matter at the highest level.</p> <p>Given the importance of this matter, the Chairman requested that the Director of the Built Environment now take personal oversight of this and continue to report back regularly to Members.</p>
2.	<p>20 Nov 2018 18 Dec 2018 29 Jan 2019 19 Feb 2019</p>	<p>Daylight/Sunlight Training</p> <p>A Member requested that Committee training be offered on this matter as soon as possible.</p>	<p>Annie Hampson</p>	<p>Training to be arranged as soon as is practicable and by no later than May 2019.</p>	<p>A Member stated that discussions around the application considered by the Committee on 19 Feb 2019 illustrated that daylight and sunlight matters were something that Members continually grappled with. The case clearly illustrated a more urgent need for appropriate Member training so that Members were more confident in terms of making better judgements and the degrees of acceptability around any loss of day or sunlight.</p> <p>Members were also keen for the City to become a flagship</p>

					authority, looking to create its own alternative guidelines to those provided by the BRE. It was suggested that this be looked at further as part of the material for future Member training.
3.	29 Jan 2019 19 Feb 2019	<p>Illegal Street Traders on the City's Bridges</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 Member stated that he had seen little, if any, reduction in illegal street trading despite the action taken.</p>	Jon Averbs /Rachel Pye	May 2019	<p>Officers reported that Tower Hamlets had now agreed a Section 101 at their meeting on 7 February and that this was now subject to ratification by their legal department. This would give them the power to move on illegal traders to the north side of Tower Bridge.</p> <p>Members were disappointed with the speed at which Tower Hamlets had addressed this matter and asked that Officers continue to apply pressure here.</p> <p>In response to questions, Officers confirmed that they believed that the Section 101 powers, once in place, would also cover the peripheral areas of Tower Bridge such as the ramp down to the train station.</p>
4.	19 Feb 2019	<p>Fumes</p> <p>A Member requested an update on this matter</p>	David Horkan	May 2019	Officers reported that, when this report was considered, the Planning and Transportation

		following a report to the Committee towards the end of 2018.			<p>Committee had recommended that a new condition around proper maintenance of cooking and ventilation equipment be introduced and that this condition was now being attached to applications where appropriate.</p> <p>In response to a question regarding enforcement around this issue, Officers reported that this would need to be explored further with Pollution Control Officers before reporting back to Members.</p>
--	--	--------------------------------------------------------------	--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Committee: Planning & Transportation Committee	Date: 18 March 2019
Subject: Decisions taken under Delegated Authority or Urgency since the last meeting of the Committee	Public
Report of: Town Clerk	For Information
Report author: Gemma Stokley, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b). This action related to:

- THAMES COURT FOOTBRIDGE – ISSUE REPORT

Recommendation

Members are asked to note the report.

Main report

1. In November 2018, delegated authority was given to Chief Officers to commission maintenance works on the footbridge at Gateway 5, if revised tenders were returned within the approved budget. Delegated authority was also given to Chief Officers to instruct expenditure from the risk budget following Gateway 5, should this be needed.

The risk allowance of £124,000 comprises: -

- a) £24,000 for “unforeseen conditions” arising during the works
 - b) £100,00 for Dynamic mitigation measures to the bridge – if required – after completion of the works. Typically, this would involve the installation of a mass tuned damper (MTD) on the bridge, to alter the acceleration and frequency of vibration to recommended limits.
2. At Gateway 5, contractor J B Riney & Co were appointed (under delegated authority) to carry out a programme of maintenance works to the footbridge, to the sum of £252,961.24. Works commenced on site as planned on Monday 07 January 2019. Two issues have since arisen on site due to “unforeseen conditions”, which have the potential to cause both delays to the completion of the works and additional costs, namely:-
 - a) the discovery of chipped paintwork to steel stair tread trays upon removal of paving, with minor rusting. This has required unscheduled paint repairs before replacement with new paving; and
 - b) the discovery that the turnbuckles to the existing bridge stays were not adequately sealed (possibly as intended originally only as a temporary structure), which has caused corrosion and seizure of the turnbuckle threads, rendering further tensioning of these bridge stays impossible
 3. The first issue is a relatively minor matter with a cost implication of approximately £4,000 and well within the budget and scope of “unforeseen conditions” during

construction under delegated authority. However, the latter is by far more serious, in terms of cost and programme. It had been envisaged from prior investigations that only two of the bridge stays needed replacing and that all others were serviceable. However, this has not proven to be the case. It now appears that a further 4 stays need replacing in full due to excessive corrosion within the turnbuckles which has caused them to seize and prevent re-tensioning. As a result, it is currently not possible to get the design tensions into the bridge stays to safely open this to the public.

4. Quotations have been sought from the contractor for these additional works and these have confirmed additional costs to the contract of approximately £96,000. In addition, there is a 4-week lead-in on these materials (following instruction) and two additional weekend road closures would be required to install the new stays. These costs are included within the £96,000.
5. The total of these two issues amounts to approximately £100,000, which exceeds the £24,000 risk allocation for “unforeseen condition” delegated to Chief Officers.
6. As regards the £100,000 risk allowance for dynamic mitigation measures to the footbridge (if needed, following successful refurbishment and re-opening), we remain of the opinion that these follow-on works are highly likely and that the arising costs are likely to be between £75,000 to £100,000 (including fees and road closures). Unfortunately, this cannot be confirmed until the bridge is tested for vibration following refurbishment and re-tensioning.

Action Taken

The Town Clerk, in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee and the Chairman and Deputy Chairman of the Projects Sub Committee, agreed:

- 1) to release £100,000 from the project risk allowance and make this available to supplement the contract sum, by giving approval of the compensation events to this value arising from unforeseen conditions during construction. This primarily involves the requirement to replace additional tension stays to the footbridge, as recommended option 3;
- 2) In the interests of expediency, this includes re-purposing £76,000 of the risk allowance originally identified specifically for dynamic mitigation measures that are potentially required following refurbishment (i.e. not originally allocated to unforeseen site conditions);
- 3) Should dynamic mitigation measures be required upon further testing, following completion of refurbishment works, additional funds will be sought at that time with a further report and request to committee.

Contact:

Gemma Stokley
Senior Committee and Services Officer, Town Clerk’s Department
020 7332 3414

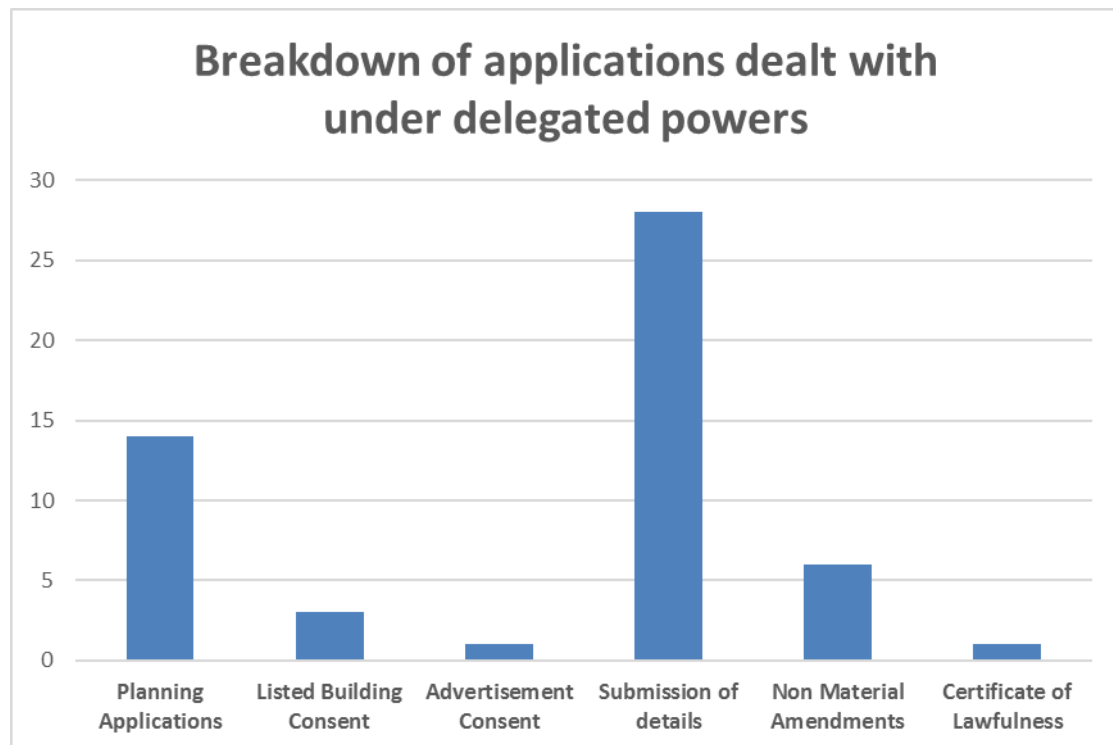
Committee(s)	Dated:
Planning and Transportation	18 th March 2019
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

In the time since the last report to Planning & Transportation Committee Fifty-Three (53) matters have been dealt with under delegated powers

Twenty- Eight (28) relate to conditions of previously approved schemes which four (4) were Planning Obligations. Three (3) relate to works to Listed Buildings. One (1) Applications for Advertisement consent. Six (6) Non-Material Amendment Applications, one (1) Certificate of Lawful Development and Fourteen (14) Application have been approved, including One (1) Change of Use and 1998.2sq.m of created floorspace.



Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
18/01278/LBC Aldgate	19 - 21 Billiter Street London EC3M 2RY	Demolition of the rear elevation and rooftop structures; works of repair, refurbishment and reinstatement throughout the building in conjunction with the change of use of the ground and first floor to retail/cafe and restaurant/bar (A1/A3/A4) use and the building's integration into the redevelopment of the surrounding site.	Approved 21.02.2019
18/01342/MDC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Submission of details of plant noise levels pursuant to condition 11 of planning permission dated 10/06/2010 (app. no. 08/00739/FULEIA).	Approved 21.02.2019
18/01367/MDC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Submission of details of plant mountings pursuant to condition 12 of planning permission dated 10/06/2010 (app. no. 08/00739/FULEIA).	Approved 21.02.2019
18/01369/FULL Aldgate	Land Off Lime Street/Billiter Street London EC3A 1AT	Installation of security bollards on land at Billiter Street and Lime Street.	Approved 21.02.2019
19/00028/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street London EC3M 7NP	Submission of details of a post-construction BREEAM assessment pursuant to condition 27 of planning permission dated 30/06/2014 (14/00027/FULMAJ).	Approved 21.02.2019

19/00016/PODC Bassishaw	Garrard House 31 Gresham Street London EC2V 7QA	Submission of a Highway Schedule of Condition Survey pursuant to Schedule 3 Paragraph 7.1 of the Section 106 Agreement dated 01 February 2018 in relation to Planning Permission 17/00585/FULMAJ (as amended by S73 application 18/00669/FULL).	Approved 07.02.2019
19/00080/NMA Bassishaw	Garrard House 31 Gresham Street London EC2V 7QA	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 18/00669/FULL to vary the wording of Conditions 2, 3, 4, 5 (b) - (n) and 6 to have regard to details already approved under the original planning permission (17/00585/FULMAJ)	Approved 28.02.2019
18/01105/FULL Billingsgate	10 Lower Thames Street London EC3R 6EN	The erection of a cafe/restaurant/bar (Class A3/ A4) pavilion and associated public realm improvements to part of the quayside walkway adjacent to 10 Lower Thames Street.	Approved 19.02.2019
18/01379/MDC Billingsgate	10 Lower Thames Street London EC3R 6EN	Submission of details of noise from plant and measures to mitigate the transmission of sound pursuant to conditions 6 and 8 of planning permission dated 28.06.2018 (18/00380/FULL).	Approved 26.02.2019
19/00019/FULL Billingsgate	22 - 28 Eastcheap London EC3M 1EU	Installation of new shop front.	Approved 28.02.2019

19/00020/ADVT Billingsgate	22 - 28 Eastcheap London EC3M 1EU	Installation and display of two internally illuminated fascia signs each measuring 0.140m high by 1.3m wide situated at a height above ground of 4.2m	Approved 28.02.2019
18/00923/NMA Bishopsgate	22 - 24 Bishopsgate London EC2N 4BQ	Application for non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 16/00849/FULEIA dated 11.09.2017 to allow for amendments to the scheme comprising the omission of the proposed Art Box and internal spiral stair, amendments to proposed wind mitigation screens in the Art Street, along the access road to Crosby Square, on Bishopsgate and on Great St Helens, the relocation of the lift on Crosby Square and the omission of 18 no. visitor cycle spaces within the site along Great St. Helens.	Approved 14.02.2019
18/00700/FULL Bishopsgate	176 Bishopsgate London EC2M 4NQ	Erection of a rear extension at first and second floor level clad with a glazed brick slip, creation of green roof and associated works creating 32.2sq.m (GIA) of additional floorspace (Class A3).	Approved 19.02.2019
18/01292/FULL Bishopsgate	Premier Place 2 and A Half Devonshire Square London EC2M 4BA	Change of use of part basement level 3, part basement level 2, and part ground floor from office (Class B1) for a flexible use for either office (Class B1) or shop (Class A1) or restaurant (Class A3) or drinking establishment (Class A4) or non-residential institution (Class D1) or assembly and leisure (Class D2) use (1425sq.m).	Approved 14.02.2019

18/01312/FULL Bishopsgate	17-18 Widegate Street London E1 7HP	Application under section 73 to vary condition 10 (approved plans) of planning permission (application no. 18/00734/FULL) dated 11/09/2018 to allow for the installation of 5 air conditioning units at roof level.	Approved 21.02.2019
19/00010/MDC Bishopsgate	19 - 33 Liverpool Street London EC2M 7PD	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 2 of planning permission dated 5 June 2018 (18/00206/FULL).	Approved 19.02.2019
19/00053/NMA Bishopsgate	135 Bishopsgate London EC2M 3YD	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 18/00816/FULL dated 20th September 2018 to enable a revision of the approved plan 'M1 Mezzanine floor plan' to retain an area of the existing mezzanine (135 sqm) consented to be removed. The area of mezzanine would be used for flexible shop (Class A1) and/or shop, restaurant and cafe and drinking establishment (sui generis use) purposes.	Approved 07.02.2019
18/01310/NMA Bread Street	Paternoster House 1 Paternoster Row London EC4M 8AY	Application under Section 96a of the Town and Country Planning Act 1990 for the removal of condition 11 (minimum percentage of A1 uses) of planning permission 04/00596/FULL dated 09 September 2004.	Approved 07.02.2019

19/00097/NMA Bread Street	St Paul's Cathedral School 2 New Change London EC4M 9AD	Application under Section 96a of the Town and Country Planning Act 1990 for the removal of conditions 2 (tree and hedge protection) and 14 (plant noise), and the amendment of condition 11 (design details) of planning permission 16/00850/FULL dated 8 December 2016	Approved 14.02.2019
19/00079/MDC Bridge and Bridge Without	London Bridge Structure London Bridge London EC4R	Submission of a suitable protocol for the protection of legally protected species present on site or identified during installation pursuant to condition 13 (i) and (ii) of planning permission dated 7th September 2018 (18/00451/FULEIA).	Approved 28.02.2019
18/01281/MDC Broad Street	19 Great Winchester Street London EC2N 2BH	Submission of a report demonstrating that the plant as installed meets the design requirements pursuant to condition 7 (b) of planning permission 15/01052/FULL dated 26.11.15.	Approved 21.02.2019
18/01160/LBC Castle Baynard	College of Arms 130 Queen Victoria Street London EC4V 4BT	Removal of the chimney stack and window grilles to the east elevation.	Approved 19.02.2019
18/01275/FULL Castle Baynard	New Fetter Lane Retail Unit 3 - 4 Holborn Circus London EC4A 1AN	Retention of change of use from retail (Class A1) to hot food takeaway (Class A5).	Approved 14.02.2019
18/01337/CLEUD Castle Baynard	5 Pemberton Row London EC4A 3BA	Certificate of lawful development to establish whether the permitted change of use of the building, from offices (Class B1) to residential (Class C3) use, to provide seven flats approved on 22.10.15 (14/00933/FULL), has been implemented.	Grant Certificate of Lawful Development 28.02.2019

18/01353/MDC Cheap	Cheapside House 138 Cheapside London EC2V 6BJ	Submission of a Construction Management Plan pursuant to condition 3 of planning permission 18/00521/FULL dated 17th July 2018	Approved 07.02.2019
18/01216/MDC Coleman Street	67 Moorgate London EC2R 6BH	Details of noise levels from and mounting of mechanical plant pursuant to Conditions 8 and 9 of planning permission 14/00518/FULL dated 01/05/2015.	Approved 26.02.2019
18/01229/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Details of details of the proposed new facade(s) including typical details of the fenestration and entrances; details of ground floor elevations; details of the ground floor office entrance(s); details of the flank wall(s) of the proposed new building; details of windows and external joinery; details of new dormer windows; details of soffits, hand rails and balustrades; details of all alterations to the existing facades; (j) details of junctions with adjoining premises pursuant to condition 30(b), (c), (d), (e), (f), (g), (h) and (i) of planning permission 15/01312/FULMAJ dated 14th February 2017.	Approved 12.02.2019
18/01308/MDC Coleman Street	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2H	Submission of details of provision within the building facades for the inclusion of street lighting pursuant to condition 7(a) and 19(h) of planning permission dated 04/05/2018 (app. no. 17/01095/FULEIA).	Approved 26.02.2019

18/01345/FULL Coleman Street	55 Moorgate London EC2R 6PA	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 29 of planning permission dated 11 October 2017 (16/00405/FULMAJ) to incorporate minor material amendments including removal and rebuilding of the wall; increasing window width; removal of a louvre above the ground floor opening on the south elevation, rearrangement of the openings at the upper floors and replacement of a door with fixed window on the west elevation.	Approved 26.02.2019
18/01360/FULL Coleman Street	City Point Bridge New Union Street London	Demolition of bridge spanning New Union Street and associated works.	Approved 21.02.2019
19/00074/MDC Coleman Street	58-60, 62-64 Moorgate and 41-42 London Wall London EC2R 6EL	Details of plant mountings pursuant to condition 18 of planning permission 15/01312/FULMAJ dated 14th February 2017.	Approved 28.02.2019
18/01246/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Submission of a programme of archaeological mitigation pursuant to condition 6 of planning permission 17/00770/FULL dated 19.07.2018.	Approved 07.02.2019
18/01315/LBC Dowgate	QEB Hollis Whiteman Chambers 1 - 2 Laurence Pountney Hill London EC4R 0EU	Removal of internal wall on ground floor to combine two rooms into one, enlargement of internal door opening to allow wheelchair access.	Approved 07.02.2019
19/00078/MDC Dowgate	Cannon Street Railway Bridge Cousin Lane London EC4N 6AP	Submission of a suitable protocol for the protection of legally protected species present on site or identified during installation pursuant to condition 13 (i) and (ii) of	Approved 28.02.2019

		planning permission dated 7th September 2018 (18/00457/FULEIA).	
18/01221/FULL Farringdon Within	Priory Court 29 Cloth Fair London EC1A 7JQ	Removal of existing roof top plant room and erection of new office accommodation (Use Class B1) within a mansard roof, and the relocation of existing plant. (141sq.m GIA)	Approved 28.02.2019
18/01251/FULL Farringdon Within	11 Pilgrim Street London EC4V 6RN	Creation of external terraced areas and installation of balustrades together with stair, ramp and platform lift at fifth floor.	Approved 19.02.2019
18/01072/FULL Farringdon Without	Quality House 5 - 9 Quality Court London WC2A 1HP	Refurbishment of the existing entrance door to incorporate glass panels.	Approved 07.02.2019
19/00024/MDC Farringdon Without	Old Pathology Building and RSQ Building St Bartholomews Hospital West Smithfield London EC1A 7BE	Submission of details of a programme of archaeological works with the written scheme of investigation pursuant to condition 8 (in part) of planning permission dated 29.05.2018 (ref: 16/01311/FULL).	Approved 19.02.2019
19/00092/NMA Farringdon Without	25 - 32 Chancery Lane & 2 Bream's Building London WC2A 1LS	Application under Section 96a of the Town and Country Planning Act 1990 for the removal of condition 13 (layout of retail units) of planning permission 11/00426/FULMAJ dated 28 March 2012.	Approved 26.02.2019
18/00031/FULMAJ Langbourn	120 Fenchurch Street London EC3	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 48 (approved plans) of planning permission dated 08 February 2016 (ref: 14/00237/FULMAJ) to enable minor material amendments to the consented scheme	Approved 14.02.2019

		including: i) the introduction of seating at level 15 in association with the level 14 restaurant (Class A3); ii) increase the capacity of the roof garden and restaurant at level 14 and 15.	
18/00304/MDC Lime Street	22 Bishopsgate London, EC2	Submission of artwork strategy including details of artwork installations, structures and street furniture in the open space, art street, and office reception pursuant to Condition 18 (in part) of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 14.02.2019
18/00746/MDC Lime Street	22 - 24 Bishopsgate London EC2N 4BQ	Details of the entrance, street frontage and ground floor lobby of the public viewing gallery pursuant to Condition 19 of planning permission 16/00849/FULEIA dated 11.09.2017	Approved 14.02.2019
18/00910/FULL Lime Street	Crosby Square Steps London EC2	Works of hard and soft landscaping to the steps leading from Undershaft to Crosby Square, including the re-grading of the steps, provision of handrails and seating and the planting of new trees.	Approved 14.02.2019
18/01029/MDC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC3V 4QT	Details of a site survey indicating the proposed finished floor levels at basement and ground floor levels in relation to existing highway levels and a survey of the perimeter of the existing site pursuant to condition 7 of planning permission (application no. 17/00447/FULEIA) dated 13th September 2018.	Approved 26.02.2019

19/00112/PODC Lime Street	6-8 Bishopsgate and 150 Leadenhall Street London EC3V 4QT	Submission of a Local Procurement Strategy (Construction), subsequent to the Local Procurement Strategy for Demolition previously approved in December 2017 (ref: 17/01149/PODC), pursuant to Schedule 3 Paragraph 2.4 of the Section 106 Agreement dated 13 September 2018 (Planning Application Ref: 17/00447/FULEIA).	Approved 19.02.2019
18/01362/MDC Lime Street	6-8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Details of sewer vents, pursuant to condition 13 of Planning Permission dated 13.09.2018 (17/00447/FULEIA)	Approved 26.02.2019
18/01363/MDC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Details of water recycling pursuant to condition 20 of Planning Permission dated 13.09.2018 (17/00447/FULEIA).	Approved 26.02.2019
19/00088/PODC Lime Street	6-8 Bishopsgate and 150 Leadenhall Street London EC3V 4QT	Submission of details of Utility Connection Requirements and a Draft Programme for Connections pursuant to Schedule 3 Paragraph 12 of the Section 106 Agreement dated 13 September 2018 (Planning Application Ref: 17/00447/FULEIA).	Approved 21.02.2019
19/00069/MDC Portsoken	9 Aldgate High Street London EC3N 1AH	Submission of post-construction BREEAM Assessment pursuant to Condition 37 of planning permission 15/00878/FULL dated 05.05.2016.	Approved 19.02.2019

<p>19/00076/MDC Queenhithe</p>	<p>Millennium Bridge London EC4</p>	<p>Submission of a suitable protocol for the protection of legally protected species present on site or identified during installation pursuant to condition 13 (i) and (ii) of planning permission dated 7th September 2018 (18/00458/FULEIA).</p>	<p>Approved 28.02.2019</p>
<p>18/00257/PODC Tower</p>	<p>10 Trinity Square London EC3N 4BH</p>	<p>Submission of the Delivery and Servicing Management Plan pursuant to Schedule 3 Paragraph 9.1 of Section 106 Agreement dated 29 March 2012 in relation to planning application 11/00317/FULMAJ.</p>	<p>Approved 19.02.2019</p>
<p>18/01226/FULL Tower</p>	<p>Lloyds Chambers 1 Portsoken Street London E1 8BT</p>	<p>Refurbishment of existing building at ground floor, ground floor mezzanine, and lower ground floor, including alterations to building entrance, facades and canopy. Change of use of part of the ground floor from office (Class B1) to a flexible use for either a shop or financial & professional services (Class A1/A2) use or a shop or restaurant (Class A1/A3) use, and change of use of part of the ground floor, part of the ground floor mezzanine, and part of the lower ground floor from office (Class B1) to flexible use for either shop or financial & professional services or office or non-residential institutions (Class A1/A2/B1/D1) use. New external landscaping, cycle parking and other works incidental to the development (1825sq.m GIA).</p>	<p>Approved 26.02.2019</p>

19/00077/MDC Vintry	Southwark Bridge London EC4	Submission of a suitable protocol for the protection of legally protected species present on site or identified during installation pursuant to condition 13 (i) and (ii) of planning permission dated 7th September 2018 (18/00453/FULEIA).	Approved 28.02.2019
18/01201/MDC Walbrook	111 Cannon Street London, EC4	Details of building lines and levels pursuant to condition 14 of planning permission 15/01368/FULL dated 24/11/2016.	Approved 26.02.2019
19/00017/NMA Walbrook	15 - 17 St Swithin's Lane London EC4N 8AL	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 14/00658/FULMAJ dated 14th April 2015 to enable a change to the roof cladding from Spanish slate to a smooth rolled titanium zinc on the south facade of the building.	Approved 07.02.2019

This page is intentionally left blank

Agenda Item 7

Committee(s)	Dated:
Planning and Transportation	18 th March 2019
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation
19/00098/FULL Aldgate	Eastgate House, 40 Dukes Place, London, EC3A 7LP	Installation of a ventilation louvre on the Duke's Place elevation and associated external alterations.	04/02/2019
19/00033/FULL Bassishaw	City Tower, 40 Basinghall Street, London, EC2V 5DE	Installation of three windows at basement level.	28/01/2019
19/00125/FULLR3 Bassishaw	Guildhall, London, EC2P 2EJ	The installation of a replacement CCTV network, comprising 32 No. external and 12 No. internal CCTV cameras at the Guildhall Complex, Gresham Street, London, EC2V 7HH	13/02/2019
19/00146/FULL Bread Street	1 Paternoster Square, London, EC4M 7DX	Installation of a statue within Paternoster Square for a temporary period of three months.	19/02/2019

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
19/00116/FULL Bridge and Bridge Without	Swan Lane Pier, 1 Swan Lane, London, EC4R 3TN	Erection of a new pier within the River Thames at Swan Lane, to comprise a refurbished landside access platform; new canting brow and pontoon; dredging and filling of river bed; repair and reinstatement of campshed and riverbank; replacement of mooring pile and installation of additional mooring pile.	28/02/2019
19/00093/FULL Broad Street	60 London Wall, London, EC2M 5TQ	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow variation of conditions 54 and 55 of planning permission 16/00776/FULMAJ dated 27.04.2017 to allow for amendments of retail mix, internal layout and approved drawing numbers.	01/02/2019
19/00133/FULL Castle Baynard	Retail Unit, 59 Fleet Street, London, EC4Y 1JU	Change of use of ground floor and basement from Class A1 use (Shop) to Class D2 use (Assembly and Leisure) (130sq.m).	14/02/2019
19/00120/FULL Coleman Street	41 - 42 London Wall, London, EC2M 5TB	Use of part ground and part basement floors for a flexible use for either shop/deposit taker/restaurant (Class A1/A2/A3) in lieu of a shop/restaurant (Class A1/A3) (432sq.m).	12/02/2019
19/00108/FULL Cripplegate	Barbican Arts and Conference Centre, Silk Street, London, EC2Y 8DS	Installation of 18 antennae, four dish antennae, eight equipment cabinets and ancillary development thereto.	06/02/2019
19/00128/FULL Farringdon Within	36 - 37 New Bridge Street, London, EC4V 6BJ	Alterations to shopfront comprising new doors and replacement fascia panels.	13/02/2019

19/00105/FULL Farringdon Within	Central Criminal Court, Old Bailey, London, EC4M 7EH	The installation of a replacement closed circuit television camera (CCTV) network, comprising 22 No. external and 48 No. internal CCTV cameras, the creation of a new Security Control room, and the installation of two surface mount rising vehicle blockers and a vehicular swing arm barrier at vehicular entrances.	15/02/2019
19/00110/FULL Farringdon Without	16 Took's Court, London, EC4A 1LB	Works to create new discreet basement plant area through joining of existing WC with adjacent external lightwell. Removal of existing external plant and installation of air source heat pump to new discreet plant area. Full internal refurbishment, including alterations to the existing third floor ceiling, enlargement of certain door openings, installation of new fire doors throughout, installation of comfort cooling/heating throughout and new finishes throughout.	06/02/2019
19/00127/FULLR3 Portsoken	Middlesex Street Estate, Middle Street, London, E1 7DF,	Application under Section 73 of the Town and County Planning Act 1990 to vary condition 2 of the planning permission (4361) in order to allow part of the car park accommodation (2100 sqm) at basement level for the construction of secure parking area with ancillary uses and small office and uses other than car parking as the Local Planning Authority may see fit.	14/02/2019
19/00107/FULL Tower	150 Minories, London, EC3N 1LS	Upgrading of the existing rooftop telecommunications equipment and associated works.	06/02/2019
19/00122/FULL Walbrook	The Mansion House, Mansion House Street, London, EC4N 8BH	Installation of a new guardrail system at roof level.	12/02/2019

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the four public escalator/lifts that were in service for less than 95% of the time.
- The report was created on 28th 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 28/02/2019	% of time in service Between 01/02/2019 and 27/02/2019	Number of times reported Between 01/02/2019 and 27/02/2019	Period of time Not in Use Between 01/02/2019 and 27/02/2019	Comments Where the service is less than 95%
London Wall West Sc6458965 Page 43	IN SERVICE	74.3%	1	161 hrs	07/02/2019 – Lift entrapment - engineer attended within 30 minutes and released trapped passengers. Fault identified as lift stopping between floors caused by faulty safety gear, parts required, a return visit happened on the 14/02/2019 February when parts received. Lift repaired and left in service.
Speed House SC6459146	Out of Service	100%	0	624 hours	Lift was out of service for this reporting period due to a refurbishment project being undertaken. Expected return to service date is the 24 th June 2019. This lift will only be reported on subsequent reports if this timescale will not be met.
33 King William St SC6462850	IN SERVICE	42.9%	2	360 hours	02/02/2019 – Engineer attended site, lift was stuck between two floors it was reset and left in service. 08/02/2019 – Engineer attended site and found a fault with the Lift Drive mechanism. Parts required and a return visit on the 22/02/2019 was scheduled when parts received. Lift repaired and left in service.

This page is intentionally left blank

Agenda Item 9

Committee(s): Planning & Transportation Committee	Date: 18 th March 2019
Subject: Millennium Inclinators Update Report	Public
Report of: City Surveyor CS: 095/19	For Information
Report author: Alison Bunn – Head of Facilities Management	

Summary

This report sets out the work undertaken to the Millennium Inclinators since this committee agreed that it should be maintained to a higher standard than the other public lifts.

Between December 2017 and April 2018, a significant project was undertaken to replace significant parts that were nearing the end of their economical life. Since this work has been completed there have been minimal breakdown times for the Inclinators.

As part of the regular maintenance additional parts have now been identified as coming to their end of economical life so need to be replaced, it is proposed that these works will be undertaken over a three-week period from Monday 25th March to Friday 12th April 2019.

The enhanced maintenance regime will be continued so that components are identified for replacement before they fail. Timing of that work will be planned to minimise downtime and can be programmed to avoid busy or sensitive periods, thus minimising the risk of failure resulting in unplanned and consequently longer periods out of service.

Therefore, the new approach for maintaining the Inclinators is working and should be continued with.

Recommendation

Members are asked to:

- Note the contents of this report.

Current Position

1. Since the new inclinator was installed in May 2012, it has been used in the region of 260,898 times which equates to 3,146 journeys per month which is on average 100 times per day.
2. The level of use is on average 3 times more than the other public lifts which are operated by the City. This level of use has contributed to an increased wear and tear on the mechanical and electrical parts of the Inclinator.
3. In December 2017 a four-month project was undertaken to replace the following parts of the Inclinator:
 - New “open protocol” (i.e. more easily maintainable) machinery control panel.
 - Complete rewire of the electrical system
 - New car door operators
 - Replacement of the main hoist ropes
 - Replacement of the car push buttons and indicators
 - Replacement of the landing push buttons and indicators
 - Replacement of the car and counterweight rollers
 - Overhaul of the wet weather protector shields to enable working in inclement weather
 - Repair the top and bottom access traps
4. The project was completed on the 16th April with a total cost of £112,246.
5. Since this work was undertaken the Inclinator has been out of service at the following times, all of which have been reported to this committee:
 - 15/08/18 Guiderail identified as the fault due to wear and tear, parts ordered and once received engineers returned to site and returned to service. (50 hours in total)
 - 16/11/2018 Entrapment. Engineer called to site and released trapped passengers within 30 minutes, however the engineer could not correct door fault on the lower doors. Technician returned the following day and identified parts required and were fitted upon receipt when the lift put back in service. (109 Hours in total)
 - 21/11/2018 Engineer attended site and found a fault with the upper doors, parts required. The technician returned the following day to repair and left lift in service. (22 Hours in total)
6. Through the regular maintenance undertaken on the Inclinator further works have now been identified as required, these works require a three-week closure period from the 25th March to 12th April 2019. The project will undertake the following works:

- Replacement Door Gears
 - Replacement Ropes
 - Replace Guide Shoes
7. Signs will be displayed on the hoarding and give alternative routes for people to use who are unable to climb the stairs.
 8. The costs of these works are due to be £30,000 and is being funded from the 50-year maintenance budget for the Millennium Bridge.
 9. The inclinator is a complex piece of electro-mechanical equipment, so there can be no guarantee that it will not breakdown again. These works, however, together with the enhanced maintenance regime should ensure that if it does fail the down time will be minimalised.
 10. The enhanced maintenance regime will be continued so that components are identified for replacement before they fail. Timing of that work will be planned to minimise downtime and can be programmed to avoid busy or sensitive periods, thus minimising the risk of failure resulting in unplanned and consequently longer periods out of service.

Conclusion

11. The new approach to maintaining the Inclinator is working and will ensure that it continues to be maintained to a higher standard which in turn will reduce the number of breakdowns therefore keeping it in service for longer periods of time.
12. It must be acknowledged that due to the nature of the Inclinator that to repair some of the parts before they fail that it will need to be taken out of service for a period of time. We will do all we can to minimise the length of time and ensure that the works take place at less busy usage times.

Background Papers

- Millennium Inclinator Project (Dec-April 2018) – Planning and Transportation Committee 20th February 2018

Alison Bunn
Head of Facilities Management - Assistant Director
020 73321069
Alison.Bunn@cityoflondon.gov.uk

This page is intentionally left blank

Committee:	Date:
Planning and Transportation	18 March 2019
Subject: Seal House 1 Swan Lane London EC4R 3TN Demolition of the existing building and construction of a basement, ground plus 11 storey building for office use (Class B1) (16,084sq.m GIA), retail use (Class A1/A3) at ground (314sq.m GIA), restaurant use (Class A3) at 11th floor level (708sq.m GIA), a publicly accessible terrace at 12th floor roof level (744sq.m) and public realm improvement works together with ancillary parking, servicing and plant and all necessary enabling works.	Public
Ward: Bridge And Bridge Without	For Decision
Registered No: 18/01178/FULMAJ	Registered on: 2 November 2018
Conservation Area:	Listed Building: No

Summary

Full planning permission is sought for the redevelopment of the Site for:

"Demolition of the existing building and construction of a basement, ground plus 11 storey building for office use (Class B1), retail use (Class A1/A3) at ground, restaurant use (Class A3) at 11th floor level, a publicly accessible terrace at 12th floor roof level and public realm improvement works together with ancillary parking, servicing and plant and all necessary enabling works."

The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre.

The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents.

The proposal would obscure a small narrow extent of river in views from the Monument viewing gallery, which would represent a departure from policy and amounts to less than substantial harm. It is considered that the proposed scheme offers such significant wider and inclusive public benefits which outweigh the less than substantial harm to the view from the Monument. In particular, the provision of a large free to access public roof garden with

generous opening hours offering exceptional views of London in a high quality economically and socially inclusive space is considered to represent a valuable and unique new asset for the City and London as a whole, for its workers, residents and visitors.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free, with the exception of two disabled car parking spaces. 266 long stay cycle parking spaces, 70 short stay cycle parking facilities, and associated facilities would be provided.

The development has been assessed in respect of flood risk and the Environment Agency have confirmed that they have no objection to the scheme.

The scheme would provide significant benefits through the CIL and S106 for improvements to the public realm, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general payment there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.

In this case whilst the development represents a departure from policy and amounts to less than substantial harm, it is considered that the proposed scheme offers such significant wider and inclusive public benefits which outweigh the less than substantial harm. It is therefore considered that the proposed development is acceptable as a whole and planning permission should be granted as set out in the recommendation and the schedules attached.

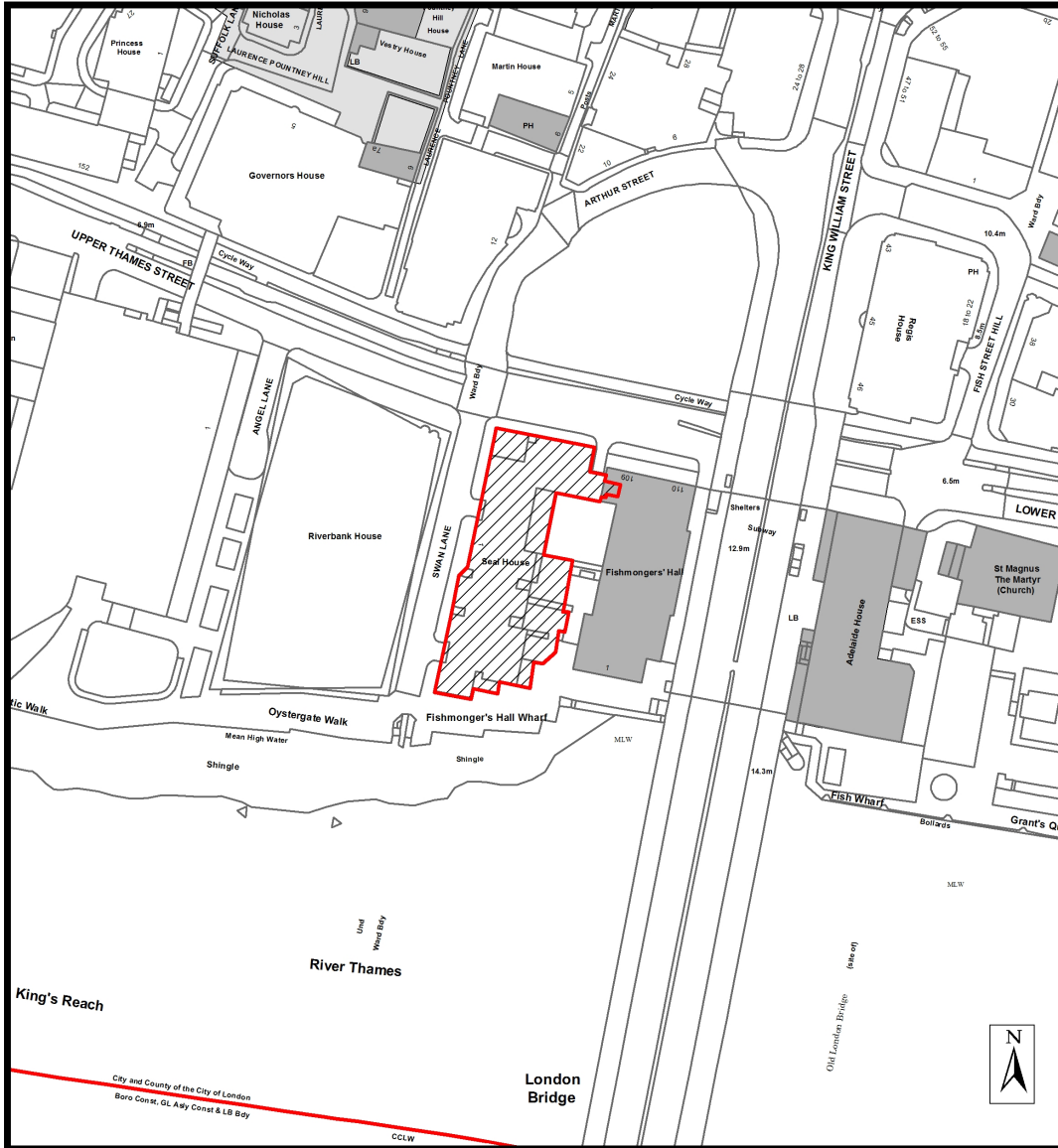
Recommendation

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

(b) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule, the planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;

(c) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

Site Location Plan







© Crown copyright and database rights 2018 OS 100023243

ADDRESS:

Seal House, 1 Swan Lane

CASE No.

18/01178/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site Location and Current Buildings

1. The Site is 0.214 hectares in area and comprises the building known as Seal House, 1 Swan Lane, and a small section of the external courtyard and North Wing of Fishmonger's Hall, which is Grade II* listed and a Scheduled Monument. It is bounded by Upper Thames Street to the north, Fishmonger's Hall and its courtyard to the east, the Riverside Walk to the south and Swan Lane to the west.
2. Seal House provides 8,507sq.m GIA office accommodation on the upper floors with ancillary parking and plant on the ground floor. The existing building dates from 1978 and formed part of a development constructed on the site of former warehouses and medieval lanes which included the Riverbank House Site. The building steps down from 7 storeys plus plant on the west side of the site to 6 storeys plus plant towards Fishmongers' Hall. The Upper Thames Street frontage is connected to the North Wing of Fishmongers' Hall at levels 1 to 7 of the Hall by a recessed linking structure above a vehicular access into the courtyard between the buildings which provides ancillary accommodation for the Fishmongers. The Upper Thames Street frontage accommodates a staircase which used to lead to a City Walkway pedestrian bridge that crossed to 33 King William Street on the northern side of Upper Thames Street before it was demolished as part of the redevelopment of that site, completed in December 2017.
3. The site is impacted by a number of planning policy designations. It is located within the Thames Policy Area, and sits within Landmark Viewing Corridors and Landmark Lateral Assessment Areas in the LVMF Protected Vista 5A.2 from Greenwich Park to St Paul's Cathedral and Protected Vista 6A.2 from Blackheath Point. It also sits within the Landmark Background Assessment Area in the Protected Vista 4A.1 from Primrose Hill to St Paul's and the City's locally protected view from the Monument towards the River Thames (View 3 from the Monument gallery).
4. The existing building is not listed and is not located within a conservation area. However, a small portion of the Fishmonger's Hall, comprising the northernmost portion of the west facade, a small area of the North Wing and a small portion of the courtyard of the building also forms part of the site. The site has been identified as having high archaeological potential.
5. The site is located within Flood Zone 3a (land assessed as having a 1% or greater annual probability of fluvial flooding (1 in 100 return period of greater) or 0.5% or greater annual probability of sea flooding (1 in 200 return period or greater).
6. The site has excellent transport links with a Public Transport Accessibility Level (PTAL) rating of 6b. It is close to Monument (220m), Cannon Street (350m), Bank (500m), and London Bridge (900m) London Underground Stations, which are served by a combination of the Circle, District, Northern, Jubilee, Waterloo & City Lines and the Docklands

Light Railway (DLR). Cannon Street and London Bridge also provide National Rail services, as does Fenchurch Street (900m) to the north east. The site also benefits from excellent access to bus services, and is located near two Santander Cycle Docking Stations, with the nearest being located 180m to the east, along Lower Thames Street (which comprises 24 docks). Additionally, a docking station (comprising of 22 docks) is located along Monument Street approximately 280m northeast. Public transport accessibility is expected to increase further with future public transport improvements including London Underground Station improvements and the introduction of Crossrail which is expected to increase rail capacity, improve journey times and relieve congestion.

7. Vehicle access and cycle parking access is currently from Swan Lane. This serves an existing under-croft parking and delivery area which includes 10 demarcated parking spaces, two of which are used to accommodate 39 cycle parking spaces. The courtyard of the Fishmonger's Hall is accessible through Seal House via the existing vehicle access, although this access is not currently used, and all traffic associated with that building accesses the courtyard directly from Upper Thames Street. There is a set of louvred doors to the southern end of Swan Lane which access the Seal House plant area only.
8. Pedestrians currently access Seal House from Swan Lane

Planning history

9. On 22nd April 2008 Planning and Transportation Committee refused planning permission for:
Erection of single building incorporating 19,051sq.m (GEA) of B1 office accommodation and demolition of elevated pedestrian crossing together with associated parking servicing and plant (11 Storeys). (application reference 07/00712/FULL).
10. This application was refused for two reasons:
 - The proposed building would have adversely affected the setting of the Scheduled Ancient Monument and Grade II* listed Fishmongers' Hall due to its excessive height in relationship to it, diminishing its presence and scale in river prospects and views from London Bridge and from the east; and
 - The impact of the proposal on the view from the Monument. The proposed building would have resulted in a substantial reduction in the appreciation of the south-west view including the river, Cannon Street railway bridge and the river's westward continuity.
11. On 24th March 2009 Planning and Transportation granted planning permission for:
Erection of a single building incorporating 18,339sq.m (GEA) of B1 office uses, 118sq.m (GEA) of A1/A2/A3/A4 retail uses and demolition of elevated pedestrian crossing together with associated parking, servicing and plant (11 storeys 50.65m AOD). (application reference 08/01044/FULMAJ).

12. The proposed building had been designed to respond to the previous grounds for refusal. The proposal did not have a significant impact on the view of the river from the Monument. The proposed building would have been significantly larger than Fishmongers Hall but it was considered that it would not reduce the grandeur and scale of it.
13. These decisions are expired but remain material considerations.

Proposal

14. Full planning permission is sought for the redevelopment of the Site for:
“demolition of the existing building and construction of a basement, ground plus 11 storey building for office use (Class B1), retail use (Class A1/A3) at ground, restaurant use (Class A3) at 11th floor level, a publicly accessible terrace at 12th floor roof level and public realm improvement works together with ancillary parking, servicing and plant and all necessary enabling works.”
15. The proposed building comprises basement, ground plus 11 storeys and will reach a maximum height of 51.183m AOD. At ground floor level, an office lobby accessed from Upper Thames Street would provide entry to office floorspace located at floors 1 to 10. Retail (A1/A3) floorspace would be located at ground floor level accessed from the Riverside Walk. A publicly accessible roof terrace would be located on the roof of the building. A restaurant (A3) is proposed at 11th floor level. Separate entrances for the terrace and the restaurant would be provided at ground floor level from the Riverside Walk. Vehicle access to servicing/loading area would be provided from Swan Lane, with ground floor access to cycling facilities located within the basement provided from Upper Thames Street east of the office entrance.
16. The proposed building would be predominately clad in glass and granite. The building mass is articulated, mediating between the large-scale modern commercial developments to the west of the Site and the proportions of Fishmongers’ Hall.
17. The existing link building situated over the Fishmongers Hall north vehicle entrance would be replaced by a smaller three storey (above ground) link building containing plant for the proposed development. Dark bronze gates would control vehicular access to the Fishmongers courtyard beyond. The three storeys above would be clad in a screen of carved stone modules, mounted with the feature crest of the Fishmongers and incorporating a vertical green wall, providing a more defined entrance to their courtyard and screening large horizontal louvres shielding the plant spaces behind.

Office floorspace

18. The proposed scheme would provide a total of 16,084sq.m (GIA) of office floorspace (Class B1). The main office reception would be accessed from Upper Thames Street. Office floors would be accessed via five scenic lifts along the west side of the reception. Alongside the

five passenger lifts there would be a goods lift, firefighting lift, stair, landlord services and the primary WC's. There would be a compact satellite core to the north east providing a second escape stair, landlord services and additional WC's.

19. Double height fully glazed winter gardens would be located at alternate floors at the south east stepped-back corner of the building, providing amenity space and bringing an element of landscaping into the building. Outdoor amenity space for office workers would be provided with large terraces at levels 9 and 10 to the south and north of the building respectively.

Publicly accessible rooftop garden

20. At the top of the building a publicly accessible terrace and landscaped garden would be provided at 12th floor roof level accessed from a dedicated ground floor public entrance off the Riverside Walk. The Site is situated at a prominent point on the north bank of the Thames, enabling the provision of spectacular uninterrupted views towards Tower Bridge to the east, Southwark Cathedral and Borough to the south, and St Paul's Cathedral and the Eastern Cluster to the north. The terrace has been designed to capitalise on these views.
21. The ground floor public lobby would provide space for an appropriate level of security screening and population counting, and provision of on-site information. From the lobby a lift would take visitors up to an 11th floor public terrace. The 11th floor terrace would be open to the elements on its south face, but would be fully undercover and provide an early glimpse of the panorama of the Thames. From there members of the public can access the roof terrace and garden via the staircase or platform lift. The terrace would accommodate up to 200 members of the public at any one time.
22. The public roof garden would be open all year round, seven days a week, from 10am to 7pm or dusk, whichever is later (and closed on Christmas Day, Boxing Day and New Year's Day).
23. Hard and soft landscaping is proposed including a range of planting, pathways, greenery, seats, benches and a small servery counter. The landscaping would be split into two areas, with south and north sections linked but with distinctly separate characters defined by the landscape design. Where roof spaces cannot be accessed for practical reasons, such as being the location of plant, the surfaces would be greened where possible to provide visual amenity for visitors and in views from surrounding buildings, and to enhance the biodiversity of the Site.
24. The glass balustrades surrounding the roof terrace would be approximately 1200mm in height to remain below the threshold level set by LVMF views, and will be set back from the edge of the building for security purposes.

Restaurant (A3) floorspace

25. A 708sq.m restaurant would be provided at level 11 with capacity for approximately 180 people (160 diners and 20 at the bar). Visitors would take the passenger lift from the ground floor restaurant lobby to the 11th floor covered terrace, where a dedicated entrance to the restaurant would be provided.

Retail/restaurant (A1/A3) floorspace

26. A total of 314sq.m (GIA) of flexible retail/restaurant floorspace is proposed at ground floor level on the southern elevation of the building fronting onto the Riverside Walk, with some ancillary floorspace provided within the basement.

Basement, ancillary servicing, plant, refuse and parking

27. The basement level depth varies in order to minimise impacts on potential archaeological remains and to avoid the existing Thames Water sewer running under the Site.
28. Cycle parking and associated amenities would be provided at the shallower basement level to the north of the Site. A total of 266 cycle parking spaces would be provided, accompanied by associated facilities including 27 showers and 266 lockers, split approximately 50/50 between male and female facilities. This includes 2 cargo or hand cycle spaces, and a separate accessible WC and shower room. Direct access would be provided to the cycle parking facilities via a dedicated entrance from Upper Thames Street to the east of the office entrance, with stairs and accompanying cycle rails leading down to basement level.
29. The majority of the deeper basement level to the south would be occupied by the building's mechanical and electrical plant. Refuse storage would be located in the centre of the basement, adjacent to the goods lift. The remaining space in the southeast of the basement would be allocated for retail/restaurant use, with a connection to the unit at ground floor level. Two passenger lifts serve the office levels, accompanied by one goods and one firefighting lift.

Inclusive access

30. All entrances provide level access into the building and internal spaces are designed to be suitable for use by people with disabilities. The viewing terrace on the roof and covered terrace and restaurant on level 11 will be fully accessible. Two car parking spaces will be provided for drivers with disabilities and it is anticipated the cargo cycle spaces in the basement can also be used for hand cycles, with step free access provided via the goods lift in the service yard which goes to the lowest level of the basement, from which a hydraulic platform provides access up to the cycle hub level.

Interventions to the Scheduled Monument and listed building

31. It is proposed to demolish the existing 1970s link to Fishmongers' Hall and replace it with a new link building. This involves works to the North Wing of the Fishmongers' Hall – the openings formed during the construction of the proposed building would be blocked up with matching masonry at floors 1 to 7 of the Hall.

Public realm

32. Limited public realm works are required other than the making good of land within the Fishmongers' Hall courtyard, around the building, the formation of steps and inclusive ramp at the south of the building and new trees. The proposed trees have been positioned to ensure that a maintenance vehicle can access the flood defence.
33. The proposed extent of public realm surrounding the building would be 1507.4sq.m, which is an increase of 259sq.m compared to the approved scheme.

Consultations

34. The views of other City of London departments have been taken into account in considering the scheme and detailed matters will be covered under conditions and the Section 106 agreement. These include matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security matters.
35. The GLA states that:

'The application is generally acceptable in strategic planning terms however the application does not comply with the London Plan for the reasons set out below:

Principle of development

Noting London Plan and draft London Plan policies regarding strategic uses within the CAZ, the proposed uplift in office floorspace and provision of a publicly accessible roof terrace on the site is supported and the ensures the full optimisation of this well-located site. The City must secure the viewing platform to be free of charge to the public and restrictive booking policies should be avoided.

Urban design

Subject to confirmation that the proposed development does not compromise the Protected Vista from Primrose Hill to St Pauls the proposed design is acceptable in strategic planning terms.

Sustainable development

The applicant must provide further details on the proposed energy strategy and sustainable drainage proposals to demonstrate London Plan compliance.

Transport

The applicant must address transport issues with respect to; short stay cycle parking and car parking provision. The Council must secure Travel plans, delivery and servicing plans, a construction logistics plan through conditions.

36. TfL have stated that:

In summary, some further information is required from the applicant before the proposal can be fully supported. This includes additional London Underground Impact Assessment, short term cycle parking provision and clarification on the formalisation of five car parking spaces at Fishmongers Hall.

37. In response to the memo prepared by WSP in response to TfL's comments TfL have stated that:

Car and Cycle Parking

In regards to car parking provision at this site, TfL welcomes the reduction in spaces from ten to five.

Public Transport

TfL notes that the TA has been updated to include an assessment of underground trips per station, line and direction of travel. This is welcomed as it demonstrates the impact of the development clearly and effectively. The assessment shows that the development will generate relatively low numbers of trips for this mode of transport, therefore does not cause any significant concerns for either TfL Rail or London Underground.

Healthy Streets

It is welcomed that the applicant has updated the TA to include a Healthy Streets Assessment of the site. The assessment concludes that the proposals would result in a higher 'Healthy Street' score – from 73 to 77 - than the current site.

Construction and Servicing and Freight

TfL notes that final CMPs, CLPs and DSMP will be secured through condition. Due to the sites location adjoining TLRN, TfL should be consulted on the CMP, CLP and DSMP.

38. Historic England have commented in relation to the scheduled monument of Fishmongers Hall as follows:

The project at Seal House will affect the scheduled monument of Fishmongers Hall (monument number LO 34), and scheduled monument consent will be required for the works of demolition. I have been engaged in pre-application discussions with the applicant and have been reassured that no harm will come to the monument from the demolition. I have received detailed information as part of an application for scheduled monument consent to enable me to review this, and on this basis, consent has now been granted, subject to conditions.

- The new development will encroach into the setting of Fishmongers Hall, however, the setting is already very busy, and the current proposal is an improvement on the previously consented scheme from the point of the setting of Fishmongers Hall. Therefore, I have no concerns about the impact of the proposed scheme.*
39. The Environment Agency originally objected on the basis that the applicant had failed to demonstrate the risks to the tidal defences have been fully understood and how the development will ensure it is safe for its lifetime and will not increase the risk of flooding. Following the submission of amendments, the Environment Agency have withdrawn their objection.
40. The Lead Local Flood Authority and Thames Water have requested conditions
41. The City Heritage Society have commented as follows:
- We have some concern about the increased height of the proposed building compared with the existing though the restrained treatment of the proposed building is welcome.*
- Regarding the South elevation the three columns of the proposed ground floor appear somewhat uncomfortable. Unless there is some significant structural implication, we consider that four equally spaced columns would be an improvement. Similarly, on the East facade, though this will be seen from a limited area, nonetheless the introduction of the shaped support seems perverse.*
- Regarding the North facade the proposed treatment of the Fishmonger Hall plant area is we believe unsuitable. The introduction of hydroponic planting into this urban townscape is inappropriate. The scalloped detailing of the facade is curious and does not relate either to the classical facade of the hall or to the restrained modern facade of Seal House. The huge stone crest of the Company over what appear to be very basic industrial gates is odd. If such a crest is to be incorporated, then in our view the gates should also have some magnificence. This link we feel needs rethinking.*
42. The Port of London Authority have commented as follows:
- The PLA has no objection in principle to the proposed development, but does have the following observations to make:*
- The application has been accompanied by a 'Transport Assessment' (October 2018) and 'Framework Travel Plan' (October 2018) (in addition to the Planning Statement and D&A Statement and sustainability report). Much has been made regarding the importance of promoting sustainable travel (which would accord with the provisions set out within the National Planning Policy Framework), and it is pleasing to see that the River Bus Service has been included within both documents as an existing alternative public transport mode. However, there is little reference to the promotion of river based transport as part of the Travel Plan's objectives and targets. The PLA, through it's Thames Vision, seeks to increase the number of passenger trips on the River (reaching 20 million commuter*

and tourist trips every year by 2035). This also supports the Mayor's Transport Strategy (2018), which outlines a number of specific measures to be taken by Transport for London (TfL) and other stakeholders to help boost the number of river trips.

In light of this, the PLA requests that further emphasis be given to the promotion of River Bus use and that information on the following be included within a revised Travel Plan to be submitted via condition to the planning decision (should planning permission be forthcoming):

- 1) Provision of targets for river bus use;*
- 2) Measures to encourage river bus use;*
- 3) Timetables for the River Bus stops in proximity to the site.*

Policy Context

43. The development plan consists of the London Plan and the Local Plan. The draft Local Plan is at consultation stage, and while it is a material consideration it has limited weight.
44. The Mayor of London has prepared a draft new London Plan which is a material consideration to be taken into account. The London Plan, draft London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan.
45. There is relevant supplementary planning guidance in respect of the City of London's protected Views SPD of January 2012, Thames Strategy SPD of June 2015 and the Planning Obligations SPD. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.
46. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

Considerations

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

To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
48. In respect of sustainable development, the NPPF states at paragraph 10 that 'at the heart of the Framework is a presumption in favour of sustainable development.' For decision-making this means 'approving

development proposals that accord with an up-to-date development plan without delay...’.

49. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Principal Issues

50. The principal issues in considering this application are:
 - The economic benefits of the scheme;
 - Impact on retail and the public realm;
 - The appropriateness of the bulk, massing and design of the proposals;
 - The impact of the proposals on the London skyline including on views in the London Views Management Framework;
 - The impact of the proposals on the views from the Monument;
 - Servicing, Transport and impact on public highways;
 - The impact of the proposal on nearby buildings and spaces, including environmental impacts such as wind microclimate, energy and sustainability; and
 - The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

Economic Issues and Need for the Development

51. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating ?45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.
52. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
53. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides

a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).

54. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
55. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
56. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
57. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity.
58. The proposed development would provide 16,084sq.m GIA of B1(a) office floorspace (an increase of 7576.5sq.m GIA), further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 1531 office workers.
59. The proposed development includes large floor plates, which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2.

Provision of office accommodation

60. The provision of a substantial office building in this location meets the aims of policy CS7 in delivering 16,084sq.m of office floorspace, which is an additional 7576.5sq.m.
61. The proposed development would add a substantial amount of B1 office floorspace to the City's office stock, which is supported in accordance with Local Plan Policy CS1. This additional floorspace will make a significant contribution towards meeting the Local Plan's overall office floorspace targets to 2026 and the draft Local Plan's targets to 2036.

Provision of retail accommodation

62. The site is not within a designated Principal Shopping Centre (PSC) or Retail Link as defined in Local Plan policy DM20.1. Elsewhere in the City, Local Plan policy DM20.3 seeks to maintain existing retail uses and promote active frontage. Local Plan policy CS9 promotes office-led commercial development along the river, encouraging a mix of appropriate commercial uses, including retail.
63. In total, 1022sq.m of retail floorspace (Class A1 or A3) is proposed, Flexible retail use (Class A1 or A3) is proposed at ground floor (314sq.m) providing an active frontage on the riverfront, and a restaurant (Class A3) is proposed on the 11th floor. This is welcomed as there is no retail provision in the existing building and this part of the City currently lacks retail provision and active frontages.
64. The retail units would help to enliven the public realm, particularly welcome on the river front, and would be of benefit to workers, residents and visitors. The proposal would comply with Local Plan policy DM20.3, which supports retail outside of the PSCs where it would help form an active frontage, provide amenity to City workers, residents and visitors and enhance vibrancy.

Bulk and Massing

65. The site falls within the Landmark Viewing Corridors and Landmark Assessment Areas in LVMF Protected Views View 5A.2 (Greenwich Park) and 6A.1 (Blackheath), both views focus on St Paul's Cathedral. The site falls within the Landmark Background Assessment Area of the LVMF view of St Pauls from Primrose Hill (4A.1). As a result of these three view constraints the overall height of the scheme rises to a height of 51.183m to fall beneath the view thresholds.
66. The massing of the building has been designed not only to respect strategic London wide views but also to appropriately respond to its immediate setting. In particular to respect the setting of the listed Fishmongers Hall and the prevailing building heights of other riverfront buildings. The height of the building is considered acceptable.
67. The footprint of the building broadly mirror's the existing building though the south western corner is set back 6m from the existing

building line to maximize public realm on the riverfront. The south eastern corner is set back to create a recessive breathing space to Fishmongers Hall as well as minimizing the visual intrusion into the view from the Monument.

Design Approach

68. The design approach is intended to deliver a new architectural statement on this important riverside location with sufficient gravitas to hold its own whilst respecting and not visually overwhelming the neighbouring listed Fishmongers hall. It is intended to echo the architectural characteristics and materials of riverfront buildings.
69. In this respect, the robust deep masonry grid of granite and precast concrete columns and beams creates a structural facade befitting the riverfront setting. The cast iron columns are reminiscent of those on the Thames warehouse buildings and are appropriate to a riverfront setting. The use of a bold red colour for the columns enlivens the riverfront and is appropriate alongside the striking yellow angled soffits of the neighbouring Riverbank House.
70. The glazing line is generously recessed back from the masonry grid providing an appropriate level of visual depth and modelling especially in oblique views and in views from the river walk.
71. The use of granite on the masonry grid echoes the use of the stone on the lower levels of Fishmongers Hall and Rennie's London Bridge. The robust quality of the granite is synonymous with the riverfront and the river walls.
72. The recessed upper three storeys of the building feature loggias and projecting briese soleil with a strong horizontal emphasis and a simpler glazed elevation along with painted circular steel columns which create an appropriate visual termination to the building. The design of these upper storeys combined with the double height recessed lower two storeys supported by red cast iron columns results in a well-proportioned facade with a base, middle and top. The glass balustrade to the roof garden appropriately advertises this public terrace in surrounding views.
73. A link building is proposed on Upper Thames Street providing one of the formal entrances to the Fishmongers' Hall. The ground floor of this link comprises dark bronze gates allowing vehicular access with a four-storey concave curved granite screen incorporating a large crest of the Fishmongers. The upper levels will also include vertical greening which will assist in softening the hard townscape of lower Thames Street and create a visual relief between the Fishmongers Hall and Seal House. The louvres on the south elevation of the link will be conditioned to be architecturally integrated in to the facade design.
74. In comparison with the inactive, windowless masonry wall of the existing building on the riverwalk, the scheme provides active glazed restaurant frontages to the south and south east fronting the river walk greatly enlivening the public realm which will substantially enhance the

vibrancy and character of the public realm. Such an addition complements the restaurant and bar uses on Watermark Place and the private restaurant on Riverbank House, which incrementally are transforming the riverfront into a vibrant and active area for workers, residents and visitors.

75. In addition, the dedicated ground floor entrance to the free roof garden will be prominently located on the south-west corner, incorporated within a glazed facade which will be an important focal point for the public to access the public roof garden and its dedicated lift.
76. The scheme involves pulling the building line on the south western part of the building back to create a more generous public realm on the riverfront, optimizing the riverfront setting, the views and the south facing sunny aspect to deliver public realm of the highest quality.
77. The west elevation fronting on to Swan Lane incorporates the vehicular delivery entrance, fire escapes and electrical substation. The glazed scenic lifts at ground floor level, the glazed office reception wrapping around and the glazed entrance reception to the roof garden will introduce an appropriate degree of visual interest to Swan Lane.
78. The east elevation fronting the courtyard will be enlivened by the return glazed elevation of the ground floor restaurant and the historic fishing boat displays with the masonry grid facades continuing around and supported by a dynamic angled column.
79. A key public benefit of the scheme will be the provision of a free to visit roof garden providing spectacular 360 degree views of the City and its landmarks. The roof terrace provides a riverside terrace offering exceptional river views and a more enclosed terrace surrounded by planting which will offer a quieter reflective space. The landscaping is well considered and includes abundant soft landscaping and greenery. The landscaping has been designed with reference to the development of the English garden and will evolve through the seasons.
80. The wider public benefit of the public roof garden to mitigate the less than substantial harm caused by the minor diminishment in the views from the Monument is discussed in proceeding paragraphs.
81. The roof level plant is screened from upper level views by horizontal louvres resulting in an appropriate visual termination to the building.

Public Realm

82. Local Plan Core Strategic Policy CS9 seeks to improve access to the river and riverside walk from the rest of the City and to improve the vibrancy of the riverside by encouraging a mix of appropriate commercial uses. The site is located along the riverside walkway to the west of London Bridge, but the current building does not have an active frontage onto the riverside walk or contribute to enhancement of the public realm. As set out in the City of London Riverside Walk Enhancement Strategy, riverfront redevelopment projects provide good opportunities to enhance the Riverside Walk.

83. The scheme offers a greatly improved public realm on the riverfront with more generous sized riverside terrace enlivened by a new riverfront retail unit and the reception to the roof garden. Areas of tables and chairs will complement the vibrancy of the riverside terrace. The proposals would encourage more people to use the space, in accordance with Policy CS9 and the Thames Strategy SPD.

London Views Management Framework

84. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. It explains the policy framework for managing the impact of development on key panoramas, river prospects and townscape views. The LVMF provides Mayoral Supplementary Planning Guidance (SPG) on the management of 27 strategically important views designated in the London Plan. It elaborates on the policy approach set out in London Plan policies 7.10, 7.11 and 7.12 and came into effect on 16 March 2012. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a positive contribution to the characteristics and composition of strategic views and their landmark elements. The impact of the proposal on the relevant LVMF views will be discussed in turn:

Primrose Hill to St Paul's Cathedral (View 4A.1)

85. This view offers good views of St Paul's Cathedral. The proposal is located in the Background Wider Setting Consultation Area behind St Paul's in this view. The threshold height within this Consultation Area is 52.1m AOD. The development, which rises to 51.4m AOD will fall below this threshold.
86. The proposal is considered to accord with the guidance for this view. The proposal does not compromise St Paul's Cathedral or its Western Towers being recognisable.

Greenwich Park to St Paul's Cathedral (View 5A.2)

87. The proposal lies in the foreground of the Cathedral in this view and straddles the Landmark Viewing Corridor and the Wider Setting Consultation Area. The threshold height of both at this point is 51.324m AOD. The development rises up to (and does not breach) this is 51.324m AOD height.
88. The proposal is considered to accord with the guidance for this view (para 144 and 145) of the LVMF) in the manner in which the proposal, by virtue of its modest height does not harm the viewer's ability to recognise and appreciate St Paul's Cathedral and its western towers or harming the visual relationship between Tower Bridge, the Monument and St Paul's Cathedral as important landmarks.

Blackheath Point to St Paul's (View 6A)

89. This view offers views of the dome and western towers of the Cathedral, the former silhouetted against the sky, enabling clear recognition and appreciation of the landmark. The proposal lies in the foreground of the Cathedral in this view and straddles the Landmark Viewing Corridor and the Wider Setting Consultation Area. The threshold height of both at this point is 51.183m AOD. The development rises up to (and does not breach) this 51.183m AOD height.
90. The proposal is considered to accord with the guidance for this view (para 154 and 155 of the LVMF) as it is sympathetic to the composition and character of the view and does not diminish the appreciation or the viewer's ability to recognise and appreciate the western towers of St Paul's Cathedral.

London Bridge (View 11A)

91. This view focuses on St Paul's Cathedral and other landmarks such as Cannon Street Station Towers and the Old Bailey. The proposed development will be seen at the far right of the view, a significant distance away from St Paul's Cathedral at the centre of the view.
92. The proposal will appear as a convincing new riverside frontage, with its vertical proportions creating a better relationship with its neighbours including Fishmongers Hall and creating a more coherent riverfront from Cannon Street Station to London Bridge.
93. The proposal is considered to accord with the guidance for this view (para 195 and 196 of the LVMF) in the manner in which it does not block or impair views of landmarks including St Paul's Cathedral and avoids an overtly horizontal emphasis with the upper storeys creating a more interesting skyline.

Tower Bridge (View 10a)

94. The view from the north bastion of Tower Bridge focuses on the Tower of London but also includes other landmarks such as St Pauls cathedral and the Monument. In this view, the proposal will be largely concealed in the distance behind London Bridge. Its modest height and location means that it will not harm the appreciation of these key landmarks or other landmarks in this view.
95. The proposal is considered to accord with the guidance for this view (para 183 to 187) in the LVMF in the manner in which the proposal does not harm an appreciation of the scale and geography of London and does not affect the visual relationship between the Monument and Tower Bridge. In addition, the Outstanding Universal Value of the Tower of London World Heritage Site will not be harmed.

Other LVMF views

96. By virtue of its comparatively modest height, the proposal will be concealed or have a negligible impact on other LVMF views in particular the River Prospects from the Thames and riverfront.

Other Local Views (non LVMF)

97. Given the prominent riverfront location of the scheme, the proposal has been assessed from a number of other local viewpoints.
98. The proposal will appear as a well-mannered neighbour to Fishmongers Hall from the southern bank of the river, relating appropriately to the scale and height of development along the riverfront. In particular its vertical emphasis and convincing facade proportions will assist in visually unifying the stretch of riverfront buildings between Cannon Street Station and London Bridge as a coherent river frontage.
99. A prominent view of the scheme is afforded from King William Street, on the bridge over Upper Thames Street. In this view, the scheme will be seen as a coherent backdrop to the Fishmongers Hall. The more restrained nature of the design of this east elevation of the building with shallow modelling of the facade will offer an appropriately subdued backdrop to the listed Fishmongers Hall which is not considered to visually overwhelm the Hall.
100. In the views along Upper Thames Street and adjoining streets, the proposal will appear appropriate in scale and height with convincing facade proportions and modelling introducing a better sense of vertical emphasis, contrasting appropriately with the more horizontal emphasis of Riverbank House to the west. In particular the red coloured cast iron columns will introduce bold colour to this area, complementing the dynamic yellow of the angled soffits of Riverbank House.

Monument Views

101. The key consideration of the proposal is the impact on the views from and of the Monument. In particular, whether the wider public benefits offered by the scheme outweighs the less than substantial harm caused by the proposal obscuring a small narrow extent of river in views from the Monument viewing gallery.
102. The Monument was built between 1671 and 1677 to commemorate the Great Fire of London is both a listed building and a scheduled ancient monument. It is an important historical vantage point with extensive views over London and attracts over 200,000 visitors per year to its viewing gallery.
103. The protected views from the gallery comprise of 5 view cones and the immediate street blocks around the Monument. Core Strategic Policy CS13 (Protected Views) of the City of London Local Plan (January 2015) seeks to protect and enhance significant local views of and from the Monument.

104. The proposal affects view Three (South West to London Bridge and Cannon Street Railway Bridge). The River Thames is identified as a key feature in this View.
105. The proposal will obscure a small section of river which is currently visible above the existing Seal House and to the right of Cannon Street Railway Bridge. The southern section of Cannon Bridge Railway bridge as it lands on the south bank will also be concealed. However, the City of London protected Views? SPD does not identify this bridge as a Historic Landmark (Section 6).
106. The concealment of this small stretch of river is of concern and is considered to cause a degree of harm to the appreciation of a key feature in the view. In this respect, the proposal does not comply with policy CS13. However, given the small and narrow stretch of river concealed and the fact that the vast majority of the River Thames remains visible in this view, the degree of harm is considered less than substantial. Despite this lesser degree of harm, even such an impact would normally be unacceptable in the absence of significant wider benefit to outweigh the harm. This report sets out the case that significant wider public benefits are provided by the new public roof terrace which is considered to outweigh the harm in this instance. The previous scheme for this site which was required to be set back to preserve views of this stretch of river offered no such public roof garden and the resultant public benefit.
107. The wider public benefit of this scheme in terms of mitigating the erosion of the view from the Monument needs to be considered with reference to the relative contrasting value of both the Monument viewing gallery and the proposed roof garden as unique spaces in their own right in securing wider public benefit. The roof garden would allow up to 200 members of the public at any given time in a generous expanse of public realm as opposed to the very limited capacity of the Monument which can only accommodate 33 people at any given time.
108. The Monument viewing gallery is accessed through a relatively strenuous and very confined spiral staircase of 311 steps. This historical quality undoubtedly gives the Monument an atmospheric, evocative, memorable and historically distinctive character. These qualities partly explain the enduring popularity of the monument to visitors to London.
109. The convoluted access to the viewing gallery though means that significant groups in society are excluded from accessing the viewing gallery such as wheelchair users, people with limited mobility, elderly people and very young children. In this respect the Monument viewing gallery is far from being an inclusive experience for all.
110. The proposed roof garden on Seal House will be fully inclusive with stair and lift access with a generous area for all users. In addition, the roof garden will include seating to enable those who are uncomfortable standing for long periods to dwell and reflect on the view resulting in a more comfortable experience. The Monument viewing gallery does not

have capacity to offer these features. In addition, toilet facilities are provided to the roof garden.

111. The viewing experience on the Monument viewing gallery is somewhat constrained. Though the experience is memorable and historically of huge significance it is a somewhat uncomfortable experience with the visitors squeezing past each other on a narrow circular platform of the gallery. In addition, the view is appreciated through taught diamond mesh and the supporting framework, though of an accomplished bespoke design is a necessary permanent safety feature.
112. The proposed public roof garden will offer one of the most exceptional views in London. A 360 degree view of key London landmarks including St Pauls Cathedral, The Monument, Wren Churches, Tower Bridge, The Thames and its bridges, The Shard, Southwark Cathedral, Tate Modern and the City cluster of tall buildings and further afield. In addition, its location in a part of the City with strict height thresholds because of protected views will mean it is very unlikely that there will be any new developments obscuring the views as well as being one of the City roofs receiving most sunlight, from dawn to dusk due to its aspect and lack of overshadowing. It will be the only public roof garden on the riverside in the City and one of the few in London. This will mean it is likely to be one of the most successful and enduring public roof gardens in London.
113. The roof garden has the potential to substantially complement the business City, offering a new public space for workers during the day, particularly lunchtime as well as a destination after work hours. The ability to deliver new public realm, such as pocket parks at ground level in the City is severely constrained and innovative provision of new public spaces at higher levels on buildings is important to deliver new areas to dwell to accommodate the rapid forecast growth of the City's working population. In addition, as a weekend venue it will offer a unique roof garden for visitors, enlivening the City during the weekend as a vibrant 7-day City.
114. Access is via a dedicated lift located on a prominent fully glazed corner on the riverside walk with direct lift access to the 11th floor with the final access to the roof terrace via a staircase and access lift. The access arrangements are legible and clear to all.
115. In addition, the roof terrace offers unobstructed views of the top third of the Monument including the column, viewing area and the flaming orb. Given the height restrictions due to view constraints there is little possibility of this view being obscured in the future. Therefore, in all probability this view will retain a future enduring quality.
116. The Monument closes at dusk whereas the public roof terrace will be open from 10am up to 7pm or dusk, whichever is later, allowing more workers and visitors access to appreciate the views beyond the shorter opening times available at the Monument. In addition, the Monument has an admission charge (justifiable given the costs involved in maintaining an historical monument) whilst the public roof terrace will

be free to access. In this respect, the roof garden offers a more economically inclusive option for workers, residents and visitors.

117. The Monument is primarily a tourist (often international) and visitor destination whereas the roof garden proposed will be used by workers, residents and Londoners. The viewing experience therefore appeals to very different audiences.
118. In addition, despite the fact that the scheme obscures a small narrow strip of river from the Monument, the view from the public roof garden affords extensive un-interrupted views of the Thames from Rotherhithe to Cannon Street Railway bridge. In this respect the roof terrace offers an enhanced and expansive view of the Thames than the one afforded from the Monument.
119. The Monument, its viewing gallery and the views afforded from it is of London wide importance and its historical and architectural significance is unquestionable. City of London policies and guidance seek to protect and enhance views of and from the Monument and its setting and the obscuring of the narrow strip of river is contrary to this policy. Given the small and narrow size of the river obscured with the vast majority of the river in this view cone remaining, the degree of harm is considered less than substantial. Within this context, paragraph 196 of the NPPF requires the harm to be weighed against the public benefits of the proposals.
120. It is considered that the proposed scheme offers such significant wider and inclusive public benefits which outweigh the less than substantial harm to the view from the Monument. In particular, the provision of a large free to access public roof garden with generous opening hours offering exceptional views of London in a high quality economically and socially inclusive space is considered to represent a valuable and unique new asset for the City and London as a whole, for its workers, residents and visitors. It will serve as a catalyst for the regeneration of the riverfront, encouraging enhanced use of the riverside, encouraging new A uses to create a more vibrant riverfront befitting of its key role in the City.
121. In addition, the scheme in its entirety represents a significant improvement to the previous planning permission resulting from vibrant uses on the riverfront, a larger area of public realm and a high level restaurant as well as a more respectful design approach befitting its sensitive location on the riverfront and adjoining the Fishmongers Hall.

St. Paul's Cathedral and the Tower of London World Heritage Site

122. The proposal would not harm views of or the setting or significance of St. Paul's Cathedral. The proposal falls outside the St Pauls Heights policy area and falls below the threshold height of three Protected Vistas focussing on the Cathedral (Greenwich, 5A.2; Primrose Hill ,4A.1 and Blackheath , 6A.1. In addition, the proposal is not considered to harm views of the Cathedral from LVMF assessment point 11A on London Bridge. The impact on these views are assessed in preceding

paragraphs on the LVMF. The proposal will not adversely affect key views of the Cathedral or harm the setting or significance of the St. Paul's Conservation Area.

123. A significant benefit of the scheme is the public roof garden which will be free to visit and will afford impressive views of the dome, drum and upper part of the Cathedral against almost wholly open sky. This will add another impressive viewpoint to view the Cathedral from an elevated public space in the City.
124. In addition, the proposal by reason of its relative distance and modest height will be concealed or have a negligible impact in key identified views of the Tower of London World Heritage Site, either in the LVMF or the views identified in the Tower of London Local Setting Study. The site lies outside the Tower of London World Heritage Site Local Setting Area. In this respect the Outstanding Universal Value of the World Heritage Site will not be harmed.

Impact on significance and setting of listed buildings

125. The impact of the proposal on surrounding listed buildings have been assessed and no harm to their setting was found. In particular, a number of listed buildings are located in close proximity of the site. These will be discussed in turn:

Fishmongers Hall

126. This Grade 2* listed building (which is also a Scheduled Ancient Monument lies immediately to the east of the site its setting is directly affected by the proposal. Historic England have granted Scheduled Monument Consent.
127. Planning permission was refused on 22nd April 2008 (07/00712/FULL) for a previous re-development scheme on the grounds of the impact of the height of the scheme on the setting of the listed Fishmongers Hall. Historic England (then English Heritage) objected to the scheme on these grounds. Subsequently the scheme was amended with reduced massing facing Fishmongers Hall and received planning permission.
128. Historic England have not objected to the current scheme on the grounds of the setting on the listed Fishmongers Hall and indeed argue that the current proposal is an improvement on the previously consented scheme.
129. The scheme is of a height and massing which is not considered to visually overpower the listed building, especially given the height of other buildings framing the riverfront to the west. The design approach of a restrained but convincingly proportioned and modelled masonry grid is considered to be a well-mannered and neighbourly architectural approach respectful of the special significance of the Fishmongers Hall.
130. The building line, lighter more subservient upper storeys, vertical emphasis and the corner set back adjoining Fishmongers Hall are all carefully considered responses in order to relate satisfactorily to the setting of the Hall. In addition, the shallower facade modelling of the

east elevation provides an appropriately subdued backdrop to the Hall in views from the east.

131. Therefore, the proposal is not considered to harm the setting and special architectural or historic interest of the listed fishmongers Hall.

Adelaide House

132. This Grade 2 listed building lies on the opposite side of London Bridge to the east of the site. The proposed development will appear in key views of Adelaide House from the south, east and west.
133. In these views the proposal will appear as an appropriately scaled riverfront building of a restrained but refined vertical proportion and will enhance the riverside setting of Adelaide House. The proposal will therefore not harm the setting or the special architectural and historic interest of the building.

Other Listed Buildings

134. Given its prominent riverside setting, the proposal will appear in key views of a number of riverfront listed buildings. These include the towers of Cannon Street Station, Billingsgate House and Custom House and glimpses of St Magnus the Martyr.
135. The impact of the proposal on all of these listed buildings (and others in the vicinity) has been assessed and it is considered to be of an appropriate height, massing and design which would not harm the setting or special architectural or historical interest of these listed buildings.

Impact on the significance of conservation areas within the City of London

136. The site is not within or directly adjoining a Conservation area. Though there are a number of conservation Areas in this part of the City.
137. The nearest to the site is Laurence Pountney Hill Conservation Area which lies to the north-west. This Conservation Area (the smallest in the City) is an enclave of rare C17th, C18th and C19th Century buildings in a fine grain of lanes and alleys. The proposed development will be generally concealed from views within the Conservation Area and where seen will be of an appropriate height in relation to the buildings along Upper Thames Street.
138. In terms of the impact on Bank Conservation Area, Eastcheap Conservation Area and Queen Street Conservation Area, the proposal is almost wholly concealed from views by other buildings in the foreground and the proposal would not harm the setting or views in to or out of these Conservation Areas

Other Conservation Areas

139. The impact of the scheme on other Conservation Area is considered minimal.

140. However, given the riverfront location, the development affects views out of and the setting of Borough High Street Conservation Area in the London Borough of Southwark. In particular it will be visible as a prominent river front building from the south bank and London Bridge. In these views, the scheme is considered to be of an appropriate height, massing and design which successfully visually unifies the riverfront between Cannon Bridge Station and London Bridge and will not harm views out of and the setting of this Conservation area.

Undesignated Heritage Assets

141. The Thames and its foreshore along with the river walls and riverside walkway are considered to be undesignated heritage assets in terms of their historical and townscape significance. The new roof garden will open up unique and extensive views of the river and enhance the appreciation of this undesignated heritage asset.

Urban Greening

142. An intensive green roof (590sq.m) is proposed, which would encompass the main part of the building. This has been designed to encourage biodiversity and would include wildflowers, grasses, flowering shrubs and perennials, of which plants would be selected that attract pollinators and produce seed heads to attract birds. Options for greening over the plant area of the roof are not feasible due the ventilation requirements of the plant.
143. The roof terrace landscape has been designed with reference to the development of the English garden. It would include two distinctive spaces: an 'enclosed terrace', which would be a tranquil enclosed garden, and an 'infinity terrace', which would be a vibrant terrace overlooking the Thames. The southern end of the roof terrace would predominately be a hard landscape decked area in order to accommodate the space as a public viewing terrace. The garden would provide some planting beds, seats and benches to allow the public to enjoy the space and include panoramic views of St Paul's Cathedral, the City Cluster and the Shard. The additional terraces on the 9th and 10th floors would provide valuable outdoor space for the adjacent office accommodation.
144. The north facade of the link building with nearby Fishmongers Hall would include a hydroponic green living wall (65sq.m) at the upper levels. It is proposed that a total of three existing trees would be removed from the site, one Katsura tree located between the existing Seal House and the Fishmongers' Hall and two small Magnolia trees. Two new trees would be planted on the Riverwalk and further planting of small trees is proposed on the office terraces.
145. An internal 'Winter Garden' is proposed on the south-east corner of the site between the proposed building and adjacent Fishmongers' Hall next to the entrance to the ground floor retail unit. The spaces would provide break out green areas for occupiers of the offices with views of the Thames and would help activate the spaces along the riverfront.

Proposals for greening on and around the development are welcome and accord with Local Plan policies DM10.2, DM10.3 and DM19.2.

146. The draft London Plan sets a target Urban Greening Factor (UGF) as a metric for measuring the contribution of proposed greening of the urban environment.
147. The UGF for this application has been calculated as 0.29, which falls marginally short of the City's proposed target UGF score of 0.3 as a minimum. The applicant has explored options to achieve the additional 25sq.m of greening required to achieve a UGF of 0.3 and it would be possible to introduce some greening between the site and Fishmongers Hall. This would be secured as part of the landscaping scheme by condition.

Transport, Servicing, Parking and Impact on Public Highways

Servicing Arrangements

148. Two loading bays are proposed in a servicing area accessed from Swan Lane. Swept path analysis submitted with the application demonstrates that Heavy Goods Vehicles (HGVs) would be able to enter and exit the loading area in a forward gear. The provision of two loading bays is considered sufficient for a development of this size.
149. To align with the forthcoming Transport Strategy and City Plan 2036 all office deliveries to the site would be delivered through a consolidation centre. Deliveries during the morning, lunchtime and evening pedestrian peaks (07:00 to 10:00, 12:00 to 14:00 and 16:00 to 19:00) would be precluded.
150. It is anticipated that the proposed development would result in approximately 24 daily servicing trips.

Cycle Parking

151. The draft London Plan requires the provision of 247 long stay cycle parking spaces and 70 short stay cycle parking spaces.
152. 266 long stay cycle parking spaces (provided in double stands, 15 folding bicycle lockers and two larger spaces for hand cycles/cargo cycles) are proposed in the basement. The provision of space for adapted cycles is welcomed.
153. 70 short stay cycle parking spaces are to be provided. 27 of the spaces would be provided within the basement cycle parking area. 52 spaces are proposed in various locations within the development curtilage at ground level. The provision of changing facilities is important in encouraging the uptake of active travel and more broadly to facilitate healthy lifestyles for people working in the City.
154. The provision of 27 showers (including one accessible shower) for the 266 cycle parking spaces, provided in the changing facilities adjacent to the cycle parking, meets the recommended ratio in the draft London Plan of one shower for every ten cycle spaces. Lockers are shown in

the changing areas and the applicant's transport consultant, WSP, has confirmed that a locker would be provided for each cycle space. A condition is recommended requiring the provision of 266 lockers

Framework Travel Plan

155. The submitted Framework Travel Plan is largely acceptable. The applicant has been encouraged to provide a more ambitious target in relation to cycle parking occupancy and the Port of London Authority (PLA) have requested that the use of river boats is encouraged through the Travel Plan. Both requests will be reflected in the final Travel Plan secured by condition.

Car Parking

156. The development is car free, with the exception of two disabled parking spaces proposed in the servicing area. The provision of disabled parking spaces is welcomed.
157. Five car parking spaces are shown within the Fishmonger's Hall courtyard, for the use of the Fishmongers. City Transportation have objected to this provision. At present a total of ten under-croft parking spaces (of which two spaces are used for cycle parking) are available for the use of the Fishmongers. The proposals include the re-provision of five of these spaces and not an increase in the number of spaces and this is accepted.

Waste Management

158. The Cleansing Team have confirmed that the waste storage and collection facilities comply with their requirements and are acceptable. A waste compactor is not proposed, which means that there would be no skip vehicles accessing the site. It has, therefore, been agreed that a headroom clearance of 4.5m is acceptable in this case.

S278

159. Through the S106 agreement, a S278 agreement would be secured for improvements to the highway and Riverside Walkway surrounding the development.

Environmental impact of proposal on surrounding area

Wind Microclimate

160. The proposed development would have a relatively minor impact on the wind conditions on the site.
161. The areas on the riverfront, close to the building and the public roof garden entrance where people would sit and dwell would remain suitable for sitting, and would generally improve. Conditions close to the river wall would deteriorate from standing to leisure walking but given that this is not an area where people would sit this is considered to be acceptable.

162. Conditions on London Bridge adjacent to the access to Adelaide House would deteriorate from standing to leisure walking. The predominant use of this area is business walking of pedestrians moving along London Bridge and it is therefore considered that these conditions are acceptable.
163. An assessment of wind conditions has been carried out for the public roof garden, restaurant terrace and office terraces. Here, wind conditions would be suitable for the usage of the spaces throughout the year, with calmer conditions in the summer period.

Flood risk

Sequential test

164. The proposed uses fall within the 'Less Vulnerable' category and are therefore suitable for this location within flood zone 3a.

Flood defences

165. Local Plan policy DM18.3 requires that 'Development must protect the integrity and effectiveness of structures intended to minimise flood risk and where appropriate enhance their effectiveness'.
166. The Environment Agency originally objected to the application due to the proximity of the proposed building and its basement to the flood defence wall. In response to this objection the application was amended to pull the building away from the flood defence wall at its closest point, and the Environment Agency have now withdrawn their objection.

Flood resilience

167. Local Plan policy DM18.1 states that 'Flood resistant and resilient designs, which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged'. The City of London Strategic Flood Risk Assessment provides guidance regarding flood resistance and resilience measures including the recommendation to locate electrical, gas, telephone and digital/IT equipment and systems above flood levels to ensure speedy recovery after a flood.
168. It is proposed that a UKPN substation is located on the ground floor within the flood zone. This substation would serve more than one building and it is therefore proposed that all electrical equipment is located 350mm above the flood level.

Flood evacuation

169. The Environment Agency have confirmed that as Local Authority, the City is the competent authority on matters of evacuation or rescue. The basement would include restaurant space (connected to the restaurant at ground floor level), cycle parking and associated facilities and plant. Plans have been submitted showing a safe egress route from the basement and flood prone areas of the ground floor. The applicant has confirmed that a call point would be provided in close proximity to the stairs to alert management that someone is in need of assistance and

they would then be assisted up the stairs. A food evacuation plan would be secured by condition.

SuDs

170. It is proposed that the roof would discharge to the River Thames directly and areas at ground level would drain either unrestricted to the River Thames or to the combined sewer at greenfield runoff rate, with attenuation provided as necessary.
171. The Lead Local Flood Authority has reviewed the Flood Risk Assessment and Outline Drainage Strategy and recommended conditions.

Biodiversity

172. The Preliminary Ecological Assessment, prepared by WSP, assesses the impact of the proposed development on protected and notable species, specifically bats and birds.
173. The roof of the existing building has suitable nesting habitat for some bird species of conservation concern, including the Black Redstart, and the climbing plants in the courtyard between the existing building and Fishmongers Hall are also of value. A condition is recommended requiring that the demolition of the building is undertaken outside the bird nesting season (March-July) to avoid damaging or destroying nests and young. If demolition is required within this season, it is recommended that the roof and courtyard are checked by a suitably experienced ecologist to determine whether breeding birds are present before demolition commences. If an active nest is found structures would be left in situ until the young have fledged.
174. The Preliminary Ecological Assessment explains that whilst there are no mature trees on site to provide roost features for bats the plant room structure on the roof of the existing building exhibits features which are suitable for supporting roosting bats, as it has large vents which may provide potential roosting space for bats as well as consistently warm conditions suitable for a maternity roost. The River Thames provides foraging habitat and increases the potential for the existing building to support a roosting site.
175. An internal inspection of the roof plant room has been carried out to determine whether this space is used by bats. No evidence was found of roosting bats. The plant room has, therefore, been downgraded from low-moderate potential for roosting bats to negligible.
176. It is recommended that that biodiversity enhancements are included as part of the development, such as bird and bat boxes on the roof and invertebrate hotels on the roof to indirectly support bird and bat populations (including the declining House Sparrow). Additionally, sensitive/low UV lighting around the site would help to reduce the impact of the development on bats that use the River Thames for foraging and commuting.

Environmental Impacts

Energy consumption

177. London Plan policy requires major development to achieve a 35% improvement in carbon emissions over part L of the Building Regulations 2013. Emerging London Plan policy is moving to a zero-carbon target for non-domestic buildings from 2019 to contribute to the ambition of a zero-carbon City by 2050.
178. The submitted Energy Statement, prepared by WSP, demonstrates that this development has been designed to achieve a 20.8% reduction in carbon emissions compared with the 2013 Building Regulations requirements. This would be achieved through energy efficiency measures and the use of Air Source Heat Pumps (ASHP). WSP have explained that the use of ASHP instead of CHP would be more carbon efficient during the buildings operation and would have a reduced impact on local air quality. This has been recognised by the GLA and new carbon factors are being introduced to drive the use of electric systems.
179. The submitted Energy Strategy indicates that further carbon improvements could result from the use of Water Source Heat Pumps (WSHP) and that 'the use of WSHP is feasible for the proposed development and could be investigated further in later design'.
180. It is recommended that the Energy Strategy is revisited by condition to ensure that all possible opportunities to improve the carbon performance of the building are considered. Any shortfall would be offset through a carbon offsetting contribution through the S106 agreement.

BREEAM

181. The submitted Sustainability Statement, prepared by WSP, demonstrates that the proposed development has been designed to achieve a BREEAM rating of 'Excellent' against the BREEAM New Construction 2014 rating scheme. The BRE published the BREEAM New Construction 2018 criteria in March 2018 and this rating should be used for all major planning application submitted after that date. Maximum credits should be sought for the City's priorities, which are energy, water, pollution and materials
182. It is recommended that the City's standard condition is imposed that requires a post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating).

Air Quality

183. The submitted Air Quality Assessment demonstrates that the proposed development should not have any significant impacts on air quality. The conclusions of the assessment are accepted.

Noise and Vibration

184. In City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved by condition.
185. This would require the submission of a Construction Logistics Plan (CLP) to manage all freight vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development.
186. Noise levels from mechanical plant in the completed development would need to comply by condition with the City of London's standard requirement that there would be no increase in background noise levels.

Archaeology

187. The site is in an area of significant archaeological potential and one of the few remaining waterfront sites where remains of quays and building structures from the Roman to post medieval period have survived. An Historic Environment Assessment has been submitted with the application which sets out the archaeological potential and impact of the proposed development.
188. There is high potential for survival of the 3rd century Roman riverside wall which is a non-designated heritage asset. The predicted line of the river wall runs across the north west part of this site and if found to be surviving here, it would be protected, and construction impact avoided. The application includes options for foundation proposals to accommodate the river wall if it is found to survive. Remains of the Roman river wall have been recorded and protected at Riverbank House to the west and have also been recorded below the southern pavements of Lower and Upper Thames Streets.
189. There is high potential for survival of waterfront timber and masonry quay structures dating from the 12th to the 17th centuries and associated waterfront buildings. This is significant evidence of the successive building out into the river and historic extension of the land area. There is high potential for evidence of the pre-historic and later Thames foreshore.
190. The existing building does not have a basement as when the building was constructed the basement area from previous buildings on the site was backfilled with modern material. The earlier basement construction

and existing building foundations will have disturbed archaeological remains, leaving localised areas of survival.

191. Archaeological recording and excavation was carried out in 1974 on a limited area of the site, prior to construction of the existing building. The results of this work indicate the potential, significance and depth of remains on the site.
192. The proposed building would have a basement floor and new foundations. It is intended, subject to further testing, that some of the existing foundations would be re-used. The proposed basement slab would be at different levels and there would be an impact where the new slab, pile cap and piled foundations would be below the previous basement levels.
193. Archaeological evaluation is proposed which would confirm the findings of the archaeological assessment, provide more information on archaeological survival, disturbance by modern construction. A Written Scheme of Investigation for the evaluation work has been submitted and the work will help to design an appropriate programme of archaeological work, to minimise disturbance to remains and to ensure protection of the Roman river wall. Preliminary investigation has been carried out and this will inform the evaluation which will be carried out when access to the relevant areas is possible.
194. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

Planning Obligations and Community Infrastructure Levy

195. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
196. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
197. From 1st April 2019 Mayoral CIL 2 supersedes the Mayor of London's CIL and associated section 106 planning obligations charging schedule. This change removes the Mayors planning obligations for Crossrail contributions. Therefore, the mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended). CIL contributions and City of London Planning obligations are set out below.

Mayoral CIL and planning obligations

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
Total liability in accordance with the MCIL2	£2,006,337	£1,926,084	£80,253

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

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£760,890	£722,846	£38,045
City Planning Obligation Affordable Housing	£202,904	£200,875	£2,029
City Planning Obligation Local, Training, Skills and Job Brokerage	£30,436	£30,131	£304
Carbon Reduction Shortfall (as designed) Estimate*	£138,762	£138,762	£0
Section 278 Design and Evaluation	£50,000	£50,000	£0
City Planning Obligation Monitoring Charge	£2,500	£0	£2,500
Total liability in accordance with the City of London's policies	£1,132,992	£1,091,226	£41,766

*carbon shortfall to be confirmed on completion subject to carbon reduction of the as built development.

City's Planning Obligations

198. The obligations set out below are required in accordance with the City's SPD. They are necessary to make the application acceptable in

planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the tests in the CIL Regulations and government policy.

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Consolidation centre – office deliveries
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Public Access/ Riverside Walk?
- Section 278 Agreement
- Roof Garden Access and Management
- TfL S278 Agreement

199. It is recommended that the Chief Planning Officer be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Monitoring and Administrative Costs

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

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

Site Specific Mitigation

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

Conclusions

203. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre.

204. The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments

which contribute to the City's economy and character and provide support services for businesses, workers and residents.

205. The proposal would obscure a small narrow extent of river in views from the Monument viewing gallery, which would represent a departure from policy and amounts to less than substantial harm. It is considered that the proposed scheme offers such significant wider and inclusive public benefits which outweigh the less than substantial harm to the view from the Monument. In particular, the provision of a large free to access public roof garden with generous opening hours offering exceptional views of London in a high quality economically and socially inclusive space is considered to represent a valuable and unique new asset for the City and London as a whole, for its workers, residents and visitors.
206. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free, with the exception of two disabled car parking spaces. 266 long stay cycle parking spaces, 70 short stay cycle parking facilities, and associated facilities would be provided.
207. The scheme would provide significant benefits through the CIL and S106 for improvements to the public realm, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general payment there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
208. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
209. In this case whilst the development represents a departure from policy and amounts to less than substantial harm, it is considered that the proposed scheme offers such significant wider and inclusive public benefits which outweigh the less than substantial harm. It is therefore considered that the proposed development is acceptable as a whole and planning permission should be granted as set out in the recommendation and the schedules attached.

Background papers:

Internal

Memo, Air Quality Officer, 28th November 2018

Memo, Environmental Health Officer, 29th November 2018

Memo, Environmental Health Officer, 15th February 2019

External

Email, Thames Water, 21st November 2018

Letter, City Heritage Society, 25th November 2018

Email, Port of London Authority, 4th December 2018

Letter, Environment Agency, 6th December 2018

Letter, Historic England, 9th January 2019

Letter, Environment Agency, 8th February 2019

Letter, Environment Agency, 4th March 2019

Email, TfL, 5th March 2019

Drawings

Existing

EPA-SEH-05-1-100 P00

EPA-SEH-05-1-101 P01

EPA-SEH-05-1-102 P01

EPA-SEH-05-1-103 P01

EPA-SEH-05-1-104 P01

EPA-SEH-05-1-105 P01

EPA-SEH-05-1-106 P00

EPA-SEH-05-1-107 P00

EPA-SEH-05-1-120 P00

EPA-SEH-05-1-121 P00

EPA-SEH-05-2-106 P00

EPA-SEH-05-2-101 P00

EPA-SEH-05-2-102 P00

EPA-SEH-05-2-103 P00

EPA-SEH-05-2-104 P00

Proposed

EPA-SEH-05-1-299 P07

EPA- SEH-05-1-300 P11

EPA- SEH-05-1-301 P07

EPA- SEH-05-1-302 P06

EPA- SEH-05-1-303 P04

EPA- SEH-05-1-305 P04

EPA- SEH-05-1-306 P04

EPA- SEH-05-1-307 P02

EPA- SEH-05-1-308 P02

EPA- SEH-05-1-309 P04

EPA- SEH-05-1-310 P04

EPA- SEH-05-1-311 P05

EPA- SEH-05-1-312 P07

EPA- SEH-05-1-320 P01

EPA- SEH-05-1-321 P01

EPA- SEH -05-2-300 P06

EPA- SEH-05-2-301 P06

EPA- SEH-05-2-302 P06

EPA- SEH-05-2-303 P06

EPA-SEH-05-3-300 P06

EPA-SEH-05-3-301 P06

EPA-SEH-05-5-001 P02

EPA-SEH-05-5-002 P01

EPA-SEH-05-5-003 P02

EPA-SEH-05-5-004 P01

EPA-SEH-05-1-311 P06

EPA-SHE-05-1-312 P08

Documents

Air Quality Assessment, WSP, October 2018

Preliminary Ecological Assessment, WSP, October 2018

Bat Inspection, WSP, October 2018

Energy Statement, WSP, October 2018

Flood Risk Assessment and Outline Drainage Strategy, WSP, October 2018

Preliminary Risk Assessment – Ground Conditions, WSP, October 2018

Wind Microclimate Assessment, WSP, October 2018

Outline Construction Logistics Plan, October 2018

Statement of Community Involvement, Four, October 2018

Sustainability Statement, WSP, October 2018

Tree Constraints Impact Assessment and Tree Protection Method Statement, B.J. Unwin Forestry Consultancy, October 2018

Acoustic Planning Report, WSP, October 2018

Planning Statement, DP9, October 2018

Waste Management Strategy, WSP, October 2018

Transport Assessment, WSP, October 2018

Framework Travel Plan, WSP, October 2018

Heritage Assessment, Eric Parry Architects, October 2018

Townscape and Visual Impact Assessment, Ettwein Bridges, October 2018

Historic Environment Assessment, MOLA October 2018; Window Sample Investigation, MOLA, 13.12.2018

Draft Construction Management Plan, R.P.M, 29th October 2018

Landscape Statement, Todd Longstaffe-Gowan, 31st October 2018

Air Quality Consultation Response Comments, WSP, 7th December 2018

Environment Agency Consultee Response Follow-up, WSP, 10th January 2019

Design and Access Statement, Eric Parry Architect, February 2019

Appendix A

London Plan Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

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

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

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

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

Policy 7.6 Buildings and structures should:

a. be of the highest architectural quality

b. be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

c. comprise details and materials that complement, not necessarily replicate, the local architectural character

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

- e. incorporate best practice in resource management and climate change mitigation and adaptation
- f. provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces
- g. be adaptable to different activities and land uses, particularly at ground level
- h. meet the principles of inclusive design
- i. optimise the potential of sites.

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

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

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

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

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

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

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

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

Relevant Local Plan Policies

CS1 Provide additional offices

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

DM1.1 Protection of office accommodation

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

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

DM1.5 Mixed uses in commercial areas

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

CS2 Facilitate utilities infrastructure

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

DM2.1 Infrastructure provision

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

- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply(TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
 - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
 - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

DM3.1 Self-containment in mixed uses

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

DM3.4 Traffic management

To require developers to reach agreement with the City Corporation and TfL on the design and implementation of traffic management and

highways security measures, including addressing the management of service vehicles, by:

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

CS4 Seek planning contributions

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

CS9 Meet challenges of Thames/Riverside

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding.

CS10 Promote high quality environment

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;

- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

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

DM10.3 Roof gardens and terraces

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

DM10.4 Environmental enhancement

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces.

Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

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

CS12 Conserve or enhance heritage assets

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

DM12.3 Listed buildings

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

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.

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

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

CS15 Creation of sustainable development

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

DM15.1 Sustainability requirements

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

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

DM15.2 Energy and CO2 emissions

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

DM15.3 Low and zero carbon technologies

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

4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

DM15.6 Air quality

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

5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

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

CS16 Improving transport and travel

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

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications

during both construction and operation, in particular addressing impacts on:

- a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.2 Pedestrian movement

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

DM16.3 Cycle parking

1. On-site cycle parking must be provided in accordance with the local standards set out in Table 16.2 or, for other land uses, with the

standards of the London Plan. Applicants will be encouraged to exceed the standards set out in Table 16.2.

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

DM16.4 Encouraging active travel

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

DM16.5 Parking and servicing standards

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

6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

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.

DM17.2 Designing out construction waste

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

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

CS18 Minimise flood risk

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

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:

- a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
 - b) the benefits of the development outweigh the flood risk to future occupants;
 - c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.
2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:
 - a) all sites within the City Flood Risk Area as shown on the Policies Map; and
 - b) all major development elsewhere in the City.
 3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.
 4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.
 5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
 6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

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.

DM19.1 Additional open space

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.
2. New open space should:
 - a) be publicly accessible where feasible; this may be achieved through a legal agreement;
 - b) provide a high quality environment;
 - c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
 - d) have regard to biodiversity and the creation of green corridors;
 - e) have regard to acoustic design to minimise noise and create tranquil spaces.
3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

CS20 Improve retail facilities

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

DM20.4 Retail unit sizes

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

SCHEDULE

APPLICATION: 18/01178/FULMAJ

Seal House 1 Swan Lane London

Demolition of the existing building and construction of a basement, ground plus 11 storey building for office use (Class B1) (16,084sq.m GIA), retail use (Class A1/A3) at ground (314sq.m GIA), restaurant use (Class A3) at 11th floor level (708sq.m GIA), a publicly accessible terrace at 12th floor roof level (744sq.m) and public realm improvement works together with ancillary parking, servicing and plant and all necessary enabling works.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 No demolition shall take place until a survey of the existing river wall has been submitted to and approved in writing by the local planning authority in consultation with the Environment Agency to establish the structural integrity and stability of the river wall. The scope and the details of the survey shall be agreed with the local planning authority prior to its commencement and the survey shall include any necessary intrusive investigation & testing and movement monitoring.
REASON: To establish the condition of the existing river wall and inform the need for remedial works to the wall and the detailed design for construction close to the flood defence / river wall in accordance with the following policy of the Local Plan: CS19.
- 3 Prior to the erection of any part of the new building within 10 metres of the river wall a scheme for remedial works to the river wall including a program for the remedial works must be submitted to and approved in writing by the local planning authority in consultation with the Environment Agency. The development must only proceed in accordance with the approved scheme.
REASON: To ensure that the life expectancy of the flood defences forming part of the site is no less than that of the proposed development and to protect the site and the adjoining land from tidal flooding in accordance with the following policy of the Local Plan: CS19.
- 4 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM

Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction

- 5 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.

- 6 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

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

- 7 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 8 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.
- 9 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this

condition are incorporated into the development before the design is too advanced to make changes.

- 10 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

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

- 11 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating shall be submitted to and approved in writing by the local planning authority.

REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

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

(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: green roofs, rainwater pipework, design for water treatment, flow control devices, design for system exceedance, design for ongoing maintenance; all surface water shall discharge directly to the Thames, should this not be possible for limited areas, flow rates shall be restricted to no greater than three times the greenfield runoff rate for that area to discharge to the combined sewer with Thames Water's consent, provision should be made for an attenuation volume capacity capable of achieving this;

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

(c) Evidence that the relevant permits for discharging to the Thames have been acquired from the Port of London Authority and the Environment Agency.

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

- 13 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.
REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.
- 14 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 15 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) A Lifetime Maintenance Plan for the SuDS system to include:

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

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

- 16 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
 - (c) details of a typical bay of the development;
 - (d) typical details of stonework;(e) details of ground floor elevations;
 - (f) details of the ground floor office entrance(s);
 - (g) details of the flank wall(s) of the proposed new building;
 - (h) details of windows and external joinery;
 - (j) details of soffits, hand rails and balustrades;
 - (k) details of all alterations to the existing facade;
 - (l) details of junctions with adjoining premises;
 - (m) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
 - (n) details of the integration of cleaning equipment, cradles and the garaging thereof;
 - (o) details of plant and ductwork to serve the A1, A3 and A4 uses;
 - (p) details of ventilation and air-conditioning for the A1, A3, A4 uses;
 - (q) details of all ground level surfaces including materials to be used;
 - (r) details of walkway surfaces including materials to be used;
 - (s) details of external surfaces within the site boundary including hard and soft landscaping;
 - (t) measures to be taken during the period of demolition and construction for the protection of the trees to be retained and details of any pruning of the trees;
 - (u) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development.
 - (v) details of the ground floor entrance including signage and glazing for the public roof garden
 - (w) details of external lighting to the facade, public realm and public roof garden
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a

satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 17 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.
- 18 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.
REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.
- 19 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.
REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.
- 20 (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.

- 21 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 22 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1.
- 23 Prior to the occupation of any part of the building a Flood Evacuation Plan for the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.
REASON: In the interests of public safety in accordance with the following policy of the Local Plan: DM18.1.
- 24 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with

details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.

- 25 No cooking shall take place within any Class A1, A3, A4 or A5 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 26 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.
- 27 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.
REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.
- 28 A post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree, for example BREEAM 2014 'Excellent' provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' BREEAM 2018 rating and this is explained through an addendum) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 29 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.
- 30 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 266 long stay spaces and 70 short stay spaces. All doors on the access to the parking area shall be automated, push button or pressure pad operated. 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.
- 31 Unless otherwise agreed in writing by the Local Planning Authority a minimum of 27 showers and 266 lockers 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.
- 32 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 33 No live or recorded music that can be heard outside the premises shall be played.

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

- 34 Except as may otherwise be approved in writing by the Local Planning Authority, no development shall be carried out in advance of the building lines as shown on the deposited plans.
REASON: To ensure compliance with the proposed building lines and site boundaries in accordance with the following policies of the Local Plan: DM16.1, DM16.2.
- 35 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.
REASON: Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3
- 36 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.
REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.
- 37 A clear unobstructed minimum headroom of 5m must be maintained for the life of the building in the refuse skip loading area as shown on the approved drawings.
REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5.
- 38 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 39 Unless otherwise approved by the LPA there must be no building, roof structures or plant above the top storey, including any building, structures or plant permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS14, DM10.1 DM12.1.

- 40 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.
- 41 Unless otherwise agreed in writing with the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Written Scheme of Investigation for an Archaeological Evaluation, MOLA, dated 29 October 2018.
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.
- 42 The designated car parking spaces for use by people with disabilities shall be provided and marked out prior to first occupation of any part of the building, and maintained for the life of the development.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policy of the Local Plan: DM16.5
- 43 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: Dwg nos. EPA-SEH-05-1-299 P07, EPA- SEH-05-1-300 P11, EPA- SEH-05-1-301 P07, EPA- SEH-05-1-302 P06, EPA- SEH-05-1-303 P04, EPA- SEH-05-1-305 P04, EPA- SEH-05-1-306 P04, EPA- SEH-05-1-307 P02, EPA- SEH-05-1-308 P02, EPA- SEH-05-1-309 P04, EPA- SEH-05-1-310 P04, EPA- SEH-05-1-311 P05, EPA- SEH-05-1-312 P07, EPA- SEH-05-1-320 P01, EPA- SEH-05-1-321 P01, EPA- SEH -05-2-300 P06, EPA- SEH-05-2-301 P06, EPA- SEH-05-2-302 P06, EPA- SEH-05-2-303 P06, EPA-SEH-05-3-300 P06, EPA-SEH-05-3-301 P06, EPA-SEH-05-5-001 P02, EPA-SEH-05-5-002 P01, EPA-SEH-05-5-003 P02, EPA-SEH-05-5-004 P01, EPA-SEH-05-1-311 P06 and EPA-SHE-05-1-312 P08, and Written Scheme of Investigation for an Archaeological Evaluation, MOLA, dated 29 October 2018
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 With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water, we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.
<https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 4 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets

to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the

necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

- 5 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to

be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.

- 6 You are advised that when submitted the details to satisfy the landscaping condition you will be expected to achieve the Urban Greening Factor of 0.3 or above.
- 7 The hoarding line should be set out in the Construction Management Plan and should seek to achieve a minimum separation of 5m from the landward face of the flood defence wall.

Development, Enterprise and Environment

Catherine Linford
City of London Corporation
Guildhall, PO Box 270
London EC2P 2EJ

Our ref: GLA/1936c/01
Your ref: 18/01178/FULMAJ
Date: 25 February 2019

Dear Catherine Linford

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008
Seal House, Swan Lane
LPA reference: 18/01178/FULMAJ

I refer to the copy of the above planning application, which was received from you on 21 December 2018. On 25 February 2019, the Deputy Mayor considered a report on this proposal, reference GLA/1936c/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

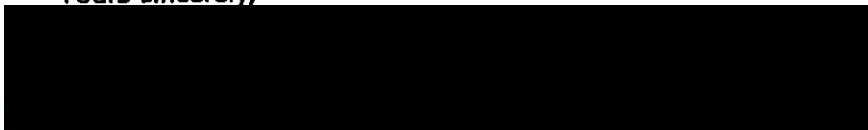
The Deputy Mayor considers that the application complies with the London Plan, for the reasons set out in paragraph of the above-mentioned report; and, pursuant to Article 5(2) of the Order, the Mayor does not need to be consulted again. Your Council may therefore proceed to determine the application without further reference to the GLA.

The Deputy Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph of the above-mentioned report; but that the possible remedies set out in paragraph 40 of this report could address these deficiencies.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Please note that the Transport for London case officer for this application is Amy Tempest, e-mail: AmyTempest@TfL.gov.uk , telephone: 020 3054 4558.

Yours sincerely,



Juliemma McLoughlin
Chief Planner

cc Unmesh Desai, London Assembly Constituency Member
Nicky Gavron, Chair of London Assembly Planning Committee
National Planning Casework Unit, DCLG
Alex Williams, TfL
Tom Hawkey, DP9 Ltd, 100 Pall Mall, London SW1Y 5NQ

Seal House, Swan Lane

25 February 2019

in the City of London

planning application no.18/01178/FULMAJ

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

The proposal

Demolition of the existing building and redevelopment of the site to provide an intensified office provision, ground floor retail space, restaurant space and a public accessible roof terrace. The proposed development would be 12-storeys in height.

The applicant

The applicant is **Sellar Property Group**, and the architect is **Eric Parry Architects**.

Strategic issues

Principle of development: Noting London Plan and draft London Plan policies regarding strategic uses within the CAZ, the proposed uplift in office floorspace and provision of a publicly accessible roof terrace on this site is supported and ensures the full optimisation of this well-located site. The City of London Corporation must secure the viewing platform to be free of charge to the public and restrictive booking policies should be avoided (paragraphs 14-18).

Urban design: subject to confirmation that the proposed development does not compromise the Protected Vista from Primrose Hill to St. Pauls the proposed design is acceptable in strategic planning terms (paragraphs 19-27).

Sustainable development: The applicant must provide further details on the proposed energy strategy and sustainable drainage proposals to demonstrate London Plan compliance (paragraphs 28-31).

Transport: The applicant must address transport issues with respect to; short stay cycle parking and car parking provision. The Council must secure Travel plans, delivery and servicing plans, a construction logistics plans and should also be secured through condition (paragraphs 32-39).

Recommendation

That the City of London Corporation be advised that while the application is generally acceptable in strategic planning terms the application does not comply with the London Plan, for the reasons set out in paragraph 40 of this report; but that the possible remedies set out in the same paragraph of this report could address these deficiencies.

Context

1 On 21 December 2018 the Mayor of London received documents from the City of London notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor must provide the City with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under the following Category of the Schedule to the Order 2008:

- 1.1C. 1(a) *“Development which comprises or includes the erection of a building of more than 25 metres high and is adjacent to the River Thames.”*

3 Once the City of London Corporation has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Corporation to determine it itself.

4 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The 0.2-hectare site is located on the north bank of the River Thames, between London Bridge and Cannon Street Station rail bridge. It is bounded by Upper Thames Street to the north, Fishmongers' Hall (a Grade II* listed building) to the east, Swan Lane to the west and the River Thames to the south. Swan Lane, a remnant from the medieval street pattern, is a narrow gently sloping street that links Upper Thames Street to the Riverside Walk. The surrounding area is characterised by large office buildings of assorted age and architectural style.

6 The site is located on Upper Thames Street (A3211), which is part of the Transport for London road network, and is less than 200 metres from Cannon Street (A4), which is part of the strategic road network. The site is well served by buses, with route 344 running along Upper Thames Street; a further three routes serving Cannon Street; and four bus routes on King William Street. Cannon Street Station is within walking distance and provides access to National Rail services as well as District and Circle Line Underground services. Bank and Monument Underground stations are both within walking distance and provide access to the Central, Circle, District, Northern and Waterloo & City Lines as well as the Docklands Light Railway. The site has a public transport accessibility level of 6b, the best possible score on a scale of 0 to 6.

Details of the proposal

7 Demolition of the existing building and redevelopment of the site to provide an intensified office provision, ground floor retail space, restaurant space and a public accessible roof terrace. The proposed development would be 12-storeys in height.

Case history

8 On 16 April 2008 the then Mayor considered an application (GLA reference PDU/1936) for the erection of an 11-storey building to provide 19,951 sq.m. of office accommodation (B1) and the demolition of an elevated pedestrian crossing together with associated parking, servicing and plant. This application was refused by the City Corporation because of the proposal's impact on

views from The Monument and the impact on its setting and the Grade II* listed building, Fishmongers Hall.

9 In 2009 the then Mayor considered a new application (GLA reference PDU/1936a) which was a redesign of the previously refused scheme and was for the erection of an 11-storey building comprising 18,339 sq.m. of office accommodation (B1), 118 sq.m. of retail floorspace and the demolition of the elevated pedestrian crossing together with associated parking, servicing and plant. The application was granted permission by the City Corporation on 27 May 2010 (LPA reference 08/01044/FULMAJ).

10 In April 2015 the then Deputy Mayor, acting under delegated authority, considered an application (GLA reference D&P/1936b/01) which was submitted in order to renew the 2009 permission, which had not been implemented at that point. The application was broadly supported, although the applicant was asked to review potential improvements to the Thames Path, provide further information in relation to urban design, climate change mitigation and adaptation, and address several outstanding transport matters.

11 In January 2018 a pre-application meeting was held between the GLA and applicant where it was concluded that the principle of the proposed office and restaurant use (with a publicly accessible roof terrace) was broadly acceptable in strategic planning terms. Concerns in respect to design, transport, and sustainable development were raised.

Strategic planning issues and relevant policies and guidance

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the (2015) City of London Local Plan and the 2015 London Plan (Consolidated with Alterations since 2011).

13 The following are relevant material considerations:

- The revised National Planning Policy Framework and National Planning Practice Guidance.
- Draft London Plan (consultation draft December 2017 and Minor Suggested Changes published August 2018), which should be taken into account on the basis explained in the NPPF.
- London View Management Framework SPG (2012)

- Economic development *London Plan; the Mayor's Economic Development Strategy; Employment Action Plan*
- Urban design *London Plan; Shaping Neighbourhoods: Character and Context, SPG; Shaping Neighbourhoods: Play and Informal Recreation SPG;*
- Historic Environment *London Plan;*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; The Mayor's Environment Strategy; and;*
- Transport *London Plan; the Mayor's Transport Strategy; Use of planning obligations in the funding of Crossrail and the Mayoral Community infrastructure levy SPG.*

Principle of development

14 The site falls within the Central Activity Zone (CAZ). The strategic issues associated with this designation are considered below.

Central Activities Zone

15 London Plan Policies 2.10 and 2.11 and draft London Plan Policies SD4 and SD5 seek to enhance the CAZ's internationally significant office functions recognising the strength of both the cultural and leisure offers of the area. These policies require that proposals support the nationally significant strategic functions of the CAZ by responding to local conditions. Schemes should optimise office floorspace, support the provision of visitor infrastructure and include a mix of uses including housing. The proposal seeks to optimise the existing office provision of 8,507 sq.m by increasing the provision at the site to 16,084 sq.m. This would support London's economic capacity and is thus in accordance with the objectives outlined above.

Office

16 London Plan Policy 4.2 and draft London Plan Policy E1 and SD5 require that existing viable office floorspace within the CAZ is retained. These policies seek to develop and promote the unique conglomeration of dynamic clusters of specialist activities such as those found within the CAZ. The proposals result in a net increase in office floorspace equivalent to 7,284 sq.m. Policy E1 of the draft London plan projects a 59% increase in office employment growth in the period between 2016-2041 (equivalent to 367,700 jobs). These proposals seek to optimise an existing office site to maximise the offer of the location. This net increase in office floorspace will positively contribute to the anticipated growth in the long-term.

Public viewing platform

17 Draft London Plan Policy D8 requires that publicly-accessible areas are incorporated into tall buildings particularly where the buildings would be more prominent. Given the locational value offered by this site, the presence of a fully accessible public viewing platform within the proposals is wholly supported. The river frontage and views offered across the London skyline offers significant public value representing an appreciable asset to future users of the site. The applicant has confirmed the intention to ensure that the roof terrace is genuinely publicly accessible. The City of London Corporation should ensure that public accessibility is secured as part of any s106 agreement, ensuring that it is free of charge and that no unnecessarily restrictive booking policies will be implemented.

Principle conclusion

18 Noting London Plan and draft London Plan policies regarding strategic uses within the CAZ, the proposed uplift in office floorspace and provision of a publicly accessible roof terrace on this site is supported and ensures the full optimisation of this well-located site. The City of London Corporation must secure the viewing platform to be free of charge to the public and restrictive booking policies should be avoided.

Urban design

19 London Plan Policies 7.1 and 7.4 and draft London Plan Policies D1 and D2 both require development to have regard to the form, function and structure of an area and the scale, mass and orientation of surrounding buildings. The proposed building would occupy a prominent site on Swan Lane on the River Thames frontage being visible in linear views along London Bridge. The building is proposed to comprise a ground plus 11-storey development with a publicly accessible viewing platform. The building will have entrances located on Upper Thames Street and Swan Lane with the ground floor restaurant also being accessible off the south façade facing the River Thames. The generous ground floor glazing which would front the River Thames would provide an active and attractive frontage onto the river walk helping to activate this currently quiet area.

London View Management Framework

20 London Plan Policy 7.11 and draft London Plan Policy HC4 require that developments are assessed for their impact on designated views requiring that proposals preserve the appreciation of the protected vista. The buildings, landmarks or urban landscapes these viewing corridors protect are of significant aesthetic, historic and cultural value and the greatest weight is placed on maintaining those strategically significant views. Where proposals compromise these views they should be refused. The scheme is located in the protected vistas 5A.2 from Greenwich Park to St. Pauls Cathedral and 6A.2 from Blackheath Point which set a threshold height of 51.4 metres AOD. The scheme is demonstrated to have an above ordinance data (AOD) height of 51.4 metres which does not breach that threshold height. Given this the proposals will not prejudice views to St. Pauls from Greenwich Park or the Blackheath Point view and are thus acceptable in that regard. It is noted, however, that the proposed development sits on the threshold and thus it is critical that the proposed heights are not exceeded. The site is also located within Landmark Background Assessment Area in Protected Vista 4A.1, from Primrose Hill to St. Pauls where the consultation threshold is 52.1 metres AOD. This view has not been provided within the TVIA and must be provided prior to the Mayor's decision making stage to allow an assessment of the schemes impact to be undertaken.

21 The applicant is encouraged to maintain the ongoing dialogue with the City of London officers regarding local views.

Setting of the Grade II* listed Fishmongers Hall

22 London Plan Policy 7.8 and draft London Plan Policy HC1 seek to protect the historic environment by ensuring that development proposals conserve the significance of any heritage asset. Development proposals are required to be sympathetic to the assets significance and appreciation within their surroundings. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should *"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"*. The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

23 The existing development on site is attached to the Grade II* Listed Fishmongers Hall (Listing number: 1359203) at the northern edge of the plot. The existing situation fails to have sufficient regard to the heritage value of the Fishmongers Hall and serves to reduce the appreciation of this asset. The proposal seeks to significantly improve the existing situation by pulling back from the heritage asset and instating a substantial separation distance. Given the above the proposals are in accordance with the heritage policies and guidance outlined above.

Height and massing

24 The proposed development would occupy a prominent site being visible in linear views along London Bridge to the South and benefitting from significant River Thames frontage. The building is comparable the development it neighbours to the west in terms of height which serves to rationalise the currently stepped rooflines along this part of the Thames providing for greater uniformity along the River's edge. The applicant has included a generous setback to the upper storeys, which ensures that the visual impact of the development is minimised particularly when viewed from the south. As such the proposals would not detract from the visual amenities or legibility of the surrounding urban landscape. The overall height and massing of the scheme is accepted in strategic design terms.

Elevational treatment and commercial frontages

25 With respect to the architectural approach, the applicant is advancing a scheme which proposes a simple treatment for the building with the use of pre-cast granite beams and glazing for the central body of the structure. The ground floor will benefit from generous glazing which ensures activation to the areas surrounding the buildings base, particularly facing the river. The proposed material palette does not present any strategic design concerns and is thus supported.

26 Policy SD4 at point H of the draft London Plan seeks to enhance the attractiveness of the CAZ through improvements to the public realm. Policy T2 of the draft London Plan seeks to secure healthy streets to enhance and promote the efficient functioning of the city. The principles contained within these policies are evidenced in the scheme with generous areas of public realm around the base of the building which creates a functional area of public realm at the river's edge.

Urban Design conclusion

27 The overall height and massing of the scheme is broadly acceptable in strategic design terms. In this case, having regard to the submitted plans and visualisations, and the characteristics of the urban setting, officers are satisfied that the proposal would not cause harm to the setting of the Grade II* Listed Fishmongers Hall. Further information, however, is required with regard to assessing the potential impact on the Landmark Background Assessment Area in Protected Vista 4A.1 from Primrose Hill to St. Pauls.

Sustainable development

28 In accordance with the principles of London Plan Policy 5.2 and Policy SI2 of the draft London Plan, the applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions. In summary the proposed strategy comprises: energy efficiency measures (including a range of passive design features and demand reduction measures) and, renewable technologies (comprising Air Source Heat Pumps). The approach proposed would achieve a 21% carbon dioxide reduction. Whilst the principles of the energy strategy are supported, the applicant must explore the potential for additional measures to maximise carbon dioxide reductions, having regard for the strategic targets set out in London Plan Policy 5.2 and Policy SI2 of the draft London Plan. Once all opportunities for securing further feasible on-site savings have been exhausted, a carbon offset contribution should be secured to mitigate any residual shortfall.

Flood risk

29 The site is located in Flood Zone 3, in an area benefitting from River Thames tidal defences. London Plan Policy 5.12 and draft London Plan Policy SI12 both seek to ensure that the flood risk is minimised and mitigated, and that residual risk is addressed. The approach to flood risk management for the proposed development partly complies with London. Flood resilience measures should be considered to aid recovery following a breach of flood defences.

30 London Plan Policy 5.13 and draft London Plan Policy SI13 require that proposals aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy. Further details on how SuDS measures can be included in the landscape (such as tree pits) should be provided. Further consideration should be given to water harvesting and reuse, in particular from the available green roofs.

31 London Plan Policy 5.15 and draft London Plan Policy SI5 require that development proposals minimise the use of mains water in line with the Optional Requirement of the Building Regulations for residential development or for commercial development achieve at least the

BREEAM excellent standard. The proposals do not meet the water consumption targets of these policies. This should be addressed.

Transport

Trip generation

32 A further breakdown of the proposed trip generation by station, line and direction of travel is provided, so that the impacts of this development on the network can be understood.

Cycle parking

33 Cycle parking should be provided to be in line with the draft London Plan standards, contained within Table 10.2. Cycle parking design should be in accordance with London Cycle Design Standards (LCDS). The applicant is proposing 266 cycle parking spaces which would be provided within the basement. This quantum is compliant with draft London Plan standards. The applicant should provide 80 short-stay cycle parking spaces. Short-stay cycle parking spaces should be located within the public realm, be easily accessible, well-located and secure.

Vehicle parking

34 London Plan Policy 6.13 and draft London Plan Policy T6 require developments to provide the appropriate level of car parking provision. The applicant is proposing a car-free development but is seeking to formalise and retain 5 existing car parking spaces. Further evidence is required to justify the retention of these existing spaces.

Healthy streets

35 In accordance draft London Plan policy T2. Way-finding signage (Legible London) should be included within the landscaping plans for the site and delivered through the section 278 agreement. Pedestrian comfort analysis for the site suggests that both the footways and crossing will be able to accommodate existing and future pedestrian demand.

Travel planning, construction and servicing

36 In accordance with London Plan policies 6.3 and 6.14 and draft London Plan Policy T4, a final Construction Logistics Plan (CLP), Delivery and Servicing Management Plan (DSMP) and Travel Plan must be secured as part of any permission.

Transport infrastructure and Crossrail

37 Any planning permission must be subject to conditions to safeguard London Underground infrastructure.

38 The site is in the Central London charging area where section 106 contributions for Crossrail will be sought in accordance with London Plan Policy 6.5 and the associated Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail' (March 2016). Based on the submitted details with respect to the uplift in chargeable B1 floorspace, TfL estimates that a section 106 contribution of £1,127,812 should be secured towards the delivery of Crossrail. City of London should confirm the actual sum payable, net of any CIL credit.

Transport conclusion

39 The applicant must address transport issues with respect to; short stay cycle parking and car parking provision. The Council must secure Travel plans, delivery and servicing plans, a construction logistics plans and should also be secured through condition.

Local planning authority's position

40 The City of London is currently assessing the application, and is still to identify a target committee date.

Legal considerations

41 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

42 There are no financial considerations at this stage.

Conclusion

43 The application is generally acceptable in strategic planning terms however the application does not comply with the London Plan, for the reasons set out below:

- **Principle of development:** Noting London Plan and draft London Plan policies regarding strategic uses within the CAZ, the proposed uplift in office floorspace and provision of a publicly accessible roof terrace on this site is supported and ensures the full optimisation of this well-located site. The City must secure the viewing platform to be free of charge to the public and restrictive booking policies should be avoided.
- **Urban design:** subject to confirmation that the proposed development does not compromise the Protected Vista from Primrose Hill to St. Pauls the proposed design is acceptable in strategic planning terms.
- **Sustainable development:** The applicant must provide further details on the proposed energy strategy and sustainable drainage proposals to demonstrate London Plan compliance.
- **Transport:** The applicant must address transport issues with respect to; short stay cycle parking and car parking provision. The Council must secure Travel plans, delivery and servicing plans, a construction logistics plans and should also be secured through condition.

for further information, contact GLA Planning Unit (Development & Projects Team):

Julietta McLoughlin, Assistant Director – Planning

020 7983 4271 email Julietta.McLoughlin@London.gov.uk

John Finlayson, Head of Development Management

020 7084 2632 email John.Finlayson@London.gov.uk

Matt Christie, Team Leader - Development Management

020 7983 4409 email Matt.Christie@London.gov.uk

Connaire O’Sullivan, Strategic Planner, Case Officer

020 7983 6589 email Connaire.OSullivan@London.gov.uk



Mr Tom Hawkley
DP9 Ltd.
100 Pall Mall
London
SW1Y 5NQ

Direct Dial: 020 7973 3738

Our ref: S00206531

10 December 2018

Dear Mr Hawkley

**Ancient Monuments and Archaeological Areas Act 1979 (as amended); Section 2
control of works
Application for Scheduled Monument Consent**

**FISHMONGER'S HALL , LONDON BRIDGE, LONDON , EC4R 9EL
Scheduled Monument No: SM LO 34, HA 1002058
Our ref: S00206531
Application on behalf of Sellar**

1. I am directed by the Secretary of State for Digital, Culture, Media & Sport to advise you of the decision regarding your application for Scheduled Monument Consent received 7 November 2018 in respect of proposed works at the above scheduled monument concerning the careful separation of Seal House from Fishmongers Hall. The works were detailed in the following documentation submitted by you:

design and access statement
heritage statement
historic environment assessment
outline construction logistics plan
draft construction management plan
site location plan
Existing, demolition and proposed drawings

2. In accordance with paragraph 3(2) of Schedule 1 to the 1979 Act, the Secretary of State is obliged to afford you, and any other person to whom it appears to the Secretary of State expedient to afford it, an opportunity of appearing before and being heard by a person appointed for that purpose. This opportunity was offered to you by Historic England and you have declined it.

3. The Secretary of State is also required by the Act to consult with the Historic Buildings and Monuments Commission for England (Historic England) before deciding whether or not to grant Scheduled Monument Consent. Historic England considers the effect of the proposed works upon the monument to be the effects of the works on the setting of the monument have also been assessed and are not considered to be an



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk





overriding factor in this instance.

I can confirm that the Secretary of State is agreeable for the works to proceed providing the conditions set out below are adhered to, and that accordingly Scheduled Monument Consent is hereby granted under section 2 of the 1979 Act for the works described in paragraph 1 above, subject to the following conditions:

- (a) The works to which this consent relates shall be carried out to the satisfaction of the Secretary of State, who will be advised by Historic England. At least 1 weeks' notice in writing of the commencement of work shall be given to Jane Sidell, Historic England, Cannon Bridge House, 25 Dowgate Hill, London jane.sidell@historicengland.org.uk in order that an Historic England representative can inspect and advise on the works and their effect in compliance with this consent.
 - (b) All scaffolding and other access arrangements must not be tied into Fishmongers' Hall unless there are pre-existing tie positions which may be reused.
 - (c) No hot works are permitted in contact with the fabric of Fishmongers' Hall.
 - (d) During demolition and construction, the adjacent fabric of Fishmongers' Hall will be protected and monitored to ensure no damage occurs. Should an incident occur, Historic England is to be notified immediately.
 - (e) Making good will be carried out in accordance with the submitted documentation and undertaken to the highest standards.
 - (f) Details of the door blocking as seen from the interior of Fishmongers' hall should be submitted to Historic England for approval.
 - (g) Following completion of the scheme as relating to Fishmongers' Hall, a short illustrated report on the project shall be submitted to Historic England.
4. By virtue of section 4 of the 1979 Act, if no works to which this consent relates are executed or started within the period of five years beginning with the date on which this consent was granted (being the date of this letter), this consent shall cease to have effect at the end of that period (unless a shorter time period is set by a specific condition above).
5. This letter does not convey any approval or consent required under any enactment, bye law, order or regulation other than section 2 of the Ancient Monuments and



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

We respect your privacy and the use of your information. Please read our full privacy policy for more information

<https://www.historicengland.org.uk/terms/privacy-cookies/>



Historic England

LONDON OFFICE

Archaeological Areas Act 1979.

6. Your attention is drawn to the provisions of section 55 of the 1979 Act under which any person who is aggrieved by the decision given in this letter may challenge its validity by an application made to the High Court within six weeks from the date when the decision is given. The grounds upon which an application may be made to the Court are (1) that the decision is not within the powers of the Act (that is, the Secretary of State has exceeded the relevant powers) or (2) that any of the relevant requirements have not been complied with and the applicant's interests have been substantially prejudiced by the failure to comply. The "relevant requirements" are defined in section 55 of the 1979 Act: they are the requirements of that Act and the Tribunals and Inquiries Act 1971 and the requirements of any regulations or rules made under those Acts.

Yours sincerely



Jane Sidell

Inspector of Ancient Monuments

E-mail: jane.sidell@HistoricEngland.org.uk

For and on behalf of the Secretary of State for Digital, Culture, Media and Sport

cc Ms Kathryn Stubbs



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any information held by the organisation can be requested for release under this legislation.

We respect your privacy and the use of your information. Please read our full privacy policy for more information

<https://www.historicengland.org.uk/terms/privacy-cookies/>

From: [Linford, Catherine](#)
To: [Adjei, William](#)
Subject: FW: Seal House - parking
Date: 05 March 2019 15:57:38

From: Tempest Amy <AmyTempest@tfl.gov.uk>
Sent: 04 March 2019 16:21
To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Subject: RE: Seal House - parking

Hi Catherine,

Thank you for the below information.

1. **Car and Cycle Parking**

In regards to car parking provision at this site, TfL welcomes the reduction in spaces from ten to five.

2. **Public Transport**

TfL notes that the TA has been updated to include an assessment of underground trips per station, line and direction of travel. This is welcomed as it demonstrates the impact of the development clearly and effectively. The assessment shows that the development will generate relatively low numbers of trips for this mode of transport, therefore does not cause any significant concerns for either TfL Rail or London Underground.

3. **Healthy Streets**

It is welcomed that the applicant has updated the TA to include a Healthy Streets Assessment of the site. The assessment concludes that the proposals would result in a higher 'Healthy Street' score – from 73 to 77 - than the current site.

4. **Construction and 7. Servicing and Freight**

TfL notes that final CMPs, CLPs and DSMP will be secured through condition. Due to the sites location adjoining TLRN, TfL should be consulted on the CMP, CLP and DSMP.

Kind Regards,

Amy Tempest – TfL Spatial Planning
T: 020 3054 4558, Auto: 84558

From: Linford, Catherine [<mailto:Catherine.Linford@cityoflondon.gov.uk>]
Sent: 01 March 2019 16:45
To: Tempest Amy; Mackay, Kieran
Subject: FW: Seal House - parking

Dear Kieran and Amy,

Please find below the applicant's justification for the car parking.

Best wishes,
Catherine

Catherine Linford
Senior Planning Officer
Department of the Built Environment
City of London

From: Tom Hawkley <tom.hawkley@dp9.co.uk>
Sent: 01 March 2019 16:40
To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Cc: Chris Beard <chris.beard@dp9.co.uk>
Subject: RE: Seal House - parking

Catherine,

The provision of 5no car parking spaces was requested and agreed with the Freeholder (“The Fishmongers”) during the design development phase. The scheme was ultimately signed off by the Freeholder in July 2018. It is worth noting that the Freeholder’s request was to provide 10no of car parking spaces, however the Applicant has managed to reduce the provision to 5no in total. The Lease grants the Freeholder rights of access and use of the garage area located in Seal House also shown hatched purple on the attached plan (“Certificate of Title”). The location of the car parking spaces is directed by the Lease and cannot be altered. The Fishmonger’s courtyard is fully utilised during the day, therefore a request was made by the Freeholder to retain a few of the car parking spaces in their current location.

Kind regards,

Tom Hawkley

Senior Planner

direct: 020 7004 1752

mobile: [REDACTED]

e-mail: tom.hawkley@dp9.co.uk

DP9 Ltd

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

This e-mail and any attachments hereto are strictly confidential and intended solely for the addressee. It may contain information which is privileged. If you are not the intended addressee, you must not disclose, forward, copy or take any action in relation to this e-mail or attachments. If you have received this e-mail in error, please delete it and notify postmaster@dp9.co.uk

From: Linford, Catherine [<mailto:Catherine.Linford@cityoflondon.gov.uk>]

Sent: 28 February 2019 12:15

To: Tom Hawkley <tom.hawkley@dp9.co.uk>

Subject: Seal House - parking

Hi Tom,

I have spoken to David about the five parking spaces that are being re-provided for the Fishmongers. To respond to the GLA’s letter please could you explain:

- Why these spaces are needed.
- Why they cannot be located in another part of the courtyard, ie outside the application site.

Best wishes,
Catherine

Catherine Linford

Senior Planning Officer
Department of the Built Environment
City of London
020 7332 1352
www.cityoflondon.gov.uk

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by **Mimecast Ltd**, an innovator in Software as a Service (SaaS) for business. Providing a **safer** and **more useful** place for your human generated data. Specializing in; Security, archiving and compliance. To find out more [Click Here](#).

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

Click [here](#) to report this email as SPAM.

The contents of this e-mail and any attached files are confidential. If you have received this email in error, please notify us immediately at postmaster@tfl.gov.uk and remove it from your system. If received in error, please do not use, disseminate, forward, print or copy this email or its content. Transport for London excludes any warranty and any liability as to the quality or accuracy of the contents of this email and any attached files.

Transport for London is a statutory corporation whose principal office is at 55 Broadway, London, SW1H 0DB. Further information about Transport for London's subsidiary companies can be found on the following link: <http://www.tfl.gov.uk/corporate/about-tfl/>

Although TfL have scanned this email (including attachments) for viruses, recipients are advised to carry out their own virus check before opening any attachments, as TfL accepts no liability for any loss, or damage which may be caused by viruses.



City Heritage Society

Please reply to:-

e-mail [REDACTED] *Tel.* [REDACTED]

25 11 2018

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

Dear Sirs,

SEAL HOUSE, SWAN LANE, LONDON EC4R 3TN

Planning Application No. 18/01178/FUL MAJ

We have some concern about the increased height of the proposed building compared with the existing though the restrained treatment of the proposed building is welcome.

Regarding the South elevation the three columns of the proposed ground floor appear somewhat uncomfortable. Unless there is some significant structural implication we consider that four equally spaced columns would be an improvement. Similarly on the East façade, though this will be seen from a limited area, nonetheless the introduction of the “v” shaped support seems perverse.

Regarding the North façade the proposed treatment of the Fishmonger Hall plant area is we believe unsuitable. The introduction of hydroponic planting into this urban townscape is inappropriate. The scalloped detailing of the facade is curious and does not relate either to the classical façade of the hall or to the restrained modern façade of Seal House. The huge stone crest of the Company over what appear to be very basic industrial gates is odd. If such a crest is to be incorporated then in our view the gates should also have some magnificence. This link we feel needs rethinking.

Yours Faithfully

Peter Luscombe

Peter Luscombe. [City Heritage Society Chairman]

Catherine Linford
Corporation Of London
Development Plan
PO Box 270
London
EC2P 2EJ

Our ref: NE/2018/129472/03-L01
Your ref: 18/01178/FULMAJ
Date: 04 March 2019

Dear Catherine,

Demolition of the existing building and construction of a basement, ground plus 11 storey building for office use (Class B1) (16,084sq.m GIA), retail use (Class A1/A3) at ground (314sq.m GIA), restaurant use (Class A3) at 11th floor level (708sq.m GIA), a publicly accessible terrace at 12th floor roof level (744sq.m) and public realm improvement works together with ancillary parking, servicing and plant and all necessary enabling works.

Seal House, 1 Swan Lane, London EC4R 3TN

Documents reviewed

- *Proposed Floor Plan Basement, EPA-SHE-05-1-299 (P07)*
- *Proposed Floor Plan Ground Floor, EPA-SHE-05-1-300 (P11)*
- *Draft Construction Management Plan, dated 29 October 2019*

We have reviewed the additional amended plans submitted following our previous comments and we are now in a position to **remove our objection**.

We support the setback of the basement to a minimum 10 metres from landward face of tidal flood defence as shown in '*Proposed Floor Plan Basement -1, EPA-SHE-05-1-299 revision P07*' and we support the same setback of the ground floor public realm plans to reduce pinch points as shown in '*Proposed Floor Plan Ground Floor, EPA-SHE-05-1-300 revision P11*'.

Advice to LPA

Flood risk

Although the site is located within Flood Zone 3 and is protected to a very high standard by the Thames Tidal flood defences up to a 1 in 1000 (0.1%) chance in any year flood event, our latest flood modelling shows that the site would be at risk if there was to be a breach in the defences or they were to be overtopped.

This proposal does **not** have a safe means of access and/or egress in the event of flooding from all new buildings to an area wholly outside the floodplain, however, safe refuge within the higher floors of the development has been suggested. You are the competent authority on matters of evacuation or rescue, and therefore should assess the adequacy of the evacuation arrangements. You should consult your emergency planners as you make this assessment.

If you are not satisfied with the emergency access/egress or refuge, then we would recommend you refuse the application on the grounds of safety during a flood event, as users would be exposed to flood hazards within buildings and on access/egress routes.

To improve flood resilience, we recommend that, where feasible, finished floor levels are set above the 2100 breach flood level, which is 5.75m AOD.

Access during construction

The draft Construction Management Plan shows from the construction logistics plan, that access will be maintained at between 2.4-6.1m from landward face of flood defence to proposed hoarding. The distance should be no less than that specified however it would be preferable for there to be 5 metre access space all round where possible.

Flood Risk Activity Permit

In line with the Environmental Permitting Regulations, the proposed works are within 16m of the furthest landward extent of a tidal flood defence, meaning the applicant will require an environmental permit in the form of a Flood Risk Activity Permit (FRAP) prior to the commencement of works. In particular any impacts the proposed works could have on the integrity of the flood defences will need to be determined. The London Plan (draft 2017) & City of London Local Plan (Jan 2015) Policy DM18.3 also require development to protect the integrity and effectiveness of flood defences.

To obtain a FRAP a detailed scheme will need to be submitted that demonstrates the integrity of the existing flood defence structures will be protected throughout development. The applicant must ensure that there is a continuous, fit for purpose flood defence line at the statutory level. Such a scheme could be a detailed method statement which includes all aspects of demolition/construction and the full sequencing of proposed works to demonstrate that these will not adversely affect the flood defence structure. This should also include ground investigation to determine the location of any possible buried elements of the flood defence including but not limited to tie rods and ground anchors.

Thank you again for consulting us. If you have any queries regarding our response please get in touch at HNL.SustainablePlaces@environment-agency.gov.uk.

Yours sincerely,

Mr Matthew Pearce
Planning Advisor

Telephone: 0207 714 0992

E-mail: HNL.SustainablePlaces@environment-agency.gov.uk

Address: Environment Agency, 3rd Floor, 2 Marsham Street, London, SW1P 4DF

This page is intentionally left blank

Committee(s)	Dated:
Planning and Transportation Committee	18 March 2019
Subject: Dockless Cycle Hire	Public
Report of: Director of the Built Environment	For decision
Report author: Bruce McVean, Department of the Built Environment	

Summary

Dockless cycle hire has been operating in London since autumn 2017. One operator, Mobike, operates in the Square Mile in accordance with the current City of London Corporation policy (adopted in October 2017, Appendix 1). Lime are also operating in London and provide e-bikes for public hire in Ealing and Brent. Two other operators, Beryl and Freebike, provide private cycle hire services but are seeking to expand into public hire. Other operators are likely to launch in London soon.

This report proposes a trial of a new approach to managing dockless cycle hire. This will allow operators who meet the selection criteria, including requiring customers to leave bikes in designated parking areas, to deploy a fixed number of bikes within the Square Mile. The trial will help inform the City Corporation's future approach to dockless cycle hire, including in the event of regulatory powers being brought into force.

Dockless cycle hire schemes do not require the express consent of the City Corporation to operate on City streets. While not being able to prevent dockless cycle hire schemes from operating, the City Corporation can remove bikes that are deemed to be causing an obstruction, danger or nuisance. Operators are then charged a fee to cover the costs of removal and storage. It is proposed to increase this fee from £82.58 to a maximum of £235. This will bring the maximum fee in line with TfL's fees and ensure the costs of removal and storage are fully recovered.

In recognition of the lack of regulatory powers available to local authorities, TfL and London Councils are exploring the potential for a London-wide byelaw. This byelaw would likely allow the City Corporation and the boroughs to control dockless cycle hire operators by designating approved parking areas.

Recommendation(s)

Members are asked to:

- Approve a six-month trial, with one or more operators, to test the proposed approach to managing dockless cycle hire.
- Agree that the approval of the criteria for participation in the trial and the selection of operators be delegated to the Chairmen and Deputy Chairmen of

the Planning & Transportation Committee and the Streets & Walkways Sub Committee.

- Suspend the current dockless cycle hire policy to allow operators to deploy bikes within the Square Mile during the trial.
- Agree to increase the charge for the recovery of dockless cycle hire bikes removed by the City Corporation from £82.58 to a maximum £235.

Main Report

Background

1. 'Dockless cycle hire' is a generic term for a short-term cycle hire scheme, similar to Santander Cycles, but with no on-street docking infrastructure. The schemes are commercially operated and do not require any public funding or subsidy.
2. The fact that no on-street docking infrastructure is required offers users more flexibility and avoids the risk of not being able to end a ride due to a docking station being full. It also represents a challenge, as users of dockless cycle hire can leave bikes anywhere, potentially obstructing pavements.
3. In October 2017, Members of the Planning & Transportation Committee agreed to adopt a policy on dockless cycle hire operations within the Square Mile (Appendix 1). The policy allows dockless cycle hire to operate on City streets subject to conditions. These include adherence to TfL's Dockless bike share code of practice and a requirement that operators do not deploy bikes within the Square Mile.
4. Two companies are currently operating in London – Mobike and Lime. Other operators are likely to launch soon, including Beryl and Freebike who have already approached the City Corporation. Beryl are trialling a small scheme in Islington, this is currently invitation only, and provide bikes to Enfield Council for staff use. Freebike provide e-bikes for staff at Waltham Forest Council and IHA Markit, who have offices on Ropemaker Street.
5. Mobike are the only operator with an agreement to operate in the Square Mile in accordance with current policy, i.e. bikes can be made available for hire if left in the City by a customer but cannot be deployed by Mobike. Their operational area also covers parts of Camden, Islington, Lambeth, Southwark, Westminster, Ealing and Hammersmith and Fulham.
6. Over the last six months, Mobike have been reviewing and rationalising their operations, focusing on a smaller area and charging customers if they leave bikes outside of this area. Mobike's current coverage of the City of London is shown in Appendix 2. This operating area has recently been expanded having previously stopped at the Museum of London Roundabout. The expansion should help alleviate issues relating to large numbers of bikes being left at the roundabout by people riding into the City.
7. Mobike have acknowledged that there have been issues with the management of their bikes while they have been adapting their operating model. This has included a longer response time of up to 24 hours for non-urgent requests to move bikes, i.e. bikes that are not causing an obstruction. New staff and processes are now in place to improve the management of bikes and reduce the

response time. However, they have indicated that sustaining 90 – 120 minute response times for non-urgent requests will be challenging for any operator.

8. Lime, who provide dockless e-bikes, currently have public hire schemes in Brent and Ealing. While we do not have any arrangement with Lime, the popularity of the City as a destination means that their bikes are sometimes left in the Square Mile by customers. If not rehired these bikes are removed by Lime, who have committed to remove any reported bikes within four hours.
9. Lime and Beryl have requested permission to operate in the Square Mile, in accordance with current policy, but discussions have been placed on hold until the Transport Strategy is adopted. Freebike have met with Officers and Members and proposed a public hire scheme that operates exclusively within the Square Mile.

Powers to regulate dockless cycle hire

10. Dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City (see Appendix 3 for more details). Under current legislation, operators do not require consent or a licence from the local authority to operate as no infrastructure is placed on the highway. Bikes may be removed if they cause a nuisance, obstruction or danger.
11. Dockless cycle hire does not fall under the definition of street trading and Officers are of the view that it is doubtful that definitions of “waste” or “litter” in legislation apply.
12. The lack of powers to manage dockless cycle hire operators has been recognised by Transport for London and London Councils. They have proposed introducing a pan-London operating and regulatory framework for dockless cycle hire, supported by a new byelaw. It is considered that a London-wide regime is required because people want to make journeys irrespective of borough boundaries, meaning that separate borough by borough arrangements are not conducive to encouraging cycling.
13. While the details are still to be decided, the byelaw is likely to allow the City Corporation and the boroughs to designate parking areas for dockless cycle hire – in effect virtual docking stations – and penalise operators whose bikes are left outside these areas. This approach would allow the City Corporation to restrict parking provision where it has cause to do so. The byelaw would not allow the licensing of individual operators.
14. Creation of a London-wide byelaw would require the City Corporation and the boroughs to delegate their byelaw-making functions on this matter to London Councils’ Transport and Environment Committee (TEC). At their December 2018 meeting, TEC agreed in principle that a draft scheme for a London-wide byelaw based on controlled parking should be prepared. Delegations from the City Corporation and boroughs will be sought to enable the byelaw to be progressed when agreement is reached on the wording and any supporting documentation. It is anticipated that it could take 6 – 12 months for the byelaw to be made. Any delegation of powers to TEC would be the subject of a further report to the Planning and Transportation Committee.

15. Officers will continue to work with Transport for London and London Councils to support the development of a London-wide byelaw to regulate dockless cycle hire operations.
16. Government has acknowledged that there are no specific powers relating to dockless cycle hire schemes and has expressed a willingness to explore the need for a national standard on dockless cycle hire (Appendix 4). However, this does not appear to be a priority issue for the Department for Transport and any national standard would likely be similar to TfL's Code of Practice. Furthermore, the government has indicated publicly that there is no appetite for legislation on this issue. The byelaw making powers outlined above are therefore being explored in the absence of any centralised or national initiative.
17. While not being able to prevent dockless cycle hire schemes from operating, the City Corporation can remove bikes that are deemed to be causing an obstruction, danger or nuisance. These powers are consistent with the City Corporation's statutory duty to assert and protect the rights of the public to use and enjoy the highway, our network management duty and our duty to secure the convenient and safe movement of traffic (including pedestrian traffic).
18. If a bike is deemed to be causing an obstruction, danger or nuisance, the City Corporation's Street Environment Officers (SEO) currently manage dockless cycle hire bikes as follows:
 - As the owner of the bikes is known, any bike causing a nuisance or obstruction will be reported to the operator for removal within 90 minutes of notification. After this time bikes will be removed by the City Corporation without further notice.
 - If a bike is deemed to be causing a danger (including a danger caused by obstructing the view) to users of the highway it will be removed without notice (under Highways Act 1980 s149).
19. The operator is informed when a bike has been removed and is given the opportunity to recover the bike, with operators charged a fee of £82.58 on collection to cover the cost of removal.

Proposals

20. It is proposed to run a trial with one or more operators to test the effectiveness of controls that are likely to become available under the byelaw.
21. Appropriate parking locations, where bikes can be left for hire by operators or customers without causing an obstruction, will be identified. In the first instance, these will be areas adjacent to existing cycle parking where restrictions such as utilities covers have prevented the installation of fixed cycle parking. See Figure 1 as an example. Spaces will be identified having regard to the City Corporation's highway authority responsibilities to highway users, its traffic authority responsibilities for network management and its equality duties.

22. Initial analysis suggests this approach can provide space for approximately 250 bikes – this compares with almost 800 spaces for Santander Cycle Hire. In the event of requests for spaces from suitable operators exceeding supply, they will be allocated equally between applicants who meet the criteria to take part in the trial.

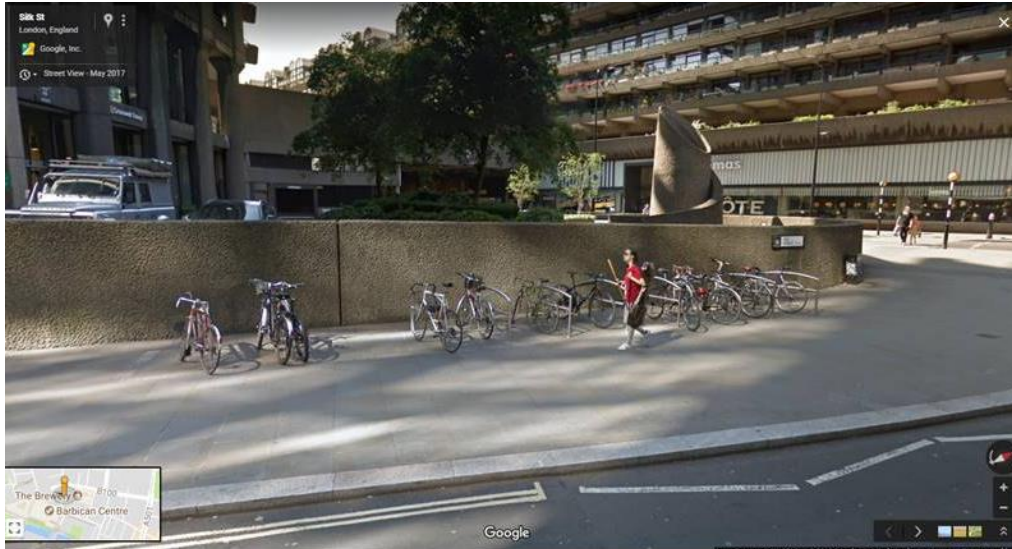


Figure 1: Example of spare capacity adjacent to existing cycle parking

23. Opportunities to provide additional parking areas will be identified once the trial is running. These could include locations on the Transport for London Road Network and on private land in agreement with owners and occupiers.

24. It may be necessary to apply temporary markings to help users identify parking locations, see Figure 2 as an example. Any costs for installing these markings will be met by operators.



Figure 2: Example of dockless cycle parking area marking

25. Requirements for operators taking part in the trial will include:
- a. Only deploying bikes at agreed locations and in appropriate numbers for that location as determined by the City Corporation.
 - b. Having no more than the allocated number of bikes parked in the Square Mile at any time and having appropriate processes in place to remove excess bikes.
 - c. Demonstrating that bikes can be accurately located and that redistribution processes are in place to move or remove inappropriately parked bikes within a fixed time period as determined by the City Corporation.
 - d. Having an easy to use reporting mechanism that allows the public and the City Corporation to report bikes that are damaged, vandalised, or inappropriately parked.
 - e. Making users aware of agreed parking locations and having an appropriate means of requiring users to comply with parking requirements.
 - f. Managing operations in a way that minimises traffic impacts and emissions from any vehicles.
 - g. Demonstrating that they have the financial resources available to operate while the trial is running and to maintain appropriate levels of staffing and management and maintenance standards.
 - h. Demonstrating that they will comply with the TfL Code of Conduct, including not operating in boroughs without agreement and promptly removing any bikes left in those boroughs
 - i. Sharing data with the City Corporation on a monthly basis, including:
 - Origins and destinations of all trips that start or finish in the Square Mile
 - Total number of hires each hour
 - Total number of hire cycles present in the City each hour
 - Total distance travelled within the City by all hire cycles
 - Number of complains and requests to remove bikes received by the operator
 - Number of times bikes have been left outside agreed parking areas
 - Response times for dealing with complaints or bikes left outside of agreed areas
 - Anonymised and aggregated demographic data, if collected by the operator and in accordance with GDPR
26. We will run an open call for operators to participate in the trial and invite all those who meet the selection criteria to take part. An open and transparent process is necessary as, while we are not appointing an operator to provide a service for the City Corporation, the granting of permissions and selection of operators to take part in the trial should be considered fairly. We will work with City Procurement to manage the trial selection process to ensure it does not affect any future arrangements should the trial prove successful and a more permanent approach to dockless cycle hire be agreed.

27. It is proposed that the approval of the final criteria for participation in the trial and the selection of operators should be delegated to the Chairmen and Deputy Chairmen of the Planning & Transportation Committee and the Streets & Walkways Sub Committee. This will allow the trial to start in May.
28. The current policy on dockless cycle hire does not allow operators to deploy bikes within the Square Mile. It will be necessary to suspend this policy to allow the trial to proceed.
29. The City Corporation's SEOs will continue to report and where necessary remove any dockless cycle hire cycles – whether the operator is part of the trial or not – that are deemed to be causing a nuisance, obstruction or danger. It is proposed that the fee for recovering costs is increased from £82.58 to a maximum of £235. This increase brings the City Corporation's fee in line with TfL's and will ensure the full costs of removing and storing bikes are covered.
30. Officers will continue to work with TfL and London Councils to support the development of a London-wide byelaw to regulate dockless cycle hire operations.

Corporate & Strategic Implications

31. The proposals support the Corporate Plan aims to contribute to a flourishing society, particularly promoting good health and wellbeing, and to shape outstanding environments, by enhancing the physical connectivity of the City.
32. The draft Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. This includes ensuring that dockless cycle operators restrict their users from parking outside designated areas and quickly remove cycles that are not parked in these areas. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.
33. Proposal 28: Improve cycle in the City received high levels of support in the consultation, with an average score of 4.1 out of 5. Of those who provided comments, 7 people and 7 organisations supported the proposal and made no comments for changes including Sustrans, the City of London Accessibility Group and London Living Streets. 5 people and the Alliance of British Drivers opposed the proposal without making any suggestions for change.
34. We received 10 comments with requests to go further in the delivery of the proposal, including stricter regulation of dockless cycle hire, introducing non-standard cycle hire services, and other minor requests. In addition, we received 51 comments on Proposal 17 supporting the introduction of designated parking bays for dockless bikes. 32 comments on Proposal 17 did not support designated parking areas as these would remove the flexibility and convenience of dockless cycle hire.
35. There is a possible reputational risk to the City Corporation if innovative approaches to enable more cycling and increasing sustainable and healthy transport modes are not carefully considered. There are also possible reputational risks if potential adverse impacts of dockless cycle hire operations are not carefully managed.

Legal and financial implications

36. Legal implications: The City Corporation has no powers to remove bikes that are parked on City streets unless they are causing an obstruction, nuisance or danger to the public, and operators do not require consent or a licence from the local authority for its users to cycle within the City.
37. However, in terms of proactively authorising the placing of cycles for hire on the highway by operators, the City as highway authority can only act if it has a statutory power to do so. Section 115E of the Highways Act 1980 empowers the authority to grant a person permission to provide services for the benefit of the public on the highway. Where this is for a purpose which results in the production of income consent from frontagers is required. Permission may be subject to such reasonable terms and conditions as the authority thinks fit. All other legal implications regarding dockless cycles remain as previously reported. The previous advice is reproduced in Appendix 3.
38. Financial implications: Operators will be required to meet any costs for additional infrastructure required to facilitate the trial, for example temporary markings to indicate parking areas.
39. Managing dockless cycle hire as outlined in paragraph 18 is not expected to require additional SEO resource but does place an additional requirement on officers to report and potentially remove bikes. To date, dockless cycle hire has generated relatively few calls to the City Corporation's contact centre. Call volumes may increase as a result of the trial creating a more direct association of the City Corporation with dockless cycle hire. These impacts will be monitored through the trial.
40. Costs may be incurred if the City Corporation has to remove bikes deemed to be causing a danger, nuisance or obstruction from the streets in default of the operator removing them. Removal and storage costs would be incurred in these circumstances and will be recovered through the proposed increase in recovery fees.

Health Implications

41. The proposals would support cycle hire facilities in the City. This will encourage active travel within central London, and potentially shift journeys from short taxi, private hire and public transport trips, with associated benefits to air quality and public health.

Equality Implications

42. The proposals to improve the management of dockless cycle hire and to encourage considerate use/parking of bikes will help mitigate adverse impacts for vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.

Conclusion

43. The proposed trial will allow the City Corporation to test the effectiveness of additional controls that are likely to become available should a London-wide byelaw be adopted. The results of the trial will be used to inform the City Corporation's long-term approach to dockless cycle hire and the application of any proposed byelaw within the Square Mile. If approved, the trial is expected to start in May.

Appendices

- Appendix 1 – City of London Dockless Cycle Hire Policy
- Appendix 2 – Mobike's central London operating area, February 2019
- Appendix 3 – Legal implications: Advice from the Comptroller and City Solicitor
- Appendix 4 – Government response to written question on powers to regulate dockless cycle hire

Background Papers

Dockless Cycle Hire, Planning & Transportation Committee, 3 October 2017

Dockless Cycle Hire Review, Planning & Transportation Committee, 21 May 2018

Dockless Cycle Hire Review, Planning & Transportation Committee, 11 September 2018

TfL Dockless bike share code of practice <http://content.tfl.gov.uk/dockless-bike-share-code-of-practice.pdf>

Bruce McVean

Department of the Built Environment

T: 020 7332 3163

E: bruce.mcvean@cityoflondon.gov.uk

Appendix 1 – City of London Dockless Cycle Hire Policy

As adopted by the Planning & Transportation Committee on 3 October 2017.

The City of London Corporation recognises the role that well-organised dockless cycle hire schemes can play in providing low-cost public access to cycles for short urban journeys and endorses the Dockless bike share code of practice (“the Code”).

Operators are expected to follow the requirements and recommendations of the Code.

While the City of London is likely to be a popular destination for trips undertaken by dockless cycle hire, the street layout and extremely high footfall in the City means that highway in the City is an unsuitable location for dockless cycle hire operations to be based. This means that no operator should directly place cycles on City Corporation highway. Cycles should not be placed on any other land in the City without the consent of the property owner. The City Corporation should be informed in advance of any proposals to base cycles on private property within the City.

The City Corporation will engage with operators wishing to operate dockless cycle hire schemes, and users of the schemes may leave the cycles in appropriate locations on City streets, with these cycles then available for public hire, subject to cycle hire operators’ compliance with the Code and the City Corporation Policy Statement.

Cycles belonging to operators not complying with the Code and causing danger, obstruction or nuisance will be removed by the City Corporation and operators will be liable for costs as set out in the Code.

Operators wishing to run a dockless cycle hire scheme in the City of London should contact the Strategic Transportation team to discuss their proposals.

Appendix 2 – Mobike’s central London operating area, February 2019



Appendix 3 – Legal implications: Advice from the Comptroller and City Solicitor

Statutory duties

The City Corporation has a duty under s.130 of the HA 1980 to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority.

It also has a network management duty under s.16 of the Traffic Management Act 2004. This requires it to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- a. securing the expeditious movement of traffic on the authority's road network; and
- b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Under section 122 of the Road Traffic Regulation Act 1984 local authorities are under a duty to exercise functions conferred on them under that Act so far as practicable, having regard to matters specified in subsection (2), to secure the expeditious, safe and convenient movement of traffic (including pedestrians).

The City Corporation is also subject to the public sector equality duty under section 149 of the Equalities Act 2010. This means that in the exercise of its functions it must have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This includes removing or minimising disadvantages suffered by people due to their protected characteristics (such as visual or mobility disabilities).

An unmanaged proliferation of bikes on the highway arising from dockless bike hire schemes may compromise compliance with the above statutory duties.

Statutory powers to deal with bikes on highway

Dockless cycle hire schemes which do not necessitate any infrastructure being placed on the highway fall outside the existing legislative framework and do not need the City Corporation's consent to operate in the City. However, there are some existing statutory powers available where bikes are left so as to cause an obstruction, nuisance or danger.

1. Section 137 HA 1980 – If a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway he is guilty of an offence and liable to a fine not exceeding Level 3 on the standard scale (currently up to £1000.00.)
2. Section 148(c) HA 1980– if, without lawful authority or excuse a person deposits anything whatsoever on a highway to the interruption of any user of

the highway he is guilty of an offence and liable to a fine not exceeding Level 3 on the standard scale.

3. Section 149 HA 1980 – if anything is so deposited on a highway as to constitute a nuisance, the highway authority for the highway may by notice require the person who deposited there to remove it forthwith. In the event of non-compliance, a court order may be obtained authorising the removal and disposal of the offending item. If the highway authority has reasonable grounds for considering the item constitutes a danger (including a danger caused by obstructing the view) to users of the highway and ought to be removed without the delay of seeking a court order it can remove the item forthwith and, ultimately, seek a court order for its disposal.

Street trading and ‘waste’

Consideration has been given to whether the provision of dockless cycles for hire is caught by local legislation which makes it unlawful for any person to engage in unauthorised street trading in the City. “Street trading” is defined in the City of London (Various Powers) Act 1987 to mean the selling or exposing or offering for sale of any article or thing in a street. However, dockless cycle hire schemes involve bikes being available on the highway (or on private land with the consent of the owner) for temporary hire by members of the public, with payment being made via an App, and no person in the street engaged in the hiring out of the bikes. As the 1987 Act prohibits a person from selling etc. items in the street, not the temporary hiring of bikes in the way proposed which is more in the nature of a service (and not dissimilar to the existing Santander cycle hire scheme except that there are no docking stations), the activity would not amount to unauthorised street trading.

Consideration has been given to whether definitions of “waste” or “litter” in legislation apply. It is considered that these terms are not intended to cover bicycles left temporarily on the highway and which are in use for the benefit of the operators and their customers and officers are not aware of any decisions on this point. It is not considered that this adds significantly to the City’s statutory powers to deal with bikes on the highway.

Regulation by making byelaws

Government guidance states that byelaws are considered measures of last resort after a local council has tried to address the local issue the byelaw applies to through other means. A byelaw cannot be made where alternative legislative measures already exist that could be used to address the problem. Byelaws should always be proportionate and reasonable.

It follows that there is a risk that the case for making a byelaw to regulate dockless bike hire could be undermined if all bikes on City streets were to be classed as obstructions and removed under existing powers. This would not prevent the application of the Street Obstructions Policy as proposed.

In relation to the activities of other local authorities in this area, it is understood by City officers that action is proposed to be pursued through a proposed London-wide byelaw.

TfL and London Councils have proposed establishing a regulatory framework for dockless bike hire schemes by way of a London-wide byelaw as the Boroughs have power to make byelaws for good rule and government under section 235 of the Local Government Act 1972. This would necessitate each authority delegating their byelaw-making powers to London Councils' TEC. The byelaw would then be made by way of the new simplified procedure introduced by Regulations which replaced the requirement for Government confirmation of the byelaw.

(However, the City Corporation has a different power to make byelaws for good rule and government contained in the City of London (Various Powers) Act 1961 to which the new simplified procedure does not apply. The City Corporation's participation in London-wide byelaw arrangements may therefore require a separate byelaw (which would need to be confirmed by the relevant Secretary of State) to interface with the TEC byelaw as part of the London-wide controls).

Liabilities

In the event of loss, injury or damage being caused by the cycles, the person responsible would depend on the circumstances of each case. For example, if a cycle had remained in a dangerous position for days without the highway authority taking steps despite complaints, some liability would be likely to rest with the highway authority. If an accident occurred a few moments after the cycle was left in a dangerous position and the highway authority had no reasonable opportunity to identify and remedy the danger, it is unlikely any liability would rest with the highway authority, and therefore would be more likely to rest with the user and/or operator. In addition, the steps proposed to secure the co-operation of operators in ensuring safe practises would help demonstrate that the City is taking reasonable measures consistent with its responsibilities.

Appendix 4 – Government response to written question on powers to regulate dockless cycle hire

Asked by Stephen Morgan, MP for Portsmouth South:

To ask the Secretary of State for Transport, what powers local authorities in England have to regulate bike share schemes within their boundaries.

Answered by Jesse Norman, Parliamentary Under Secretary of State for the Department for Transport (22 November 2017):

There are no specific powers relating to bike-share schemes, however shared bicycles are subject to the same legal requirements and byelaws as other bicycles, and local authorities have powers to act if they are causing an obstruction or nuisance. The Department is discussing with various stakeholders the possible need for an agreed consistent national standard for bike share schemes to help ensure that they are introduced and managed appropriately.

This page is intentionally left blank

Committee(s)	Dated:
Planning and Transportation Committee	18/03/2019
Subject: Statements of Common Ground	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Adrian Roche, Department of the Built Environment	

Summary

The revised version of the National Planning Policy Framework (July 2018) introduced a new requirement for the preparation and ongoing review of Statements of Common Ground (SCGs) under the duty to cooperate, which applies to local plans and other statutory planning policy documents that raise strategic issues.

The requirement applies to all local planning authorities in England, including the City of London and the London boroughs. The City Corporation will need to agree SCGs with other relevant strategic policy-making authorities, such as neighbouring boroughs, by the time it reaches the formal publication stage of the Local Plan review, currently scheduled for autumn 2019.

Further guidance has recently been published on the preparation of SCGs, which advises local planning authorities to establish appropriate governance and sign-off procedures early in the process to avoid delays at a later stage. This report provides a brief overview of the likely scope and content of SCGs and seeks the Committee's approval to delegate the preparation and review of SCGs to the Planning Policy and Performance Director, in consultation with the Chairman and Deputy Chairman of your Committee, except in certain specified circumstances.

Recommendations

Members are recommended to:

- Authorise the Planning Policy and Performance Director to prepare and review Statements of Common Ground under the duty to cooperate, in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee; and
- Agree that Statements of Common Ground would only be brought to the Planning and Transportation Committee for approval if a significant new cross-boundary strategic issue arises or if there is a fundamental disagreement between the City Corporation and other SCG signatories.

Main Report

Background

1. The Localism Act 2011 introduced a ‘duty to cooperate’ in relation to the preparation of local plans and other statutory planning policy documents which raise strategic issues. The duty, which was inserted into the Planning and Compulsory Purchase Act 2004 as Section 33A, applies to local planning authorities and to other bodies prescribed in regulations. It applies to the City of London and to London boroughs.
2. Local planning authorities and other prescribed bodies are required to engage “constructively, actively and on an ongoing basis” in orders to maximise the effectiveness of policies for strategic matters in plan-making. Strategic matters are defined as “sustainable development or use of land that has or would have a significant impact on at least two planning areas”.
3. In the Housing White Paper: ‘Fixing our broken housing market’, published in February 2017, the Government acknowledged that in some parts of the country the duty to cooperate had not been successful. The Housing White Paper signalled that local planning authorities would in future be expected to prepare Statements of Common Ground (SCGs) setting out how they will work together to meet housing requirements and other issues that cut across authority boundaries. The revised NPPF (July 2018) formally introduced a requirement for SCGs to be prepared as part of the plan-making process and guidance on the scope and purpose of SCGs was published in the online Planning Practice Guidance (PPG) in September 2018.
4. The Planning Advisory Service (PAS) has been working with groups of pilot authorities to produce initial SCGs and drew upon this experience to prepare a draft advice note and template, published in January 2019. The PAS document includes guidance on the practicalities of SCGs, including signatories, governance arrangements and timetabling matters, as well as a suggested template.

The likely scope and content of SCGs

5. The term ‘Statement of Common Ground’ has existed for many years in the planning process to document agreements between local planning authorities and other parties. These have normally been produced to assist Planning Inspector’s in narrowing down the areas of disagreement between parties at local plan examinations or planning appeal inquiries. However, the SCGs introduced by the 2018 NPPF are more formalised documents specifically produced under the duty to cooperate.
6. SCGs can be prepared by strategic policy-making authorities, which may include the Mayor of London, combined authorities, statutory agencies, infrastructure providers and advisory bodies. Local planning authorities are likely to play a key role in preparing SCGs. The PPG indicates that these statements will be a way of demonstrating at examination that local plans are

deliverable and based on effective joint working across local authority boundaries.

7. Paragraph 20 of the NPPF sets out the matters that strategic planning policies should make provision for, which includes housing, employment, retail, leisure and other commercial development; infrastructure requirements; community facilities; and conservation and enhancement of the natural, built and historic environment, together with measures to address climate change mitigation and adaptation. Guidance makes clear that the extent to which these issues should be addressed in SCGs will need to be tailored to local circumstances.
8. The scope of SCGs is complicated in London because of the role of the London Plan. Whereas agreement on housing targets and the distribution of housing is likely to comprise the key element of SCGs in many areas of the country, in London this issue is primarily addressed through the London Plan.
9. Nonetheless, the City Corporation engages in other strategic cross-boundary matters which are likely to fall within the remit of a SCG. These matters include: the use of financial contributions from developers to deliver affordable housing on City Corporation housing estates in neighbouring boroughs; local and strategic protection of views of St Paul's Cathedral; and cooperation with Waste Planning Authorities within and beyond London to plan for suitable facilities to manage the City's waste.
10. The PPG encourages the preparation of single SCG, where possible, but recognises that it may be appropriate for authorities to produce more than one statement if they feel this would be the clearest and most expedient way to evidence joint working. It adds that multiple statements may be appropriate where authorities work in different groupings to address certain strategic matters.
11. Officers consider that a single statement is unlikely to be practical for the City of London, given the complex network of cooperation with London boroughs, the Mayor and other agencies. It is likely that several SCGs may be needed, albeit that these should be grouped as far as possible to reduce the administrative burden for the City Corporation and its partners.

Proposed Governance Arrangements

12. The governance and management arrangements for SCGs will be key to their implementation and effectiveness. The PAS guidance indicates that the statements should be signed by an agreed individual in a leadership position from each of the contributory organisations. For local planning authorities, this would normally be a Member such as a leader or portfolio holder. Authorities are encouraged to establish appropriate governance and sign-off procedures early in the process to avoid delays at a later stage.
13. Each SCG is expected to be reviewed and updated on an ongoing basis. While the City Corporation will need to prepare SCGs to support its plan-making activities, neighbouring boroughs and other partners will be doing the

same according to their own plan-making timescales. This means that the City Corporation may be approached at any time by partners seeking to agree and sign-off updates to an SCG.

14. Accordingly, it is necessary to ensure that the governance arrangements are flexible and that updates can be progressed in a timely manner. Given the often very large agendas of the Planning and Transportation Committee and the lead-in times for the preparation of committee reports, it is considered that the use of delegated powers would be a more efficient and appropriate mechanism for signing off SCGs than requiring each one to be approved by the Planning and Transportation Committee.
15. The City Corporation's current Scheme of Delegations to Officers sets out certain functions which are delegated to the Planning Policy and Performance Director. These include:

"76. To carry out public consultation in the preparation of Local Development Documents in accordance with the Statement of Community Involvement and the duty to cooperate in Section 33A of the Planning and Compulsory Purchase Act 2004."
16. It is recommended that this existing delegated authority in relation to the duty to cooperate be extended to the preparation and subsequent review of SCGs (which are themselves a mechanism for demonstrating compliance with the duty to cooperate). It is recommended that the Policy and Performance Director would exercise such delegated authority in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee to ensure Member level ownership and oversight of the process as set out in the PAS guidance.
17. In addition, it is recommended that an SCG would be brought to the Planning and Transportation Committee for approval only if a significant new cross-boundary strategic issue arises or if there is a fundamental disagreement between the City Corporation and other signatories, which cannot be resolved at officer level.

Next steps

18. The requirements of the 2018 NPPF only apply to local plans submitted for examination after 24th January 2019, so there are currently few published examples of SCGs elsewhere in the country. The guidance indicates that local planning authorities should publish their SCGs on their website by the time they formally publish their draft local plans under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations.
19. This will be the next stage of the City Corporation's Local Plan review, currently scheduled to take place in autumn 2019. It is therefore a priority workstream for the Development Plans Team to prepare SCGs with key partners over the next few months, since any delays would be likely to have knock-on consequences for the City's Local Plan timetable. Progress on this

matter will be reported to the Local Plans Sub-Committee of the Grand Committee as it oversees the next stage of the Local Plan review process.

Corporate and Strategic Implications

20. Cooperation with neighbouring boroughs and other strategic policy-making authorities will support the review of the Local Plan, which in turn will support the 12 priorities of the Corporate Plan 2018-23. The emerging Local Plan review provides a spatial planning framework to support key corporate projects and SCGs provide a mechanism to help ensure that a vibrant and thriving City supports a diverse and sustainable London within a globally-successful UK, as set out in the Corporate Plan.
21. There are no financial, equalities or resourcing implications arising from this report. The process of preparing and reviewing SCGs will be led by the Development Plans Team and will be met within existing local risk budgets.

Appendices – Nil

Background Papers

- Planning Advisory Service, Statement of Common Ground Advice and Template (Draft), January 2019. <https://www.local.gov.uk/pas/pas-topics/local-plans/statement-common-ground>

Adrian Roche

Development Plans Team Leader

T: 020 7332 1846

E: adrian.roche@cityoflondon.gov.uk

This page is intentionally left blank

Committee(s)	Dated:
Planning & Transportation Committee – for information	18032019
Subject: Publication of the Government’s Housing Delivery Test Results for the City of London	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Information
Report author: Paul Beckett, Policy & Performance Director, DBE	

Summary

The Government’s Housing Delivery Test results issued on 19th February 2019 show that the 110 total housing units delivered in the City in the three years 2015/16-2017/18 is below the Government’s requirement of 262 housing units. The City Corporation will produce an Action Plan as required in response, demonstrating that delivery is expected to exceed the Government requirement over the period to 2022.

The City Corporation responded to the Government’s previous consultation on the Test stating that its methodology has several flaws leading to a short-term view which does not recognise housing market volatility, longer term housing delivery expectations, the main role of the local authority in planning for new housing rather than delivering it, and the City’s Corporation’s additional commitment to housing delivery outside the City. The City Corporation will continue to engage with Government over the Test methodology and to provide reassurance that it is committed to planning for new homes within and outside the City that Londoners need.

Recommendation(s)

Members are recommended to:

- Note the Government’s publication of its Housing Delivery Test results.
- Note that housing delivery in the City in the past three years has been below Government requirement and that consequently the City Corporation will be required to produce an Action Plan.
- Note that the City Corporation expects that housing delivery in the City will be above the Government requirement for the next few years.
- Note that the City Corporation responded to an earlier consultation on the Test method stating that it is a flawed short-term view, and that the City Corporation will continue to engage with the Government to ensure that the Test is applied appropriately, taking full account of local circumstances including the primary role of the City as a business centre, and the commitment to housing delivery over a longer timeframe and a wider area.

Main Report

Background

1. As an attempt to boost housing delivery, the Government has introduced a national 'Housing Delivery Test' applicable to all local planning authorities to compare the Government's assessment of the local housing requirement with Government data on local housing delivery. The new Test considers housing delivery performance over just the past 3 years, giving each authority a % score of housing delivery against the housing requirement. Local authorities which perform poorly in the Test are subject to additional requirements aimed at boosting local housing delivery with an ultimate sanction of removing local plan powers for very poor performance.
2. The Housing Delivery Test follows a complex national methodology which has been revised several times to suit the Government's housing growth agenda. Factors considered in setting the housing requirement include local plan housing targets and local household growth projections which are often volatile and unreliable at the scale of the City. The Government's housing requirement figure for the City has been calculated recently and has been compared retrospectively with actual recent housing delivery performance in the City.

Housing Delivery Test Results

3. The first set of Government Housing Delivery Test figures published on 19th February 2019 found that 110 housing units had been delivered in the City of London, 42% of the Government's assessment of 262 housing units required for the 3 years 2015/16 to 2017/18. The City of London is one of 108 local authorities, and one of 11 London authorities, identified with a poor housing delivery performance during this period (delivering less than 85% of the requirement).
4. Each local authority identified will have to produce an Action Plan setting out how they intend to improve performance, including re-phasing housing targets in the first 5-year period, bringing forward sites in order to boost short-term performance by 20%. This 20% buffer is not an additional housing target, rather it is housing brought forward from later in the plan period.

Implications

5. The City Corporation will produce its Action Plan which will include references to the number of significant housing sites recently completed or under construction. The local housing delivery performance will be much better during the next 4 years as several large housing schemes have recently been completed or will be completed shortly, including 165 units at Sugar Quay and 245 units at Bart's Square. At present it is anticipated that over 1,000 new housing units will be completed in the City by 2022.

6. The City Corporation considers the Government's new test imperfect for several reasons:
 - It takes a short-term view of just the past 3 years which may give volatile results that are not representative of the longer-term performance. This is particularly so when housing delivery performance depends on the timing of a limited number of large housing schemes.
 - It does not take account of performance against longer term London Plan and Local Plan housing targets.
 - It makes local household growth projections an important element of the local housing requirement calculation yet such projections are quite unreliable when applied at the small scale relevant to the City.
 - Its methodology and calculations are complex and difficult to reconcile with the City's own housing completion figures and Local Plan housing targets.
 - It assumes that planning authorities can increase housing delivery whereas local authorities which grant planning permission for housing development still rely on the private sector to deliver most of the housing.
 - It does not take any account of City Corporation plans to deliver more housing outside of the City on its estates as part of its Housing Strategy for 2019-2023.
7. Members may recall that the City Corporation responded to an earlier consultation on the Test methodology stating that it would provide a flawed short-term view, and that the City Corporation will continue to engage with the Government to ensure that the Test is applied appropriately, taking full account of local circumstances and the commitment to housing delivery over a longer timeframe and a wider area.
8. It is worth considering the short-term Government housing requirement in the wider context of longer-term London Plan and Local Plan housing targets. The Government short-term 3-year housing requirement of 262 units equates to an average of 87 units annually. This compares with the adopted London Plan's housing target for the City of 141 units annually and the draft London Plan and draft City Plan's proposed housing targets for the City of 146 units annually. The City Corporation is planning to meet the higher targets in these Plans over the longer timeframe to 2036 and recognises that there will be short term volatility as delivery is dominated by the private sector.
9. The Government's suggested 20% increase in housing targets in the City over the next 5 years as part of a re-phasing of longer term plan targets is expected to be manageable. Although it is not yet clear exactly how this re-phasing will be applied in practice, the expected delivery of over 1,000 housing units in the City by 2022 should be sufficient to exceed plan targets and any 20% buffer the Government intends to apply.

Options

10. The City Corporation is required to respond to this Housing Delivery Test result through the preparation of an Action Plan and can take the opportunity to engage further with Government over the Test methodology, aims and its potential wider implications.

Proposals

11. The City Corporation should respond to this Housing Delivery Test result by demonstrating in an Action Plan how local housing delivery will increase above the Government's local housing requirement in the next few years. It also needs to engage with Government to ensure that the Test is applied appropriately, taking full account of local circumstances including the primary role of the City as a business centre, and the commitment to housing delivery over a longer timeframe and a wider area.

Corporate & Strategic Implications

12. Corporate Plan implications: Providing additional housing within the City is consistent with the Corporate Plan aim of contributing to a flourishing society, complementing the other aims of shaping outstanding environments and supporting a thriving economy.
13. Corporate Plan Outcome 4: 'Communities are cohesive and have the facilities they need' includes the commitment in outcome 4c to 'help provide homes that London and Londoners need'.
14. There are no security, financial or equalities and resourcing implications arising from this report.

Conclusion

15. Although the Housing Delivery Test results show that housing delivery in the City has been below the Government's housing requirement in the past three years, the scale of housing development recently completed or currently under construction suggests that further Government housing requirements will be exceeded in the next few years. The Test result demonstrates the flaws in the Test method which the City has already reported to the Government.

Appendices – Nil

Background Papers - Nil

Paul Beckett

Policy & Performance Director, Department of the Built Environment

T: 020 7332 1970 E: paul.beckett@cityoflondon.gov.uk

<p>Committee(s): Policy & Resources Committee – For decision Port Health & Environmental Services Committee – For information Planning & Transportation Committee – For Information Open Spaces Committee – For information</p>	<p>Date(s): 21/02/2019 05/03/2019 18/03/2019 08/04/2019</p>
<p>Subject: The Transition towards a Zero-Emission Fleet</p>	<p>Public</p>
<p>Report of: Department for Built Environment and Chamberlain's</p>	<p>For Information</p>
<p>Report author: Vince Dignam (DBE) and Natalie Evans (CHB)</p>	

Summary

Around half of emissions of oxides of nitrogen (NOx), which contribute to illegal levels of nitrogen dioxide (NO2), and particulate matter (PM) come from transport. These pollutants are collectively estimated to cause around 9,400 equivalent deaths every year in Greater London and impose an economic cost between £1.4bn - £3.7bn a year.

In response to this, City Corporation officers have worked to; reduce City of London Police and corporate fleet, trial new electric technologies, replace diesel vehicles with electric, hybrid or petrol models, install electric vehicle charging infrastructure and encourage our supply chain to minimise their emissions.

Part of the Mayor of London's approach to improving air quality is the Ultra Low Emission Zone (ULEZ) initiative, which will impose a daily charge on vehicles operating in the Central Charging Zone with emissions of NOx and PM higher than the specified requirements. The first phase of ULEZ comes into effect on 08 April 2019.

The introduction of ULEZ has highlighted the need for a clear corporate policy on fleet reduction, replacement or retrofitting to accelerate the City's transition to a zero-emission fleet. The purpose of this report is to set out an ambitious yet practical policy, which requires departments to opt for the cleanest possible vehicle or other solution, in line with operational need, technology availability and best value. It proposes this policy be implemented consistently and rigorously through enhanced governance by the Transport Coordination Group (TCG).

The proposed policy would see the following vehicles removed, replaced or retrofitted:

- ULEZ 2019 non-compliant vehicles operating in the Square Mile, immediately (29 Corporate and 44 police vehicles)
- Historically exempt/ residential (temporarily) exempt and ULEZ-compliant fossil fuel vehicles of reputational significance, immediately (5 VIP/ Mayoral vehicles)
- All remaining vehicles used outside the Square Mile/ ULEZ Zone, as and when they reach operational end-of-life or lease

Recommendation(s)

Planning and Transportation Committee is asked to:

- Note the new policy which requires departments to apply the following priority order to decision-making, when an existing vehicle is non-compliant with air quality regulations or comes to the operational end of life:
 1. not replace the vehicle and cover operational requirements with other available vehicles
 2. swap the vehicle with a low emission equivalent currently being used outside the ULEZ 2019 Central Charging Zone (Square Mile)
 3. replace or retrofit the vehicle with the cleanest possible alternative that:
 - a) meets operational need
 - b) applies the following hierarchy:
 - i. Full electric
 - ii. Plug-in hybrid
 - iii. Petrol hybrid (regenerative braking)
 - iv. Petrol
 - v. (Euro 6/ VI) Diesel
 - c) utilises sufficiently reliable technology and
 - d) constitutes best value for money within the vehicle class.

Main Report

Background

1. Around half of emissions of oxides of nitrogen (NOx), which contribute to illegal levels of nitrogen dioxide (NO₂), and particulate matter (PM) come from transport. These pollutants are collectively estimated to cause around 9,400 equivalent deaths every year in Greater London and impose an economic cost between £1.4bn and £3.7bn a year.
2. The Ultra Low Emission Zone (ULEZ) is a Mayor of London initiative designed to improve air quality, which will impose a daily charge on vehicles with emissions of NOx and PM higher than the specified requirements. Daily charges are £12.50 per day for smaller vehicles, £100 per day for larger vehicles (>3.5 tonnes).
3. The first phase of ULEZ comes into effect on 08 April 2019 and covers vehicles operating in the Central Charging Zone. See Appendix 1 for a map of the area covered. The second phase of ULEZ comes into force on 25 October 2021, covering the area between the North and South Circular. See Appendix 2 for a map of the area covered.
4. As a responsible business and in alignment with the City's Corporation's ambition to improve air quality, 'phase one' of the transition to a zero-emission fleet has involved officers working to; reduce City of London Police and corporate fleet, trial new electric technologies, replace diesel vehicles with electric, hybrid or petrol models, install electric vehicle charging infrastructure and encourage our supply chain to minimise their emissions. Officers have also been involved in industry boards and with manufacturers and other counterparts to progress improvements in air quality alongside road danger reduction. Details can be found in Appendix 3.

Current Position

5. There are 29 corporate vehicles operating in the Square Mile that do not comply with ULEZ 2019 emissions standards and 54 City of London Police vehicles, ten of which have a 'sunset period' until October 2021 as further time is needed to develop some technology types used by the emergency services.
6. The City Corporation has a Transport Coordination Group (TCG), currently chaired by the Department of Built Environment. The group consists of representatives from across the organisation, including Chamberlain's, Markets and Consumer Protection, Open Spaces, Town Clerks and the Built Environment. All vehicle procurement and leasing is governed by the TCG, which provides scrutiny on whether or not there is an operational need for the vehicle along with all other legislative, operational and policy requirements.
7. The introduction of ULEZ has highlighted and accelerated the need for a clear corporate policy on fleet reduction, replacement or retrofitting.

Options

8. The purpose of this report is to set out an ambitious yet practical policy, which requires departments to opt for the cleanest possible vehicle or other solution, in line with operational need, technology availability and best value. It proposes this policy be implemented consistently and rigorously through enhanced governance by the Transport Coordination Group (TCG). Alternative options available to the City Corporation include:
 - a) Electing not to replace Square Mile vehicles and pay the daily ULEZ charge for all non-compliant vehicles. This would cost £300,000 per year and could imply significant reputational risk.
 - b) Electing to only replace those vehicles that do not meet ULEZ 2019 requirements immediately, delaying the replacement of historical vehicles and others forming part of the Mayoral/ Shrieval fleet until required to do so by the Mayor of London in October 2021. This could have significant reputational impacts due to the visibility of these vehicles and the Lord Mayor's role to champion the City of London as a world leader as part of this year's Mayoral Programme (see Appendix 4 for further details).
 - c) In the interest of cost saving, electing not to buy electric and replace all vehicles with hybrid/petrol where possible or if not Euro VI/6 diesel models, even if electric vehicles are available and relatively prevalent. This would directly contradict the City Corporation's 'No Diesel unless absolutely operationally necessary' Policy and would go against all other policies, strategies and programmes outlined in Appendix 4. As such it would also imply reputational risk. According to current cost estimations, electing not to buy new electric vehicles would save £180k. This saving would be offset by the fact that increased congestion charges on fossil fuel vehicles are coming in as part of ULEZ 2021.

Proposals

9. The proposed policy would require departments to apply the following priority order to decision-making when an existing vehicle is non-compliant with air quality regulations or comes to the operational end of life:
 1. not replace the vehicle and cover operational requirements with other available vehicles (*e.g. hiring prestige vehicles for specific events, using electric cargo bikes, reconfiguring operations to make fuller use of existing fleet, using corporate contracts such as couriers, pooling resources between departments to share similar vehicles*)
 2. swap the vehicle with a low emission equivalent currently being used by the City Corporation outside the ULEZ 2019 Central Charging Zone (Square Mile)
 3. replace the vehicle with the cleanest possible alternative that:
 - a) meets operational need
 - b) applies the following hierarchy. (*Correct as of February 2019 but to be reviewed regularly by the Transport Coordination Group (TCG) and updated according to advances in vehicle technology and availability of infrastructure of e.g. hydrogen*):
 - i. Full electric
 - ii. Plug-in hybrid
 - iii. Petrol hybrid (regenerative braking)
 - iv. Petrol
 - v. (Euro 6/ VI) Diesel
 - c) utilises suitably reliable technology (*incl. trials and availability of maintenance and repair facilities*) and
 - d) constitutes the most cost-effective option within the vehicle class.
 10. The following be removed / replaced / retrofitted according to the proposed policy:
 - ULEZ 2019 non-compliant vehicles operating in the Square Mile, immediately (29 Corporate and 44 police vehicles)
 - Historically exempt/ residential (temporarily) exempt and ULEZ-compliant fossil fuel vehicles of reputational significance, immediately (5 VIP/ Mayoral vehicles)
 - All remaining vehicles used outside the Square Mile/ ULEZ Zone, as and when they reach operational end-of-life or lease
 11. It is proposed that the Transport Co-Ordination Group be Chaired from February onwards by the Commercial Director, in order to ensure best value solutions are opted for by departments, in line with all other aspects of the newly proposed policy.
 12. After this stage of the transition to a zero-emission fleet in response to ULEZ 2019 has been achieved, collaboration between the TCG and Commercial Fleet Management (CFM) review team will take place, who will seek to future proof against increasingly rigorous legislation, whilst at the same time taking a fresh look at the way the City uses its fleet as a whole, considering the corporate commercial opportunities for the organisation and the ability to gain service improvement.
- ### Corporate & Strategic Implications
13. A table outlining the policies, strategies and programmes that underpin a transition to a low/zero emission fleet can be found in Appendix 4. It covers relevant aspects of the City Corporation's Air Quality Strategy, 'No Diesel' Policy, Responsible

Procurement Strategy, Responsible Business Strategy, Corporate Plan, Mayoral Programme, draft Transport Strategy and draft Climate Action Strategy.

Implications

14. The table below sets out predicted costs according to departmental preferences on replacement vehicles. This is the maximum cost range as it does not factor in residual (trade in) values of existing fleet or fuel savings. Appendices detailing all intended vehicle models and associated costs are available on request, but it should be born in mind that each vehicle replacement request will be scrutinised on a case-by-case basis as part of TCG’s governance procedures, so figures will be continuously reviewed and amended.

Fleet	Total purchase cost	Equivalent annual cost to purchase (7 years life)	Lease costs per annum	Total lease cost (3 year term)
Corporate	£1.1m - £1.5m	£153k - £221k	£240k - £355k	£775k - £1.2m
Police	£1.7m - £1.8m	£247k - £260k	n/a	n/a

15. A parallel report on ULEZ funding (see background papers) was submitted to Finance Committee on 19 February 2019 proposing the specific mechanism by which the costs of procuring/ leasing vehicles could be met by departments, if they do not have sufficient local risk budget available to meet the total cost. The report sets out a process whereby each department would submit a fleet business case, this would consider the age, condition and a residual (trade in) value estimate of the current vehicle along with details of the proposed replacement options with associated costs. It would also include any current local risk budget set aside for vehicle replacement and in those cases where an electric vehicle is replacing a conventional fuel vehicle, existing fuel costs would be provided.

16. The ‘Net Uplift Cost’ for the vehicle would be provided via a loan and transferred to the local risk budget, with repayments phased over an agreed period no longer than 5 years. The loan would be managed via the Chamberlain’s Department, would be set at 2% above base rate, and would cease to be available from the financial year 2023-2024 when all fleet vehicles should have been transitioned.

Figure A – Net uplift Cost per vehicle formula

**Net Uplift costs = New Vehicle Costs – Current Local Risk Budget
(Existing Budget + trade in value + fuel budget offset)**

17. A project to install new electric charging infrastructure will progress through the gateway process as soon as a clearer prediction can be made on the number of electric vehicles that will be bought/ leased/ retrofitted. This prediction depends on Policy & Resources Committee endorsing this report, in which case there is likely to be eight charge points installed at five locations. If an alternative option is selected, infrastructure decisions will be adapted accordingly. The estimated timeline for completion is July - Sept 2019. The Cleansing team within Department for Built Environment will work closely with City Surveyor’s, City Procurement and

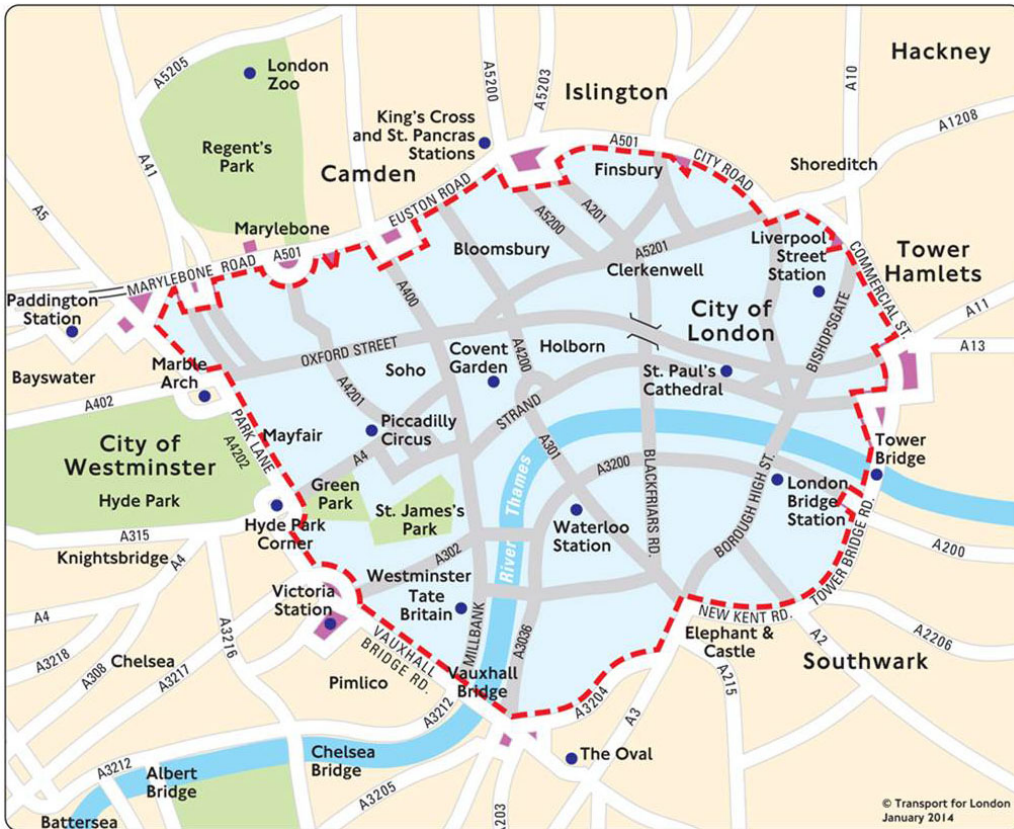
other relevant departments to arrange workable contingency measures to charge electric vehicles until the infrastructure is ready.

Conclusion

18. The harmful levels of air pollution in the Square Mile are known to be a health hazard and the City Corporation has committed to improving air quality. The Mayor of London's strategy on air quality and introduction of the ULEZ along with increasingly rigorous emissions legislation, are key initiatives which the City Corporation supports. It is therefore important the City Corporation is seen to lead by example and reduce the emissions from its activities as far as reasonably possible.

Appendices

1. The geographical area covered by ULEZ 2019 © Transport for London 2014



2. The geographical area covered by ULEZ 2021 © ThumbSnap.com



3. Phase One achievements

Work undertaken as part the City Corporation’s Transition to a Zero-Emission Fleet so far has involved officers working to achieve the following:

- i. reduce City of London Police fleet (from 125 to 91) and corporate fleet (from 200 to 118)
- ii. trial eight new electric technologies over the last three years, including the UK's first fully electric Refuse Collection Vehicle (RCV).
- iii. replace diesel vehicles with electric, hybrid or petrol models – we now operate eight electric vehicles and four hybrid models and have swapped two diesel chauffeured vehicles to petrol.
- iv. liaise with the Lord Mayor's Office to undertake a series of trials and three demonstrations giving a holistic view of available hybrid and electric vehicles
- v. install electric vehicle charging infrastructure – 50 charge points are now available to the public in the Square Mile in City Corporation owned car parks and 30 points are available in the Barbican Resident's car park.
- vi. Survey five City Corporation sites to assess costs and viability of installing additional infrastructure needed to charge new electric vehicles added to the corporate fleet in 2019. This project will be progressed through the gateway process to seek funding for these charge points and associated labour. The number of charge points will be determined by the final decision made on this current report.
- vii. incorporate requirements for phasing in full electric refuse collection and other alternative fuel vehicles into the corporate waste collection contract.
- viii. encourage our supply chain to minimise their emissions – every contractor that has tendered for work involving vehicle movements in the City is required to undertake at least one action of their choice as part of the contract (e.g. green driver training, trailing clean vehicle technologies etc.).
- ix. Officers are involved in industry boards and with manufacturers and other counterparts to progress improvements in air quality alongside road danger reduction including working with six manufacturers on concept vehicles, being board members on the Fleet Operator recognition Scheme (FORS), CLOCs and TfL's LoCity initiative and hosting the international Future Fleet Forum for the last two years.

4. Existing City of London policies, strategies and programmes that underpin a transition to a low/zero emission fleet

	Guidance on fleet, air quality and related topics
Air Quality Strategy – Square Mile. (New draft for consultation in March 2019)	<ul style="list-style-type: none"> • Focus on air quality monitoring; demonstrating leadership, collaborative action; reducing emissions from a range of sources in the Square Mile and raising awareness • Work is underway to pilot an ultra-low emission vehicle only access restriction in Moor Lane. This pilot will provide useful information for local zero emission zones as detailed in the draft Transport Strategy and improvements in air quality in Beech Street
No diesel policy	<ul style="list-style-type: none"> • Driven by the Air Quality Strategy 2015 – 2020, a 'No Diesel' policy was implemented in January 2016, banning the purchase or lease of diesel vehicles by departments unless absolutely operationally necessary. This is managed and overseen by TCG.
Transport Strategy (draft) Proposal 33:	<ul style="list-style-type: none"> • Commits to making the City of London's own vehicle fleet zero emissions', the commitment states 'the City Corporation will upgrade its vehicles which operate in the Square Mile to meet the standards we set for local zero emission zones. Contractors vehicles that operate within the Square Mile will also be required to meet these standards.

	Where possible charging infrastructure in City Corporation's operational sites will be made available to contractors' vehicles'.
'Shaping Tomorrow's City Today'	<ul style="list-style-type: none"> The Mayoral Programme aims to promote innovation and technology, champion digital skills and address digital and social inclusion, with a specific commitment to electrify the City Corporation's fleet.
Climate Action Strategy (in progress)	<ul style="list-style-type: none"> The Zero Emissions City report estimates that if all vehicles in the City switched to 100% renewable electricity the City's overall carbon emissions would decrease by 7%. This would make a significant contribution to the aim of becoming a zero carbon City by 2050. Electrifying the City Corporation's fleet would demonstrate leadership on this agenda providing evidence to City businesses of the feasibility of using an all-electric fleet and encouraging them to follow suit.
Responsible Business Strategy	<ul style="list-style-type: none"> Minimise the use of diesel vehicles being used by staff and Members to travel to and from work and during work, by promoting and facilitating more environmentally-friendly forms of travel. Significantly increase the number of clean vehicles in our fleet and continue to trial new technology. Encourage and facilitate the uptake of clean alternative vehicles throughout our supply chain. Increase the number of electric vehicle charge points across our sites
Corporate Plan	<ul style="list-style-type: none"> We have clean air, land and water and a thriving and sustainable natural environment' Provide a clean environment & reduce negative effects our activities.
Responsible Procurement Strategy	<ul style="list-style-type: none"> The 'Procurement Policy to support the Air Quality Strategy', which forms part of the Responsible Procurement Strategy lists actions to comply with the City Corporation's Air Quality Strategy, Transport Policy, or both, including disallowing the purchase of diesel vehicles, requiring investigation by officers into alternative fuel vehicles, setting emissions requirements for non-road mobile machinery (NRMM) and committing to the use of petrol-hybrid taxis as a minimum within corporate contracts and agreements. Further intended actions to support the above include exploring the use of consolidation centres for our own deliveries and those of works contractors, incentivising relevant suppliers to use zero emission capable vehicles.

Background Papers

ULEZ Funding – Finance Committee 19/02/2019

Vince Dignam

Business Performance and Transport Group Manager, Dept. Built Environment
T: 020 7332 4996 E: vincent.dignam@cityoflondon.gov.uk

Natalie Evans

Responsible Procurement Manager
T: 0207 332 1282 E: Natalie.evans@cityoflondon.gov.uk

This page is intentionally left blank

Committee(s)	Dated:
Port Health and Environmental Services Planning and Transportation	05/03/2019 18/03/2019
Subject: Construction Levy - Code of Practice for Deconstruction and Construction Sites Ninth Edition 2019	Public
Report of: Interim Director of Markets and Consumer Protection Chief Planning Officer and Development Director	For Information (PHES) For Information (PT)
Report author: Robin Whitehouse, Pollution Control Team Manager	

Summary

The City of London Corporation Code of Practice for Deconstruction and Construction (the Code) Ninth Edition requires developers to pay a Monitoring Fee to assist the City of London to fund officers to liaise with and monitor developers and contractors undertaking development within the City of London to ensure that works meet the standards within the code and any scheme of protective works required through the planning process.

Construction sites have now triggered the Monitoring Fee and payment is now being sought from developers and contractors. These fees will be used to enhance the monitoring that is undertaken on construction sites to improve further the level of compliance.

Compliance with the Code will help ensure that the City Corporation continues to encourage the use of the best environmental options in planning and managing construction and deconstruction. It also reflects the priority placed on the effects of reducing the impact of poor air quality and unwanted sound on the health of residents, workers and visitors as detailed in the City and Hackney Joint Strategic Needs Assessment.

The Code meets the key aims of the City's Air Quality, Noise and Contaminated Land Strategies.

This report details the processes that are now in place to implement the requirement of the Code.

Recommendation

It is recommended that:

- subject to comments received at your meeting;
- a. The contents of this report are noted

- b. That a further report is presented to this Committee annually detailing the activity associated with the monitoring contribution fees.
- c. This report is presented to the Planning and Transportation Committee (P&T).

Main Report

Background

1. The City is constantly being redeveloped through deconstruction, construction and refurbishment of its buildings. In order to facilitate this process, the City of London Corporation Code of Practice for Deconstruction and Construction sites Ninth Edition (the Code) seeks to set out simply and clearly what constitutes acceptable site practice within the City, and to assist developers, architects, engineers and construction professionals to plan, cost and manage the environmental issues which arise in the industry. There is inevitably some impact on neighbours due to deconstruction and construction activities affecting them through the development process.
2. The Code balances the needs of the Business City (particularly construction sites) to undertake construction works, with the expectations of residents and neighbouring businesses who wish for impacts to be minimised.
3. The City Corporation has a responsibility to manage and minimise exposure to excessive and sometimes unnecessary environmental impacts of construction, whilst ensuring that the City can continue to function as a modern world-class business centre.
4. To ensure that the City Corporation can adequately resource this activity and undertake the necessary monitoring and liaison a monitoring fee was introduced in the eighth edition of the Code, approved by Port Health and Environmental Services Committee (PHES) on 19th September 2017 and P&T on 3rd October 2017. The Code has since been updated (9th Edition) with minor changes to the code.
5. The Code and the associated fees are actioned through the Planning process. A condition (Appendix 1) is placed on appropriate developments that the Code shall be adhered to.
6. The Code also details the actions that can be expected from the Pollution Control Team in monitoring and liaising with developers and contractors. This includes advising applicants regarding the scheme of protective works, regular liaison including site visits, the timely processing of developers/contractors site hour variations, attendance at community liaison events, reviewing works

programmes, noise and air quality monitoring, assistance with liaison with other regulatory bodies such as Highways and the assessment of monitoring data.

7. The Pollution Control Team has liaised with the Planning development team and finance teams to produce a framework for monitoring and managing the income from the fees. The flow chart shown in (Appendix 3) details the process of applying a condition to a planning permission through to the invoicing of the developer. This process will continue to be developed once significant funds start to be received.
8. The planning condition has been applied to relevant development from January 2018.
9. Due to the long lead time for many of the construction projects there is considerable delay between planning approval and the triggering of payment which is set at the commencement of deconstruction or construction works.

Key Policies and Proposals

10. The monitoring fee required by the Code will allow a greater ability to work proactively and should ensure wider compliance with the Code and help deliver one of the key themes of the Local Plan to “protect, promote and enhance our environment” whilst contributing to the wider policy context of maintaining a world class city.

Proposals

11. This report does not introduce new proposals but outlines progress on existing commitments.

Financial Implications

12. Appendix 2 Code of Practice for Deconstruction and Construction sites (Appendix L) details a schedule of monitoring fees to be paid by developers on commencement of works and annually thereafter until completion, which is summarised below.

Site Category	Fee	
	Year 1	Subsequent Years
	£	£
1 (Large Major Development)	53,820	46,460
2 (Medium Major Development)	30,935	25,760
3 (Minor Development)	5,060	5,060

13. The fees have been calculated on a full cost recovery basis, and will be updated annually by officers.

14. Additional staff will be required to resource the new work resulting from the proposed monitoring scheme. Due to uncertainty in the number and timing of commencement of development works, it is difficult to forecast the likely income and resource requirement, and staffing will need to be managed to ensure we have the flexibility to meet demand without incurring additional costs to the City, however fees are calculated on a full cost recovery basis so the monitoring scheme should be cost neutral overall.
15. Information relating to site commencement and site visits undertaken indicate that 35 sites may have now triggered payment under the condition and each of the developers has been written to advising them of the situation and that payment under the condition is due. A table of size of developments that have triggered and estimated payments due is shown below.

Site Category	Number of sites triggered*	Fee		Total**
		Year 1 £	Subsequent Years £	
1 (Large Major Development)	5	53,820	46,460	733,700
2 (Medium Major Development)	6	30,935	25,760	494,730
3 (Minor Development)	24	5,060	5,060	121,440
Total	35			

*This is subject to confirmation depending on individual site details

**This is based on an estimation of the duration of the projects as 3 years for category 1&2 and 1 year for category 3.

16. It is expected that there will be a need for additional staff during 2019/20 to undertake the necessary work regarding the sites that are now commencing. Any additional staff will be appointed on fixed term contracts and financed through the monitoring fee.
17. Existing work carried out by the Pollution Control team in relation to the Code will continue to be met within the Director of Markets and Consumer Protection's existing resources. The Department of the Built Environment are also involved in applying conditions at the planning stage requiring a 'Scheme of Protective Works', applying the new condition requiring payment of fees, the administration of the Considerate Contractors Scheme, as well as issues with impacts on the public highway, and this work will be met from their existing resources.

Corporate and Strategic Implications

18. The work on noise sits within Strategic Aims 1 and 2 (SA1) (SA2) and of the Corporate Plan: 'To support and promote The City as the world leader in international finance and business services' and 'To provide modern, efficient and high quality local services, including policing, within the Square Mile for workers, residents and visitors'.

Consultees

19. The Draft Code underwent full internal and external consultation in 2017 and the results of this were reported to PHES and P&T committees in 2017.

Conclusion

20. The monitoring fees required by the Code of Practice for Deconstruction and Construction Ninth edition have triggered and payments are now being requested. Subject to comments received at your meeting following on from receipt of the relevant fees the additional activities required will be undertaken to ensure the best environmental options in planning and managing construction and deconstruction are undertaken by contractors and developers. Additional staff will be appointed as necessary to undertake the work, ensuring that any additional staffing costs are met fully through the monitoring fee scheme.

21. Background Papers:

Code of Practice for Deconstruction and Construction Sites Ninth Edition

<https://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/Documents/Code-of-Practice-for-Deconstruction-and-Construction-Sites-9th-Edition.pdf>

Appendix 1

Approved Planning condition requiring compliance with the Code.

Appendix 2

Code of Practice for the Deconstruction and Construction sites Ninth Edition

Appendix 3

Process chart -application of condition to requesting payment.

Contact:

Robin Whitehouse

Robin.whitehouse@cityoflondon.gov.uk

020 7332 3313

This page is intentionally left blank

Appendix 1

Monitoring Fee Planning Conditions

M10F 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.

M11G 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.

This page is intentionally left blank

Appendix 2

City of London

Code of Practice for Deconstruction and Construction Sites

Ninth Edition

January 2019



Department of Markets and Consumer Protection
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Foreword

This is the ninth version of the Code of Practice developed by the City of London's Pollution Control Team to encourage the use of the best environmental options in planning and managing construction and deconstruction (demolition) in the City of London. The area is densely populated by residents, many types of business, and other sensitive premises, all of which can be affected by construction work and associated activities.

This Code meets one of the aims of the City Noise Strategy which is to mitigate and minimise noise and noise impacts that could adversely affect health and well-being of City residents, workers and visitors and to avoid noise and noise impacts that could have a significant adverse effect.

This Code seeks to set out simply and clearly what constitutes acceptable site practice within the City. It is intended to help developers, architects, engineers and construction professionals to plan, cost and manage the environmental issues which frequently arise in the industry.

In the City we encourage a flexible approach to addressing environmental problems. I must emphasise that this needs early and, in some cases, frequent liaison with the officers in the Pollution Control Team who should be consulted at all stages of project planning, programming and operation, so that the best options for your site can be developed.

This ninth edition of the code generally revises and updates the eight edition. It contains further guidance on the prevention of air pollution from activities on site, a minor revision to the schedule of monitoring contributions and changes to standard Saturday working hours.

Additionally, we encourage you all to apply, via our Considerate Contractors Scheme (CCS), for the Environmental Award. This will recognise those sites/companies who innovate to protect the Environment in the City each year.

The Code takes into account current best practice and new technology already adopted by many sites in the City.

I hope you will find this guidance useful in planning and managing your site activities.

Jeremy Simons
Chairman of Port Health and Environmental Services Committee
December 2018

Contents

Forward by Jeremy Simons

Chairman of Port Health and Environmental Services Committee

Section	Page
1 Introduction.....	1
2 Community Liaison and Consultation.....	3
3 Noise.....	11
4 Air Quality.....	19
5 Contaminated Land.....	27
6 Waste and Materials Handling and Storage.....	32
7 Water.....	34
8 Sustainability and Preservation.....	36
9 Light Pollution.....	39
10 Problems on Site.....	40
11 Legislation and Documentation.....	42

Appendices

Page		
Appendix A	Guidance and Legislation.....	i
Appendix B	Contact details for City departments and External Agencies.....	iv
Appendix C	Considerate Contractors Scheme.....	vi
Appendix D	Information Scaffolding and Hoarding Licence Requirements.....	vii
Appendix E	Sewers Information.....	viii
Appendix F	Traffic Management requirements.....	xi
Appendix G	Site Information Sheet.....	xiii
Appendix H	Site Variation Sheets.....	xiv
Appendix I	Mobile Plant Authorisation Notice & Structures Notification.....	xvi
Appendix J	Residential Map.....	xviii
Appendix K	Ward Boundaries.....	xix
Appendix L	Development Monitoring Contribution.....	xx

Note: Copies of this Code of Practice can also be accessed via the City's website at:

www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/noise/construction-information-and-advice/Pages/default.aspx

1 Introduction and Use

Introduction

- 1.1 At any one time there are many active deconstruction, construction and refurbishment sites within the City of London. The work is essential in order to enable the City to maintain its status as a world class centre of business and finance. Some of the activities involved and listed in this document can often disturb and disrupt neighbours and users of the surrounding area. To help Developers and their Contractors minimise disturbance, the City of London has prepared this Code of Practice detailing the standards to which they expect sites to be maintained and operated.
- 1.2 The environmental impacts of construction work must be considered as early as possible in the project. Where potential adverse impacts are identified, measures to offset or reduce them should be incorporated into the project proposals at the earliest stage and taken into account in the final cost. These matters must form part of the 'Scheme of Protective Works' to be submitted to the Pollution Control Team in the Department of Markets and Consumer Protection. We wish to encourage best practice and new innovation in Environmental Matters and welcome all companies/sites to take part in the CCS Environment Award.
- 1.3 *Note: The term Contractor used within this Code of Practice includes Principal Contractors, Construction Managers, Trade Contractors and other similar roles. Ultimate responsibility rests with the Principal Contractor although the Developer (or promoter of the project) will clearly have an interest in ensuring that works are undertaken with minimum disruption.*

Use and Application of the Code of Practice

- 1.4 This Code is intended as a guide to 'Best Practicable Means' but must not replace consultation between developers, Contractors and regulators. Throughout all stages of a project, discussion with the City of London is actively encouraged at the earliest opportunity. The Code should be used by developers during the planning application process as an informative document, allowing the developer to discuss terms tailored to their specific development with the City of London. Developers must ensure that Contractors are fully aware of this Code and its implications, in particular the requirement for proactive and effective community Liaison and Consultation (section 2).
- 1.5 Adherence to this Code will demonstrate a positive attitude and commitment towards minimising environmental impacts and will be used as one of the main methods of assessment within the City's Considerate Contractor Scheme. Many consents granted by the City of London under Planning Acts will include conditions which refer to the standards in this Code. Site specific Deconstruction and Construction Schemes submitted under planning conditions will generally be expected to reflect the relevant provisions of this Code.
- 1.6 The Code follows a methodical approach to construction works and sets standards to be followed. Not all parts of this Code will apply to every construction project. However, the City will expect all Contractors to comply with the spirit of the Code,

with appropriate provisions being applied to the site at all times. This should allow local residents and businesses to continue operating with minimal disturbance.

- 1.7 Where two sites (or more) are operating in close proximity to each other the impact of all operations on neighbours will be taken into account when applying controls to mitigate any environmental effects. It will be expected that arrangements for liaison between sites, as well as the City, are made by the Contractor at the beginning of projects to ensure that the joint impact from the work of all sites in the locality is kept to a minimum.
- 1.8 Although this Code gives an outline of legal requirements, it is not an authoritative statement of the law. Where necessary in accordance with its policy statement on enforcement, the City of London will not hesitate to enforce the statutory powers they have. A list of relevant guidance and legislation are included as Appendix A.
- 1.9 There is generally a good level of compliance across the City with this Code, but the density of development, high level of activity, and conflicting needs of different communities occupying an extremely limited area mean that the impacts of non-compliance can be particularly severe. This Code makes provision for a more proactive approach to monitoring by City Officers in order to ensure better long term environmental management and help mitigate adverse construction impacts more effectively.
- 2.0 Appendix L sets out contributions which will be sought by the City on certain developments to assist improved monitoring and liaison, and which may be provided for in site specific Deconstruction and Construction Schemes submitted under planning conditions.

2 Community Liaison and Consultation

Summary:

The Contractor needs to:

- demonstrate 'best practicable means' by contacting the City of London *well in advance of* works commencing to discuss the proposed works and the scope of liaison and 'Scheme of Protective Works' to be submitted for protecting nearby residents and commercial occupiers (hereafter referred to as *neighbours*);
- identify neighbours and interested parties (including where appropriate Ward Members) and consult with them **before** finalising the Scheme of Protective Works;
- maintain dialogue and information exchange with the City of London's Pollution Control Team, neighbours and interested parties throughout the proposed works;
- respond quickly to complaints and resolve where practicable; and
- ensure neighbours and interested parties are kept informed of works as they progress and are consulted where necessary.

Scheme of Protective Works

- 2.1 Prior to work commencing on each stage of the development, the Contractor **must** contact the City of London's Highways Division and the Pollution Control Team, in order to:
- agree the scope of the '**Scheme of Protective Works**' to be submitted; and
 - identify the scope of community liaison and consultation.
- 2.2 The Contractor must demonstrate 'Best Practicable Means' (BPM) and create a 'Scheme of Protective Works' for protecting neighbours. As part of this Scheme, the Contractor is expected to have and apply appropriate liaison and consultation approaches to minimise the environmental impact on neighbours.
- 2.3 The scope of the Scheme and extent of liaison will be site dependent, having regard to the scale of works and the potential for disruption to neighbours. Figures 2.1, 2.2 and 2.3 will be used to guide the scope required. Figure 2.4 is a guide to the information which may be required in the 'Scheme of Protective Works'.

Figure 2.1 – Category of Site


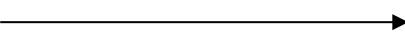
Site Sensitivity 	<i>High</i>	Category B Site	Category A Site	Category A Site
	<i>Medium</i>	Category C Site	Category B Site	Category A Site
	<i>Low</i>	Category C Site	Category C Site	Category B Site
		<i>Minor Development</i>	<i>Medium Scale Major Development</i>	<i>Large Scale Major Development</i>
		Size and nature of development 		

Figure 2.2 - Deciding on the Size, Nature and Sensitivity of the works

Size of the development	
<p><i>Large scale Major Developments</i></p> <ul style="list-style-type: none"> Residential - 200 or more units Industrial, commercial or retail floor space -10,000 square metres. <p><i>Medium Scale Major Developments</i></p> <ul style="list-style-type: none"> Residential between 10 and 199 (inclusive) units. For all other uses - floorspace between 1,000 square metres and 9,999 square metres or where the site area is between 0.5 hectare and less than 2 hectares. <p><i>Minor Developments</i></p> <ul style="list-style-type: none"> Residential - Between 1 and 9 (inclusive) units. For all other uses - floorspace of less than 1,000 square metres or where the site area is less than 1 hectare. 	
Nature of the works	Sensitivity
<ul style="list-style-type: none"> Type of works and its impact Duration of works Working hours 	<ul style="list-style-type: none"> Proximity of site to neighbours Number of people affected Type of neighbour Duration of works

Figure 2.3 - Scope of Information to be Provided

<p>Category A Site (site example: construction and or deconstruction sites)</p>	<ul style="list-style-type: none"> Prior consultation with the Pollution Control Team; Approval by Pollution Control Team of Full Scheme of Protective Works; Full level of community engagement in Liaison and Consultation section below, including Ward Member(s), about the works.
<p>Category B Site (site example: retainment of façade with internal works)</p>	<ul style="list-style-type: none"> Prior consultation with the Pollution Control Team; Approval by Pollution Control Team of Scheme of Protective Works; Communication as per figure 2.5 below
<p>Category C Site (site example: involving a refurbishment only)</p>	<ul style="list-style-type: none"> Communication as detailed in figure 2.5 below.

Figure 2.4 - Scheme of Protective Works

Basic Information to facilitate discussion – (Site suggested Information Sheet in Appendix G)	
<ul style="list-style-type: none"> • Site Contact Details • Contractor Contact Details • Description of works to be carried out – including working hours and duration • Summary of Noisy works and mitigation • Summary of works affecting Air Quality (e.g. dust) and mitigation • Site Sensitivity and methods of notifying neighbours • Training of the construction team e.g. toolbox talks to include mitigation measures and locations of sensitive receptors 	
Detailed Information (subject to discussion with Pollution Control Team)	
1) Programme of Proposed Works	including start and finish dates of principle stages
2) Liaison & Consultation Strategy	see section 2.5 – 2.10 below
3) Complaints and incidents Procedure	A system and procedure for dealing with enquiries and complaints from the public (see section 2.11 to 2.16 below)
4) Staff and training	Details of toolbox talks, frequency and content relating to noise, vibration, air quality, contaminated land, waste, water and light pollution matters
5) Site Plan(s) showing site boundary	<ul style="list-style-type: none"> • Show sensitive receptors • site layout and access • wheel / vehicle check and wash facilities • air quality and noise monitoring locations (where applicable) • site equipment location (e.g. cranes and generators) • location of water for damping down • fuel and waste store on site • refer to the CLP haulage routes and vehicle waiting areas
6) Monitoring	Proposed monitoring regime for noise, dust and vibration (where applicable) together with procedures to respond to non-compliances in relation to any trigger levels set for noise, dust and vibration
7) Proposed Vehicles and Machinery	Detail proposed vehicles and machinery on site: Noise and vibration: see section 3.11 relating to predictions Air quality: see sections 4.12-4.15 e.g. NRMM compliance
8) Working methods and pollution control measures	<p>Where applicable, reference to the results of background assessments, predictions and/or phase I/II assessments needs to be made in the submitted Scheme of Protective Works in order to refer to the necessary working methods, protective works, control measures or remediation works required to:</p> <ul style="list-style-type: none"> • mitigate against activities which have the potential to cause disturbance to neighbours (e.g. noise, dust and vibration) • prevent an impact on the environment (e.g. air quality) • remove pollution (e.g. contaminated land) <p>Noise see sections: 3.27-3.48 Air Quality: see sections: 4.19-4.29 Contaminated Land: see section 5</p>

2.4 For Category A, B and C sites, throughout the construction/deconstruction works, regular dialogue between the Contractor and the City of the London should take place and meetings with the City may be held. The names and contact details of appropriate site personnel must therefore be forwarded to the Pollution Control Team at the earliest opportunity to facilitate liaison. A list of useful City of London contact names and telephone numbers is included in Appendix B. The liaison requirements for all sites are set out in figures 2.1 to 2.5.

Liaison and Consultation Strategy

2.5 The Liaison and Consultation Strategy should identify all neighbours and specify individuals and groups who may be affected by, and consulted with, regarding activities at the site. The strategy should include the contact details and programme for engagement. The Contractor should therefore identify the following:

- City of London Ward Member(s) for the site; who can be identified via the City of London Website at:

<http://democracy.cityoflondon.gov.uk/mgFindMember.aspx> or by contacting the Pollution Control Team. A copy of the Ward boundaries can be found in Appendix K and an interactive map can be found at:

<https://www.cityoflondon.gov.uk/about-the-city/elections-and-wards/wards/Pages/ward-boundaries-map.aspx>

- All neighbours and premises which may be affected by the site's activities, including:
 - any residential properties;
 - hotels, hostels and hospitals;
 - offices;
 - lunchtime catering premises;
 - public houses;
 - those affected by party wall/shared party element works (see sections 3.40-3.42 for guidance);
 - Places of worship
 - Community Centres
- Local Community Groups such as the Barbican Association, Castle Baynard Residents and Smithfield Trust; and
- Other interested parties (e.g. other construction / deconstruction sites in close proximity, utility and street works in the area and any events such as the Lord Mayors Show or road races).

2.6 Identification of residential premises

Reference should be made to the Residential Streets map (Appendix J), which identifies residential areas within the City. New residential developments are continually appearing, so the Pollution Control Team should be consulted in order to obtain the most up to date information. For this reason, the Contractor should also re-evaluate the area in close proximity to the site from time to time. This will enable the Contractor to identify new groups or individuals who may be affected by the site's activities.

2.7 With reference to Figure 2.5 below, the Liaison and Consultation Strategy should include:

2.8 Initial Consultation

Prior to each project stage, provide a briefing/presentation of the 'Scheme' (detailed above) to the Ward Member(s), residents, Local Community Groups, businesses and other individuals identified. Briefings should include:

- Details of the 'Scheme of protective Works' in a readily understandable form;
- formal presentation, question and answer session or drop in sessions;
- information regarding how the works will enhance and benefit the local environment for neighbours; and
- Opportunity to provide feedback on the proposed works should be invited and responded to in writing; where practicable, amendments to the Scheme should be made to address concerns raised. The *finalised* Scheme should be provided to the City's Pollution Control Team and where requested, the Ward Member(s), neighbours and interested parties.

2.9 **On-going Communication**

- Plans for at least fortnightly communication (or as otherwise agreed) with neighbours and interested parties (identified above), for example by newsletter, in order to keep neighbours informed about current progress and planned works. The newsletter should be timely to allow neighbours time to plan around the works. It should contain the information suggested below, together with details of the Pollution Control Team contact:
 - The location of the planned works;
 - The type of planned works which are anticipated to give rise to effects on adjacent residents;
 - The duration of the planned works and the periods within which works will be undertaken (i.e. whether during normal working hours, during the evening or overnight);
 - The anticipated effects of the planned works;
 - The measures to be implemented in line with the Scheme of Protective Works to mitigate the impact of the planned works;
 - Contact details for enquiries; and
 - Complaints Procedure.
- A display board should be erected outside the site, which as a minimum shall identify key personnel, contact addresses, web site and telephone numbers, including complaint contact numbers. Additional information should include details of the scheme and its progress.

2.10 **Other Communication**

- The Contractor should appoint a responsible person to liaise with the City, neighbours and interested parties in order to keep them informed of matters likely to affect them. Good relations can be developed by keeping neighbours informed of progress and by responding to complaints quickly and fairly.
- Site Hours Variation Request Procedure (as per paragraph 3.10) to be followed for ANY works outside the 'standard hours' or within the 'quiet hours';
- Arrangements should be put in place for notifying or alerting neighbours in advance of additional unplanned noisy works, where applicable;
- Feedback should be requested from neighbours throughout the project and at the end, in order to allow modification of activities to reduce impact;

Fig 2.5 – Communication Requirements per Site Category	Category A Site	Category B Site	Category C Site
Identification of neighbours who may be affected	✓	✓	✓
Notification of works to Ward Member(s), neighbours and community groups	✓	possible	
Initial Consultation			
Scheme of Protective Works in an understandable form	✓	✓	
Presentation/drop in session/question and answer session	✓		
Explain how works will enhance area	✓		
Request feedback to proposed Scheme of Protective Works	✓		
On-going Communication			
Regular communication e.g. newsletters	✓	✓	
Display board / information outside site	✓	✓	✓
Other Communication			
Responsible person to liaise with the City	✓	✓	✓
Site Hours Variation Procedure as per paragraph 3.10	✓	✓	✓
Feedback obtained throughout the works	✓		

Complaints Procedures

- 2.11 The Contractor will establish a system and procedure for dealing with enquiries and complaints from the public.
- 2.12 Contact numbers, email and postal addresses for the enquiries and complaints system will be displayed on signs around the construction site and will be published on the website and newsletters.
- 2.13 Where complaints are made, the Contractor is expected to respond by investigating the complaint quickly and sympathetically, taking action to resolve the problem where the complaint is justified. If no resolution can be found the complaint should be referred to the City of London. A Contractor's response to complaints is an important criterion when evaluating the performance of the site for the Considerate Contractor Scheme.
- 2.14 The Contractor must maintain a designated complaints/incidents logbook or register covering:
- the nature of the complaint;
 - the cause; and, where appropriate,
 - the remedial action taken.
- 2.15 The City may request to see the complaints/incidents logbook at any time.
- 2.16 Complaints received by the City of London will be investigated. This will involve discussions with the Contractor and, if appropriate, monitoring or surveillance. Enforcement action may be taken if the complaint/s are justified and sufficient steps have not been taken by the Contractor to resolve matters.

Other Consultation

- 2.17 The City of London must be told in advance of any unusual activities including planned out-of-hours working. The Site Hours Variation Request Sheet (Appendix H) must be completed and e-mailed to the Pollution Control Team at least 5 days before the activity is to take place. Approval or the reasons for refusal will be countersigned and e-mailed back. Unless approval is given and the sheet is available for inspection, an Officer attending the site, in response to a complaint, will require the noisy work to stop.
- 2.18 The Pollution Control Team must be supplied with a current 24-hour call out number that will be answered in the case of a complaint or an emergency. It is also recommended that Contractors contact the City of London Police service to ensure a security assessment is carried out.
- 2.19 Where construction activities are being undertaken on two or more sites in close proximity, regular meetings should be arranged and attended by representatives from each site and the City of London in order to minimise cumulative impacts. Items for discussion may include:
- activities to be undertaken;
 - requirements for road closures;
 - out of hours work;
 - neighbour liaison;
 - monitoring results;
 - requirements for mitigation.
- 2.20 The appropriate body must to be contacted with regard to wastewater generated from site activities which is classified as trade effluent. See section 7.
- 2.21 Contact must be made with the City of London Drainage Services Group (020 7332 1105) or Thames Water Utilities (0800 3169800) before any work is undertaken on connections to sewers or drains running under the public highway. See Section 7.
- 2.22 The Contractor must ensure that the Department of Built Environment (Development Management) has been contacted via 020 7332 1710 to establish whether the site contains a listed building, scheduled ancient monument or archaeological remains, and what specific requirements are included in the planning permission, listed building consent or conservation area consent. Details regarding scheduled monument consent should be obtained from Historic England; their contact number is 020 7973 3000. See Section 8.
- 2.23 The Contractor must ascertain whether any trees on the site or in immediate area are either protected by Tree Preservation Orders or fall within a Planning Conservation Area prior to works starting. This may be done by contacting the Department of the Built Environment (Tree Officer) on 020 7332 1708. See Section 8.
- 2.24 Prior to commencement of works on-site, an ecological survey should be undertaken by a qualified professional to confirm the absence of birds, bats and any other protected species which may be nesting/roosting within buildings or vegetation. If present, appropriate mitigation measures should be undertaken following consultation with the City's Department of Open Spaces who can be contacted on 020 7332 3505. See Section 8.

Considerate Contractor Scheme

2.25 The Considerate Contractor Scheme (CCS), pioneered by the City of London in 1987, aims to encourage building and civil engineering Contractors working adjacent to the City's streets to carry out their operations in a safe and considerate manner, with due regard to passing pedestrians and road users. Details are set out in Appendix C of this Code. As part of the scheme, all Contractors will be evaluated by the Pollution Control Team for their level of co-operation and compliance with this Code of Practice.

3 Noise

Summary:

The Contractor must:

- contact the Pollution Control Team to agree the working hours and methods to be used which may generate noise and vibration prior to the commencement of any work on site (see Section 2 – Scheme of Protective Works);
- Adhere to 'standard' hours for noisy site work and ensure that best practicable means are used to mitigate noise and vibration impacts on neighbours;
- Observe 'quiet hours' where City business activities may be affected by noise or vibration;
- ensure that if work is planned to take place outside the 'standard' hours, prior approval is obtained from the Pollution Control Team using the 'Site Hours Variation Request' procedure

Introduction

- 3.1 The high level of intensive development in the City, including major office redevelopments in the east and infrastructure projects, can have significant environmental impacts on occupiers of nearby noise sensitive premises. Protecting City businesses, residents and other noise sensitive premises (e.g. schools) from noise and vibration impacts of construction sites is essential to the City's continuing reputation as an excellent place to live, work and to do business.
- 3.2 This Code of Practice is a notice of the City of London's general requirements under Section 60 of the Control of Pollution Act 1974. The Contractor may also be informed of additional requirements during consultations with the City of London.
- 3.3 Complaints about excessive noise disturbance found to be justified may result in a Section 60 notice, under the Control of Pollution Act 1974, being served by the City of London. This will generally require the Contractor to adhere to these quiet working hours.

Hours of Work

- 3.4 Prior to commencing work, Contractors **must** contact the Pollution Control Team in order to agree hours of work. If no-one is disturbed by works then 24-hour working may be considered; however, such circumstances are rare in the City. Where residents and commercial activities are significantly affected or are likely to be affected, the standard times of operation will be imposed.
- 3.5 **Standard Hours**
'Standard' hours permitted for **noisy** work will normally be the following:
- 08:00 - 18:00 hours (Monday to Friday);
 - 09:00 - 14:00 hours (Saturday);
 - No noisy working is permitted on Sundays, Bank or Public Holidays.

3.6 **Reduced Impact Hours**

The City also requires time restrictions on noisy works to reduce noise disturbance to businesses. These times are known as '**reduced impact hours**' which are:

- 10:00 - 12:00 (Monday to Friday);
- 14:00 - 16:00 (Monday to Friday).

'**reduced impact hours**' are put in place to give nearby commercial occupiers at least 4 hours without noisy working from street and construction sites during the working day. These periods may be subject to variation in particular circumstances, for example during lunchtimes, adjacent to eating places or businesses where the majority of trade is carried out at lunchtimes.

3.7 **Work outside standard hours and during reduced impact hours**

Outside '**standard hours**' and during '**reduced impact hours**' the following noise generating activities will not usually be permitted where the activities are likely to cause disturbance:

- Cutting using power tools;
- Breaking out using power tools;
- Other noise generating activities, depending on the specific location of site and neighbours.
- The use of impact fasteners;
- The loading of heavy materials;
- Other noisy activities, depending on the specific location of site and neighbours, deemed unacceptable by Environmental Health Officers.

Where there is no disturbance from these activities it is likely that variations will be permitted, see 3.10 below.

3.8 Noisy work outside '**standard hours**' or during '**reduced impact hours**' will be considered in order to support the City's businesses and also the needs of local neighbours e.g. proximity to restaurants, places of worship or residential properties.

3.9 ANY works outside the '**standard hours**' or any noisy activities within the '**reduced impact hours**' can only be undertaken with the approval of the City using the Site Hours Variation Request Sheet (Appendix H). Approval will be conditional on the Contractor submitting the following:

- Details of site and out of hours contacts
- Details of site operations and location
- Dates and proposed hours
- Reasons and justification for the request
- Proposed plant to be used
- Predicted noise levels at sensitive locations
- Mitigation measures
- Neighbours affected and copies of written notifications.

Variations will be approved for works where impacts can be demonstrated to be low, in locations where there are no affected neighbours or for safety, logistics or engineering reasons. Variations may be refused if the impacts on neighbours are considered high and cannot be mitigated or previous variations have not been fully complied with.

3.10 Where, in the opinion of Environmental Health Officers, structurally transmitted noise adversely affects neighbours, **it will be barred between 09:00 - 17:00 hours**. For complex sites with a neighbour mix including residential, retail, and commercial properties, advance negotiation with all parties and the Pollution Control Team is

expected of the Developer/Contractor, as restrictions may have significant implications for cost and timing of the project.

Noise and Vibration Monitoring Regimes and Limits

- 3.11 The City requires Contractors to undertake and submit predictions of noise and vibration levels at identified locations and any identified sensitive receptors. Regular intelligence-led monitoring of noise and vibration levels is also expected to be undertaken by looking at the work programme and identifying aspects likely to cause significant noise/vibration. Receptor points are to be agreed with the City of London prior to initiation of predictions and monitoring. Results should be compared against suitable baseline data as a useful means of:
- Controlling noise and vibration, and identifying problems at an early stage (it is particularly valuable to carry out monitoring during the early stages of a project);
 - providing an objective basis for evaluating complaints; and
 - safeguarding Contractors against claims of damage.
- 3.12 Prior to commencing work, it is essential to undertake monitoring of ambient noise levels around the site at sensitive neighbours (this should be agreed with the City Pollution Control Team). This will provide baseline data for comparison with levels present during the works. This baseline assessment should be submitted to the Pollution Control Team. A baseline vibration exercise will be unnecessary unless neighbours are clearly affected by any existing source of substantial vibration e.g. a tube line.
- 3.13 Where there are party walls or neighbours are otherwise directly attached to elements of the site, the noise, vibration and structural implications of the proposals will require individual and detailed evaluation.
- 3.14 In some circumstances, the Pollution Control Team may require continuous monitoring combined with a real-time alarm system, with details to be agreed on an individual basis. Informal site boundary walk about to monitor noise as experienced by neighbours is highly recommended to understand the impact the site may be having.
- 3.15 Noise measurements should ideally be taken with a Class I Integrating Logging Sound Level Meter calibrated (before and after) with a Class I Acoustic Calibrator. L_{Aeq} and L_{AFmax} , noise levels should be recorded (as a minimum) together with a record of all events potentially affecting the noise level at the time of monitoring.
- 3.16 *Note: The period over which the L_{Aeq} parameter should be averaged must be agreed with Environmental Health Officers.*

Noise Limits

- 3.17 The suitability of specific noise limits is highly dependent upon the individual situation. The factors to be considered include:
- The characteristics of the noise and its potential effect on the neighbours;
 - Baseline ambient noise levels; and
 - The nature and duration of the works.
- 3.18 In addition, following complaints, specific noise levels may be set to prevent speech interference in offices and loss of trade.

- 3.19 The City of London expects noise from the site to be controlled to an acceptable level. In the City environment this can be a difficult balance and 'best practicable means' must be applied to reduce noise and vibration as far as possible.
- 3.20 Noise levels within businesses during noisy periods must enable workers to carry out conversations, both face-to-face and on the telephone, and allow normal business to be conducted. It is considered that an internal noise level of 65 dBA or above is likely to cause annoyance and interference to all occupiers (dependent on the noise characteristics).
- 3.21 Such noise should be restricted to hours outside the normal working day of 09.00 – 17.00. Timings of works with noise levels exceeding 65dBA affecting all City occupiers should be discussed and agreed with Environmental Health Officers prior to commencing.

Vibration Limits

- 3.22 When carrying out works which may produce vibration, all potential receptors must be considered, with particular attention to be paid to the following:
- Occupiers and users of buildings
 - Hospitals or laboratories
 - IT related issues;
 - Cosmetic or structural damage to buildings or heritage sites.
- 3.23 People's response to perceptible vibration is accentuated by their fear of building damage. Suitable guidance upon the levels of vibration, which may cause building damage, can be found in BS 7385-2:1993.
- 3.24 Guidance relating to the potential effect upon the operation of computers and other relatively sensitive equipment can be found in BS 5228-2:2009+A1:2014.
- 3.25 Complaints of vibration are usually concerned with fear of the unknown and the potential effects of relatively low levels of vibration in buildings. This problem is best addressed by:
- Liaison with all parties potentially affected, with explanations given of precisely when they are likely to be affected by specific activities;
 - Monitoring affected parties to reassure occupants as to the relative levels of vibration compared with building effect (BS 7385-2:1993).
- 3.26 Vibration meters should preferably record 3 orthogonal Peak Particle Velocity values (15 minutes of 10 second or shorter samples). Where complaints are received, the Contractor/client should consider the need for monitoring at neighbouring premises.

Working Methodologies, Noise and Vibration Control Measures

General methodologies

- 3.27 In addition to working hours and community liaison, all works must be carried out in accordance with BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014. All works must employ Best Practicable Means as defined by Section 72 of the Control of Pollution Act 1972 to minimise the effects of noise and vibration. The City must be

satisfied that all means of managing and reducing noise and vibration, which can be practicably applied at reasonable cost, have been implemented.

- 3.28 A written evaluation of methodologies used must be made available to the City of London and include justifications with regards to the minimisation of noise and vibration (see section 2 and figure 2.4).
- 3.29 The City considers the off-site prefabrication or preparation of as many building elements and materials as possible an essential requirement for Best Practicable Means, in particular for the cutting of decking and steelwork.
- 3.30 Where appropriate, the following measures to minimise noise and vibration levels should be adopted:
- Employing only modern, quiet and well-maintained equipment (all equipment must comply with the EC Directives and UK Regulations set out in BS 5228-1:2009+A1:2014);
 - Using low impact techniques, such as demolition munchers and bored or hydraulically-jacked piling rigs;
 - careful planning of the sequence of work in order to minimise the transfer of noise/vibration to neighbours;
 - using fully silenced modern piling rigs selecting pressed in methods or auger over higher impact methodologies
 - Careful operation of the piling rig so there is **no reversing** of the Kelly/auger bars;
 - using electrically powered equipment run from the mains supply;
 - use of screws and drills rather than nails for fixing hoardings etc;
 - use of an alternative to percussive drills / hammer where possible
 - use of plasma cutters where cutting on site is the only alternative
 - careful handling of materials & waste such as lowering rather than dropping items;
 - taking steps to isolate the deconstruction works from sensitive neighbours, in order to minimise the transfer of vibration and structure borne noise;
 - erection of acoustic screens or enclosures wherever possible;
 - avoidance of unnecessary noise (such as engines idling between operations, shouting, loud radios or excessive revving of engines) by effective site management.
 - Concrete pours and finishing must be planned to avoid overruns past the standard hours, the pour size and concrete workability must be considered. The Contractor must enter into a written protocol with the concrete supplier regarding timing of deliveries to ensure works can be completed within the permitted hours.
 - The position, location and acoustic shielding of any concrete pumps must be agreed with the Pollution Control Team.
 - Audible alarms must be broadband sound, including reversing alarms and other equipment such as mobile elevated work platforms.
 - Pile breaking-out, pile reduction work, and concrete break-out and removal must be carried out, where reasonable and practicable, using low impact techniques such as bursting, munching, cutting or bending, if impact methods must be used then works should be undertaken within a portable acoustic enclosure. The enclosure shall be three-sided with a roof or such other acoustic enclosure.
 - As an alternative to breaking in situ, remove larger sections by lifting them out and breaking them down off site.

- 3.31 Where control at source is not practicable or adequate, the distance between noise/vibration sources and sensitive neighbours should be maximised and the transmission path interrupted, with options considered in the order of source-pathway-receptor. Where practical this can be achieved by:
- Siting of stationary plant and loading/unloading areas;
 - erecting impervious hoardings, of at least 5 kg/m² surface density, where possible higher than the line of sight to neighbours;
 - leaving building façades and boundary walls intact as long as possible during demolition and boarding/bricking up windows;
 - the use of existing non-sensitive structures as shields;
 - the use of temporary structures; and
 - cutting of transmission pathways for vibration.
- 3.32 In addition to mitigation strategies above, a Liaison and Consultation Strategy (as detailed in section 2) should be implemented as an essential element of the Best Practicable Means to minimise the effects of noise and vibration.

Vehicle Movements, Deliveries, Loading and Unloading

- 3.33 Vehicle movements, deliveries, loading and unloading can cause considerable noise and disruption to neighbours as a result of the following:
- reversing beacons;
 - running engines; and
 - noisy material being loaded and unloaded
- 3.34 All loading, unloading and deliveries of materials and plant to the site and removal of waste should, where possible, be carried out within normal site working hours. Any early morning or evening deliveries must have approval from the Pollution Control Team. This must be requested using the copy of the Site Hours Variation Request Sheet (Appendix H).
- 3.35 All vehicle movement alarms and reversing beacons must be broadband sound where practicable, engines must be switched off when not in use and unloading conducted with care. The site layout should be designed to minimise potential effects on neighbours. A competent banksman should be employed to provide assistance to vehicles accessing and leaving the site, thereby ensuring minimal traffic disturbance and pedestrian safety.
- 3.36 Vehicle movements should be planned to ensure that lorries do not arrive or depart outside standard hours. No daytime or night-time parking of lorries will be permitted outside agreed areas.
- 3.37 Where appropriate, deliveries should be arranged on a just-in-time basis in order to prevent vehicles queuing outside site.
- 3.38 Appendix F of this code summarises the City of London's traffic management requirements for vehicle movements, site deliveries, street closures, crane operations and abnormal loads. This can be copied for use by Sub-Contractors and others.

Party Wall work

- 3.39 Work to party walls and major works in partially occupied buildings will be strictly controlled, and are **usually barred between 09:00 and 17:00 hours** when noise and/or vibration could be transmitted to neighbouring properties and businesses. Working hours for Party Wall work must therefore be agreed with the City's Pollution Control Team prior to works commencing.
- 3.40 Vibration monitoring should be considered to reassure neighbours and assist in demonstrating that levels do not exceed those which may cause structural damage to adjoining buildings. Complaints relating to vibration can cause considerable delays, particularly during demolition piling and ground work phases of construction activities. Noise should also be considered to assist in determination of acceptable levels.
- 3.41 Where works are carried out close to, or on, a party wall, The Party Wall Act 1996 may apply. The Contractor must consider all aspects of this Act and allow sufficient time to comply with it.

Scaffolding and Gantries

- 3.42 Scaffold erection or dismantling can cause disturbance to site neighbours. All works must be undertaken in accordance with the Department of Built Environment's Highways Division Guidance Notes for Activities on the Public Highway and be subject to a licence under the 1980 Highways Act. Subsequent erection and dismantling activities must be agreed with the Pollution Control Team, and comply with prescribed times.
- 3.43 Appendix D sets out detailed information on the requirements of the City for scaffolding and gantries.

Cranes, Lifting of Heavy Equipment, and consequent Road Closures

- 3.44 The erection of fixed cranes, rigging, and use of mobile cranes on the highway and lifting of heavy equipment often has to be undertaken outside normal working hours. All these street-based activities require prior consent from *both* the Highways Division *and* the Pollution Control Team. Although it is normally the crane company's responsibility to obtain prior approval for the works, the Contractor should ensure this has been done.
- 3.45 The Pollution Control Team's approval for the work is required to ensure that all plans are appropriate for the location, and that steps have been taken to mitigate any disturbance to commercial or residential neighbours. The application for this must be accompanied by a lifting plan.
- 3.46 The correct procedure involves the following:
- See: [highway licences](#) page to ensure all relevant authorisations have been obtained
 - Telephone the Pollution Control Team to agree the outline proposals (020 7606 3030).
 - The 'mobile crane environmental health authorisation notice & structures notification form' (Appendix I), together with a lifting plan, should be fully completed and returned to the Pollution Control Team for scrutiny/approval.
 - Once received, the completed application form will be checked, any necessary amendments agreed with the sender, and returned to the applicant

with the appropriate signature. This can then be presented to the City's Street Management Office at a previously agreed appointment (020 7332 3553).

- 3.47 *Note - The part of Appendix I relating to 'structures authorisation' must also be signed by the crane company's representative. It is the crane operators responsibility to check whether there are any underground 'structures' either under or in the vicinity of the highway where the crane operation is sited - see Appendix F for full details.*
- 3.48 Crane oversailing must be agreed with the City of London and/or site neighbours. Under section 177 of the Highways Act 1980, site cranes require a licence if the jib at any point extends over the public highway. Application for this licence should be made to the Department Built Environment's Highways Division. A charge may be levied for oversailing the public highway.

4 Air Quality

Summary

The Contractor must:

- Submit a Scheme of Protective Works which includes an Air Quality Dust Management Plan (AQDMP) which details techniques to be adopted that ensure the air quality in the City of London is not adversely affected by activities at and associated with the development site.
- The AQDMP should be produced in line with the requirements of this section which includes a consideration of:
 - Summary of works that may impact air quality
 - Complaints and incidents procedure
 - Staff training relating to air quality matters
 - Site Plan
 - Air quality monitoring considerations and trigger levels
 - Machinery and equipment used on site (*NRMM compliance / minimised generator use / concrete crushers/ no-idling policy*)
 - Working methodologies and emission controls to be employed

Introduction

- 4.1 Under Part IV of The Environmental Act 1995 and the Government's UK Air Quality Strategy, Local Authorities are required to work towards achieving national air quality objectives. The City of London has some of the worst air quality in the Country and has been declared an Air Quality Management Area for PM₁₀ (fine particles) and nitrogen dioxide.
- 4.2 The UK is facing the prospect of large fines from the European Commission for failure to meet air quality Limit Values. Recent studies have demonstrated that poor air quality and dust have a significant impact on public health in London, with the equivalent of over 10,000 premature deaths in London in 2010 attributable to poor air quality; this issue is now therefore of the highest priority.
- 4.3 Construction and deconstruction sites in the City are therefore expected to meet the highest possible standards for control of air pollution and dust.
- 4.4 In July 2014, The Greater London Authority (GLA) published the Supplementary Planning Guidance document (SPG): 'The Control of Dust and Emissions During Construction and Demolition'. In order to mitigate negative impacts on air quality in the City, the construction and deconstruction industry is expected to employ, as a minimum, methods detailed in the GLA SPG (and subsequent revisions) and detailed in this section. As additional best practice and case studies become available, they will be available at:
www.cityoflondon.gov.uk/airqualityplanning

Air Quality Risk Categorisation in the City Environment

- 4.5 Where an Air Quality Impact Assessment is created and submitted at the planning stage for approval, it may include an Air Quality (Dust) Risk Assessment (AQDRA) prepared by a competent person. The GLA's SPG (2014) provides guidance with regard to which sites the GLA consider high risk.
- 4.6 The risk assessment detailed in the SPG requires a detailed understanding of the project and its effect on receptors. The built up nature of the City, unpredictable air flow and its poor air quality means even small scale deconstruction/construction projects can have an adverse impact on air quality. For this reason, all projects will be expected to implement all possible mitigation measures and an explanation provided where they are felt not to be required.

Air Quality Monitoring

- 4.7 The GLA's SPG suggests that continuous monitoring for particulate matter is required at high risk sites. However, reliance on the results of continuous monitoring as an indicator that the site is doing all it can to reduce emissions is not sufficient due to the density and wind direction factors in the City mentioned above. As such, a greater emphasis should be placed on control measures such as damping down and site management (e.g. no-idling policy and NRMM compliance, see sections below).
- 4.8 Continuous monitoring positioned between construction sites and sensitive land users, such as buildings with openable windows, outside amenity and residential developments, is beneficial with regard to providing assurance to neighbours; however, its reliance as an indicator of good site management is limited due to the above. Appendix 8 of the GLA's SPG provides details regarding different types of monitoring.
- 4.9 Continuous air quality monitoring will normally be required on large sites adjacent to sensitive premises such as residential properties, schools and St Bartholomew's hospital. This may include dust slides for assessing nuisance dust and real time monitoring to assess PM_{2.5} and PM₁₀. A site will not normally be required to monitor nitrogen dioxide.
- 4.10 Real time monitoring may involve setting an alarm to alert the site manager if levels of PM₁₀ go above a set threshold. The threshold value, type and location of any monitoring equipment should be agreed with the Pollution Control Team in advance. The threshold value is normally initially set at 150µg/m³ for PM₁₀ over a 15 minute period, with the level being reviewed periodically.
- 4.11 Regular patrols outside the site perimeter during potentially dusty works are required. This is to look for visual evidence of dust releases off site and to take appropriate action where it is identified. The Contractor shall take any necessary measures to prevent nuisance/adverse effects to people's health.

Machinery and Equipment on Site (GLA SPG Chapter 7)

- 4.12 **Non-Road Mobile Machinery (NRMM):** NRMM are often fueled by diesel and therefore give rise to nitrogen dioxide and particulate emissions. Consequently, the need, size and choice of NRMM should be carefully considered. Before sourcing diesel plant, consideration needs to be given to low and zero emission plant, such as electric or hybrid MEWPs. Where diesel plant is employed it should adhere to the NRMM policy below as a minimum. Notwithstanding the policy size requirements, ALL diesel plant should be the lowest emission solution available.

The NRMM policy is set out in the GLA's Dust and Emissions SPG. Since 1 September 2015 NRMM with a net power between 37kW and 560kW used in the Central Activity Zone are required to meet the standards set out below. This applies to both variable and constant speed engines for both NOx and PM. These standards are based upon engine emissions standards set in EU Directive 97/68/EC, and its subsequent amendments.

NRMM (within the above kW range) used on any site within the City are required to meet Stage IIIB of the Directive as a minimum. From September 2018, this requirement changes to Stage IV. Any amendments of the policy and guidance must be adhered to. **Where the above commitments cannot be met the matter should be discussed and agreed with the Environmental Health Officer.**

Prior to the commencement of any works, all developments within the City must register relevant NRMM online at www.nrmm.london/register. There are a small number of permitted exemptions to the above, and more details of this or updates to the overall NRMM policy requirements, which should be adhered to, can be found at the website: www.nrmm.london.

The NRMM should be maintained and operated in accordance with the manufacturers guidelines so as to achieve the required emission standard; this includes the grade of fuel used.

In order to demonstrate NRMM compliance, best practice includes using stickers on machinery to show engine stage and the use of a spreadsheet to detail all equipment on site, with photos and a compliance reference; such best practice is encouraged on City sites.

- 4.13 **Generators:** Diesel generators give rise to nitrogen dioxide and particulate matter emissions. The use of generators to provide electricity on site should therefore be avoided wherever possible. This can be avoided by ensuring an electrical supply for the site is secured well in advance of works.

Where generator use cannot be avoided, it should be a lower emission solution, such as hybrid, gas or hydrogen technology. Where diesel is used, the newest Euro standard engine should be used (in accordance with the NRMM policy), with a lower emission solution that incorporates battery storage technology. This reduces generator size and running hours, cuts fuel consumption, emissions and noise. The use of hydrogen technology for lighting towers and site cabins rather than generators should also be considered.

- 4.14 **Concrete Crushers:** The use of concrete crushers will not generally be sanctioned in the City because of the potential to cause dust and nuisance to neighbours.

However, the City of London will allow the use of city crushers to prepare material for piling mats and ramps, as this reduces the number of vehicle movements associated with the site. Any crushing plant would have to be authorised under the Environmental Protection Act 1990. Appropriate measures, such as enclosing the plant and built in water sprays would have to be used at all times.

- 4.15 **Emission management and idling engines:** Machinery must be appropriately sized and sourced for use, well maintained and used in accordance with manufactures guidelines. Machinery and vehicles must not be left idling either on site or waiting for access to the site as this gives rise to unnecessary air pollution. It is a requirement of *Regulation 98 of the Road Vehicles (Construction and Use) Regulations 1986 (as amended)* for drivers to switch off their engines in parked vehicles. Failure to turn off an idling engine if requested may lead to a Fixed Penalty Notice being issued under the *Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002*.

Scheme of Protective Works and Air Quality Dust Management Plan (AQDMP)

- 4.16 A Scheme of Protective Works will need to be submitted to the City Corporation and approved prior to works commencing on-site; it should include an Air Quality and Dust Management Plan (AQMDP).
- 4.17 The AQDMP should detail measures to reduce on site emissions and a consideration of utilising dust and emission reduction measures detailed below. It should also be kept under review so that changes to the timetable and potential emissions can be mitigated.
- 4.18 The AQDMP should be produced prior to any demolition or construction works, agreed with the City Corporation and should contain details of the following:
- **Summary** of the work to be carried out and an inventory and timetable of all dust and NOx air pollutant generating activities;
 - **Liaison and consultation strategy** relating to works which may impact on air quality;
 - **Complaints and incidents:** methodology for recording action taken in response to incidents;
 - **Staff and training:** The identification of a trained and responsible person on site for air quality and the training schedule for all staff e.g. toolbox talks relating to idling engines;
 - A site **plan(s)** showing:
 - sensitive receptors
 - site layout and access (with wheel check and wash facilities shown)
 - air quality monitoring locations
 - site equipment, including generator location
 - location of water for damping down
 - fuel stored on site
 - reference to the CLP which contains proposed haulage routes and vehicle waiting areas;
 - **Monitoring:** Summary of monitoring methods (if applicable), trigger levels and procedure for mitigation when exceeded;
 - **Machinery:**
 - confirmation that **NRMM** compliant equipment will be sourced and registered on the GLA website;
 - a commitment to sourcing power for the site which does not involve diesel **generators**;

- details regarding **concrete crusher** use;
- emission management plans which includes no-engine **idling**, both on and off site; and
- **working methodologies and control measures** should be included in the AQDMP for all relevant activities which may affect air quality. The controls implemented should include those detailed in sections 4.19-4.29 below. The scheme should consider the entire lifetime of the project and sequence of works.

Working Methodologies and Control Measures (SPG chapter 5)

- 4.19 Activities undertaken on site must be done so with methodologies which reduce the likelihood of dust generation and the worsening of air quality. With reference to the Mayor's SPG, the phases of works which could create emissions that affect human health and the environment are:
- Demolition
 - Earthworks
 - Construction
 - Trackout
- 4.20 The following control measures should be incorporated for the relevant phases. The AQDMP can state it will adhere to this code, rather than detail all methods that will be adopted; however, where measures are not adopted, in discussion with the City Corporation, the AQDMP should detail why they have not been adopted.

General measures and details for Demolition, Earthworks, Construction and Track-out

- 4.21 **Preparing the site:**
- a. Plan site layout: Plans should be made to eliminate dusty works, where this is not possible, dusty activity should be planned away from sensitive receptors, with wind direction taken into consideration.
 - b. All sites should be sufficiently screened / wrapped in order to prevent offsite dust deposition. Plans should be made for screening dust generating activity and for water to be available for damping down.
 - c. Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution.
 - d. Provide showers and ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.
 - e. Where air quality monitoring is proposed, select appropriate locations and commence baseline monitoring at least three months before phase begins. Ensure the equipment is maintained and calibrated in accordance with the manufacturer's guidelines.
 - f. Plan for wheel washing facilities, where space allows.
- 4.22 **Inspections, liaison and complaints:**
- a. Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary to ensure plans are coordinated and dust and particulate matter emissions are minimised.
 - b. *On/Off Site inspections:* Carry out regular inspections to monitor compliance with air quality and dust control procedures, including:
 - checking for spillages of cement and other powders (which should be

- removed to prevent off-site deposition); and
 - checking buildings within 100m of site boundary (cleaning to be provided if necessary).
- c. Record inspection results, and make an inspection log available to the Pollution Control Team when asked. The frequency of site inspections should be increased (by those accountable for dust and air quality pollutant emission issues) when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions.
- d. *Incidents and Complaints: Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and ensure the action taken to resolve the situation is recorded in the log book. Record and respond to all dust and air quality pollutant emissions complaints and make a complaint log available to the Pollution Control Team when asked.*

4.23 **General site Management and Operations:**

The operator should ensure fumes and/or dust does not escape from the site and affect members of the public and the surrounding environment, the following should be adhered to:

- a. Use processes which do not generate fumes and/or dust and dusty material;
- b. Ensure an adequate water supply and water pressure (using groundwater / recycled water where possible) or a local exhaust ventilation is available on the site for effective dust/particulate matter mitigation for:
 - o damping down dust generating activities and unsealed areas in dry weather
 - o using mobile sprinkler systems and mobile bowsers
 - o using equipment fitted with fine mist sprays during dust generating works
 - o collecting dusty material during dusty works;
- c. Use enclosed (rubber) chutes, conveyors, covered skips, sheeting, bagging and minimize drop heights to reduce the amount of dust produced on site;
- d. Dusty works should be eliminated; where this is not possible, solid screens or barriers of appropriate height should be erected around dusty activities and/or the site boundary and action taken to prevent offsite deposition. The site fencing, barriers and scaffolding should be kept clean using wet methods;
- e. Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods;
- f. The burning of materials on site is not permitted under any circumstances;
- g. Careful consideration should be given to the location and temperature control of tar and asphalt burners and the lid should remain closed when heating.
- h. Avoid site runoff of water or mud;
- i. Remove materials from site as soon as possible; and
- j. Fabrication, cutting, grinding and sawing should ideally be undertaken off-site. If the work must take place on site, the following techniques should be used. It will be the Contractor's responsibility to demonstrate that stated methodologies are not available, and that every effort has been made to acquire them:
 - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction;
 - Areas used to undertake cutting and grinding should be screened; and
 - Shears and guillotines or burners should be used in preference to disc cutters on activities such as re-bar cutting and decking.

4.24 **Vehicles, Machinery and sustainable travel**

Vehicle choices and management can have a significant impact on air quality within the City of London. For this reason, the following should be adhered to:

- a. Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and any subsequent traffic management policies to improve air quality;
- b. Ensure a consideration of items in sections 4.12-4.15 (NRMM compliance, minimised generator use, appropriate concrete crusher use and no-idling engines);
- c. Wherever possible, vehicle movements should be minimised through full load only delivery, considered logistics planning, liaison with other sites within close proximity and the use of consolidation centres. To that end, a Construction Logistics Plan should be produced to manage the sustainable delivery of goods and materials. See TfL Guidance:
<https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>
- d. Implement a Travel Plan that supports and encourages sustainable travel to and from site. See City Advice notes:
<https://www.cityoflondon.gov.uk/services/transport-and-streets/transport-planning/Pages/default.aspx>
- e. Prevent the occurrence of smoke emissions or fumes from site plant or stored fuel oils by ensuring plant is well maintained and measures are taken to ensure they are not left idling when not in use;
- f. Low sulphur diesel fuel should be used;
- g. Wheel washers to be used on vehicles leaving the site (where site on space allows);
- h. Where there is a potential for dust releases, lorries and skips leaving the site to be covered;
- i. The generation of dust whilst loading or unloading materials must be controlled; and
- j. Where possible, vehicles visiting site should sign up and adhere to FORS standards (or equivalent). Best practice has noted the use of an on-line booking system which only allows compliant vehicles to attend site and this is encouraged.

4.25 **Waste management (see section 6 of this code).**

- a. Reuse and recycle waste to reduce dust from waste materials.
- b. No bonfires or burning of waste materials.

4.26 **Measures and details specific to Demolition**

- a. The use of 'long arm' demolition equipment will not generally be sanctioned in the City, except where the work is within an enclosure or underground.
- b. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).
- c. Ensure water suppression is used during demolition operations.
- d. Explosive blasting is not permitted, use appropriate manual or mechanical alternatives.

4.27 **Measures and details specific to Earthworks**

Due to site space restrictions, it is anticipated that material will not be stored on site for extended periods within the City. Where it is, reference needs to be made to contaminated land requirements in section 5. When material is stored or moved, operations should be employed which minimise dust releases by stabilising stockpiles and damping down when dry or moved.

4.28 **Measures Specific to Construction**

- a. Scabbling should be done off site and will not generally be allowed in the City due to the amount of dust generated.
- b. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, (unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place).
- c. Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
- d. For smaller supplies of fine powder materials, ensure bags are sealed after use and used and stored appropriately to prevent dust.
- e. Spraying of intumescent fire paint and cementations fibrous fire spray should not be carried out in the city, due to air quality issues and difficulties in encapsulating areas and will only be permitted when working areas can be fully encapsulated and air monitoring carried out.

4.29 **Measures Specific to Trackout**

- a. Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.
- b. Install hard surfaced routes and areas to work, which are regularly damped down with fixed or mobile sprinkler systems, pressure washers or water-assisted dust sweepers. Areas should be regularly cleaned (avoiding dry sweeping of large areas). Hard surfaced areas should be inspected for damage and repaired where required.
- c. Record all inspections of surfaces and routes to and from site and any subsequent action in a site log book.
- d. Ensure there is an adequate area of hard surfaced area between the wheel wash facility and the site exit, where possible. Access gates should be ideally located at least 10m from receptors.
- e. Where reasonably practicable, implement a wheel washing system (with rumble grids) to dislodge accumulated dust and mud prior to vehicles leaving the site.
- f. Apply dust suppressants to locations where a large volume of vehicles enter and exit the site (See GLA SPG for guidance with regard to dust suppressants).

5 Contaminated Land

Summary

Where the site is suspected of being affected by contamination, then appropriate investigations and a subsequent remediation strategy and verification programme will be the subject of planning conditions for any works that require planning approval.

Irrespective of whether or not the development is subject to such planning conditions, it is the responsibility of the Contractor to ensure that appropriate investigations and risk assessments have been carried out to characterise the ground conditions. It is similarly the Contractor's responsibility to ensure that appropriate action is taken and/or mitigation measures put in place to ensure that:

- The works themselves do not pose any unacceptable risks to human health (including construction workers, neighbours and the general public), controlled waters or other eco systems.
- The development once completed does not pose any unacceptable risks to human health (including subsequent construction/maintenance workers, future occupants, neighbours and the general public), controlled waters and other eco systems.

It is also the Contractor's responsibility to ensure that:

- The City of London's Pollution Control Team is notified of any ground contamination that is found either during prior investigation or subsequently during development
- Any remediation which takes place is approved by the City of London's Pollution Control Team and is thoroughly documented in the form of a verification report.

Introduction

- 5.1 It is the duty of the Contractor to ensure that adequate work has been done to investigate, evaluate and manage risks from contaminated land (whether it originates on the site or not) to human health, controlled waters and other eco systems.
- 5.2 General guidance is provided by the Environment Agency on its *Land Contamination: Technical Guidance* website page which may be found at <https://www.gov.uk/government/collections/land-contamination-technical-guidance>. The Agency's guiding principles of managing and reducing contaminated land are explained in "GPLC2 - FAQ's, technical information, detailed advice and references" which may be accessed at the above website. The technical framework for the management of contaminated land is provided in the Agency's publication "Model Procedures for the Management of Land", report CLR11" which also may be accessed via the above website.
- 5.3 The technical framework is underpinned by a large number of Environment Agency reports and tools, British Standards and other industry technical reports which give specific guidance on the various aspects of investigation, evaluation and mitigation of risks posed by contamination. Again the Environment Agency website

above provides a link to its own reports and tools. Cl:aire, CIRIA and the BRE are other sources of industry reports, many of which are included in the references section below.

- 5.4 The assessment of contaminated land in the UK is a risk based one. This means that although contamination may exist in, on or under land, this may not in itself present an unacceptable risk. A risk arises when there is a pollutant linkage i.e. a receptor (such as humans) may be impacted by a source (such as hydrocarbon contamination within the ground) via a pathway (such as inhalation of vapours). That risk only becomes unacceptable once the magnitude of the risk exceeds a set limit.

Phased Approach

- 5.5 The investigation and assessment of contaminated land requires the assessor to identify potential sources of contamination, receptors and the potential pathways that may connect them to establish potential pollutant linkages.
- 5.6 The investigations should be undertaken, in a phased manner, with the results of each phase being used to decide whether or not there is a requirement to proceed to the next phase. In some cases iterative investigation may be required. At each step the Contractor should liaise with the Pollution Control Team before proceeding to the next phase and where a phase indicates that no unacceptable risks exist then must seek the Pollution Control Team's approval before omitting subsequent phases.
- 5.7 The methodology for site investigation appraisal and assessment is outlined in the documents detailed above. The process of phased and iterative assessment is summarised in CLR11, Figure 1.
- 5.8 The City of London is a densely populated area which has had a long history of previous development including a range of potentially contaminating industrial uses. As such the possibility of contamination must be assumed on all development sites. The City Corporation will require, as a minimum, a Phase 1 Desk Study and Conceptual Site Model (CSM).
- 5.9 Where contamination is found (albeit on or off site) that poses unacceptable risk, then a Remedial Options Appraisal shall be carried out to ensure that the selected option meets the City's targets for sustainable development as well as providing the required mitigation measures.
- 5.10 Where remediation is required then a detailed Remediation Method Statement shall be provided to the City Corporation for approval prior to commencement of any remediation works. The Remediation Method Statement should include an Environmental Monitoring Plan where it is identified that the remediation works themselves may pose a potential risk to human health, controlled waters or other eco systems.
- 5.11 On completion of the remediation, a verification report shall be provided. The verification report should contain documentary evidence of the remediation works carried out together with photographs and laboratory test results to support decisions made on site.

Local Context

5.12 **Geology and Groundwater**

Due to the historical redevelopment of the City made ground is expected to present (to varying thickness) across the area. Made ground or fill is by nature highly variable in composition and may contain contaminated and/or putrescible material. It can therefore be potential source of contamination and landfill gas.

5.13 The City of London is mapped by the British Geological Survey as being entirely underlain by London Clay which is classified as Unproductive Strata.

5.14 Superficial deposits overlying the clay include Alluvium associated with the River Thames along the southern boundary, and in linear deposits in the central and western areas of the City. Hackney Gravel, Taplow Gravel and Lynch Hill Gravel are mapped across the City and are classed as a Secondary Aquifer. Areas of Langley Silt Member are mapped in the southern and eastern parts of the City.

5.15 **Surface Water**

The primary surface water feature within the City of London is the River Thames located along the southern boundary of the City. The River Fleet and Walbrook are both culverted, flowing south beneath the City and discharge into the Thames.

5.16 **Historical Uses**

The City of London has a long history of industrial use dating back to the Roman era. Historical maps of the City available from the 1870s detail a number of industrial land uses which include (but are not limited to) warehouses and wharves (predominantly along the River Thames boundary), railway land, factories and works including printers, hatters, furriers and foundries; some historic uses can be seen on the City's [interactive map](#).

5.17 **Unexploded Ordnance**

Approximately half of the City is mapped as having suffered WWII bomb damage. Published copies of bomb damage maps are available on the City of London web site as well as the website 'Bomb Sight' which records the positions of bombs which landed across London.

5.18 A desk based UXO risk assessment should be undertaken, as a minimum, by an appropriately qualified person for all works where ground is to be 'broken'. Mitigation measures may be required for intrusive works and or construction, with appropriate contingency measures in place to deal with any suspect items.

Key Personnel

5.19 Due to the highly complex nature of site investigation, risk assessment and remediation design; it is strongly recommended that the Contractor appoint a specialist consultant at the earliest opportunity. In any case any contaminated land report, risk assessment, options appraisal, remediation strategy or verification report must be prepared and countersigned by a Competent Person.

5.20 A competent person is someone who has the appropriate qualifications and experience to undertake the task in question. The Contractor may wish to use the services of a SiLC (Specialist in Land Condition). A register of SiLCs may be found at

<http://www.silc.org.uk/silc-register/> . Subject to discussion with the Pollution Control Team, the City Corporation requires that all contaminated land reports are signed off by a SQP (Suitably Qualified Person as defined under the National Quality Mark Scheme).

- 5.21 The Pollution Control Team are responsible for approving contaminated land reports and the Contractor is advised to contact the Team in the early stages of planning.

Unexpected Contamination

- 5.22 If any undetected or unexpected contamination or ground gas is identified or suspected during the course of the development works, the Contractor must stop work, seek the advice of a competent person and undertake whatever further specific investigations are required to characterise the contamination and develop an appropriate remediation strategy. Where ground contamination is identified, the Pollution Control Team must be notified. Where ground-water contamination is suspected, then the Environment Agency and Pollution Control Team must be contacted. All remedial work must be approved by the Pollution Control Team.

Waste Disposal

- 5.23 The City advises that all projects with an estimated construction cost exceeding £300,000 excluding VAT have a Site Waste Management Plan and in any case all waste must be disposed of in accordance with current legislation.
- 5.24 Appropriate soil tests must be carried out on all soils removed from waste to ensure an accurate and appropriate waste classification.
- 5.25 It is a requirement of the waste legislation that hazardous and non-hazardous waste be treated prior to disposal to change the characteristics of the waste and in so doing either reduce the volume and/or hazardous nature of the waste and/or facilitate handling and/or recovery. Additional hazardous and non-hazardous waste must be separated.
- 5.26 Soils may be classified as non-hazardous or hazardous waste on the basis of its chemical content.
- 5.27 Particular attention is drawn to the subject of asbestos in soils. Where the asbestos content exceeds 0.1% by volume OR a competent person is able to detect asbestos containing materials with the naked eye. The latter is likely to apply at asbestos concentrations significantly lower than 0.1%

Re-use of Soils

- 5.28 The City of London promotes sustainable development and in this respect is supportive of soil re-use where appropriate.
- 5.29 Where soils are to be re-used on the subject site (Site of Origin) or another site (Receiver Site), then it is recommended that this is done in accordance with the Cl:aire Code of Practice, otherwise the soils may be classified as waste, requiring an EA permit or EA exemption before it may be reused.

- 5.30 It is noted that only natural soils (e.g. London Clay) may be moved and reused on another site, whereas made ground or natural soils may be re-used on the site of origin provided it meets key test criteria set out in the code.
- 5.31 Where soils are to be reused on site either in accordance with the Code or under an EA exemption or permit then details must be forwarded to the Pollution Control Team prior to re-use and all such re-use detailed in the final verification report for the site.

General Site Activities and Controls

- 5.32 Notwithstanding the requirements to remediate or provide mitigation measures to counter ground contamination, the Contractor must also ensure that all its activities are undertaken in such manner as is required to prevent contamination of the ground, ground-water and surface waters. This may include but is not restricted to:
- materials being stored in appropriate conditions to prevent damage/contamination of storage areas;
 - containers of hazardous or potentially contaminating materials being sited away from drains and un-surfaced areas;
 - containers of hazardous or potentially contaminating materials being fit for purpose, regularly inspected and maintained;
 - containers of hazardous or potentially contaminating materials should have secondary containment (such as a bund) to contain any leaks or spills for example, areas used for the storage of diesel fuel or chemicals
 - All waste should be clearly labelled and segregated prior to offsite disposal to prevent cross contamination and inappropriate disposal; and
 - It is the Contractor's responsibility to ensure that its principal Contractor and sub-Contractors are made aware of the ground conditions and potential hazards associated with those conditions.

6 Waste and Materials Handling and Storage

Summary

The Contractor must:

- ensure a Site Waste Management Plan is developed (if required);
- ensure waste is contained and disposed of in an appropriate manner and in accordance with legislation and the Waste Management Hierarchy; and
- ensure methodologies are adopted that prevent environmental impacts by the mishandling and storage of on-site materials and waste.

Waste Management

- 6.1 The City recommends any project costing over £300k is required to produce a Site Waste Management Plan (SWMP) for new build, maintenance, and alteration or installation/removal of services (such as sewerage or water).
- 6.2 The purpose of a SWMP is to ensure that building materials are managed efficiently, waste is disposed of legally, and that material recycling, reuse and recovery is maximised. As such, a SWMP sets out how all building materials, and resulting wastes, are to be managed over the course of a project. For more information, please consult the following websites: www.defra.gov.uk and www.environment-agency.gov.uk
- 6.3 Those sites with a budget of less than £300k must manage their waste according to current legislation (see www.environment-agency.gov.uk). Evidence of how waste is disposed of, and efforts to reduce and recycle waste, must be maintained and kept on site.
- 6.4 All site waste management must be planned and carried out in accordance with the Waste Management Hierarchy, as demonstrated below:



- 6.5 All wastes must be removed from sites using a registered waste carrier and sent only to disposal facilities authorised to receive it. Disposal must be in accordance with relevant legislation.

- 6.6 All waste documentation - transfer notes, consignment notes, exemptions, waste carrier and facility licences - must be held on site as required by legislation. Such documentation must be maintained to be readily available for inspection at all times.

Materials Handling and Storage

- 6.7 Materials should be stored in appropriate conditions to prevent damage/contamination, of storage areas. Containers should be sited away from drains and un-surfaced areas. Storage containers should be fit for purpose, regularly inspected and maintained, and should all have secondary containment (such as a bund) to contain any leaks or spills.
- 6.8 Fuels should be stored in compliance with current guidance and recommendations.
- 6.9 Procedures and training should be in place for the safe delivery and handling of materials, with regular site inspections carried out to ensure that once on site they are stored safely and correctly.

Asbestos and other Hazardous Materials

- 6.10 All work on asbestos and other hazardous materials must comply with current Legislation and HSE Approved Codes of Practice & Guidance.
- 6.11 Before any work is done or commissioned that is likely to disturb asbestos or other hazardous material, the following must be worked out:
- The amount of hazardous material;
 - Where it is and what condition it is in;
 - Whether work is likely to disturb material; and,
 - Whether and how the material needs to be safely protected or removed.
- 6.12 This can be achieved either by checking existing records (such as client's survey, asbestos plan or register) or commissioning a suitable survey before work starts. It is good practice to include the need for such a survey in the initial project cost and programme. For more information, please see the following and associated links:
<http://www.hse.gov.uk/construction/healthrisks/asbestos.htm>
<http://www.hse.gov.uk/comah/index.htm>

7 Water

Summary

The Contractor must:

- ensure trade effluent is not discharged directly to surface or foul drains without contacting the appropriate body;
- trade effluent consents are held on site;
- contact the City of London's Drainage Services Group or Thames Water Utilities if work is to be undertaken on sewer connections or drains running under the public highway; and
- ensure the under-ground drainage systems are adequately designed and installed.

Discharge of Waste Water from Sites

- 7.1 Wastewater generated from site activities including water from dewatering excavations, site run off slurry and bentonite are classified as trade effluent. These should not be discharged direct to surface or foul drains without the consent of the Environment Agency for controlled waters, and Thames Water for others.
- 7.2 The Contractor is responsible for obtaining necessary consents and ensuring compliance with any conditions imposed on them. Copies of consents must be held in a designated file kept on site. In cases of heavy water run-off, sumps must be provided in order to deal with the issue.

Site Drainage, Temporary and Permanent Connections to Sewers

- 7.3 Contact must be made with the City of London Drainage Services Group (020 7332 1105) or Thames Water Utilities (0845 9200 800) before any work is undertaken on connections to sewers or drains running under the public highway. The following general requirements will have to be met:
- All redundant sewer communication pipe work must be sealed off at the sewer. The remaining pipe work should be removed or filled with a suitable weak concrete, cement grout or other suitable material. This is to prevent any infestation by rodents and avoid the risk of future possible subsidence.
 - All retained sewer communication pipes should be tested and a CCTV survey carried out to ensure they are suitable for the new development and in good condition.
 - In order to prevent rodents or sewer gases reaching the site, temporary sewer communication pipes must be provided with a 'cascade' cast iron interceptor trap to British Standard specification.
- 7.4 It is strongly recommended that all under-ground drainage systems are installed using pipes made of a robust material such as cast iron, and that inspection chambers etc. are properly sealed with bolted down covers. This will prevent later problems from damage by vibration or rodent access.
- 7.5 Wherever it is at all possible, the drainage system serving the proposed development or refurbishment should gravitate to the sewer. This will eliminate the need for pumping of foul drainage to the sewer and the associated problems which regularly occur with this type of installation.

- 7.6 The sewage system within the City of London is vented to atmosphere via vents at road surface level and any increase of discharge velocity resulting from pumped or stored sewage being discharged to the sewer frequently results in complaints of foul smells. These may well be treated as a statutory nuisance by the City of London. The importance of designing a system which discharges to the sewer by gravity wherever practicable cannot be overstated.
- 7.7 *Note: Details of the City's standard drainage connection requirements and the related legislation are shown in Appendix E.*

8 Sustainability and Preservation

Summary

The Contractor should:

- employ best practice and look for new innovative techniques in the priority areas specified to ensure a more sustainable approach;
- ensure the Department of Planning and Transportation has been contacted to establish the status of the site and what specific requirements are included in the planning permission, listed building consent or conservation area consent;
- ascertain whether any trees on the site or immediate area are either protected or fall within a Conservation Area prior to works starting; and
- ensure an ecological survey has been undertaken by a qualified professional and appropriate mitigation measures agreed with the City of London.

Climate Change and Sustainability

- 8.1 The City of London is working towards limiting the impact of the region and making it more sustainable, demonstrated by (among other projects) the current development of a Climate Change Strategy, and strongly encourages other parties to do the same. Innovation and best practice in this area will therefore be highly regarded in applications for the Environment Award through the CCS.
- 8.2 The Sustainable Development Commission has identified the following key priority areas for action in the UK:
- sustainable consumption and production – greater efficiency in utilisation of resources and minimisation of waste;
 - natural resource protection; and,
 - climate change and energy – both reducing energy consumption and sourcing that energy from more sustainable sources.
- 8.3 Contractors should employ best practice and look for new innovative techniques in each of these priority areas, thus ensuring the process of construction or deconstruction is made more sustainable.
- 8.4 The impact of such techniques, or indeed highlighting of areas for improvement, can be demonstrated by including life cycle analyses for materials/processes or basic carbon footprinting in documentation submitted as part of the planning process.
- 8.5 Examples of actions taken to increase the sustainability of the site could include:
- Use of the Mayor of London's Green Procurement Code, in particular via the procurement of FSC-approved/sustainable timber or equivalent, for example, PEFC certification;
 - Use of non-virgin aggregate;
 - general good practice including ensuring that plant not in use is switched off and that lighting is used only when necessary (such as through the use of timers);
 - Use of energy efficient bulbs or solar powered lighting;
 - the use of existing feeds for power where possible to prevent the need for generators, or the purchasing of energy/electricity from sustainable sources;

- Employment of energy efficient and, where possible, gas powered plant as opposed to petrol/diesel;
- Efficient use of water as a resource, for example in cleaning systems or the implementation of rainwater harvesting.

8.6 For more information regarding climate change and sustainability issues relevant to a particular project or site, Contractors are encouraged to read the Climate Change Adaptation Strategy available at:

<https://www.cityoflondon.gov.uk/services/environment-and-planning/sustainability/Documents/climate-change-adaptation-strategy-2010-update.pdf>

Archaeology and Built Heritage

- 8.7 Much of the City of London is designated as being of archaeological potential. Archaeology is a material consideration of the planning process. Where archaeological remains survive, the archaeological potential is considered as part of the planning application. Where a development affects archaeology, investigation and recording is required as a condition of the planning permission. This may be to ensure the preservation *in-situ* of important archaeological remains and to ensure that a record of the remains is made.
- 8.8 Some monuments and archaeological remains are scheduled ancient monuments under Part I of the Ancient Monuments and Archaeological Areas Act 1979 and scheduled monument consent is required to undertake any work that may affect a scheduled monument. Scheduled Monument Consent is obtained from the Department of Culture, Media and Sport and advice on this is available from Historic England.
- 8.9 Some buildings and structures are included on the statutory list of buildings of special architectural or historic interest. Listed building consent is needed to carry out any work which may affect a building's special architectural or historic interest.
- 8.10 The Contractor must ensure that the Department of the Built Environment has been contacted to establish whether the site contains a listed building, scheduled ancient monument or archaeological remains, and what specific requirements are included in the planning permission, listed building consent or conservation area consent. Conditions of a planning permission may include the requirement of a programme of archaeological work and recording to be carried out as an integrated part of the development, submitted to and approved by the Department of the Built Environment before work commences (contactable via 020 7332 1710).
- 8.11 Advice and details of the need for Scheduled Monument Consent should be obtained from Historic England (contactable via 020 7973 3000).

Trees and Wildlife

- 8.12 The local planning authority has specific powers under the Planning Acts to protect trees and require the planting of a replacement tree in certain circumstances. The Director of Open Spaces is also responsible for the maintenance and management of street trees and trees within some of the city churchyards. The Contractor must

therefore ascertain whether any trees on the site or in the immediate vicinity of the site are protected or maintained by the Corporation prior to starting work.

8.13 A tree may be protected in one of the following ways:

- By a Tree Preservation Order
- If it is located within a conservation area
- By means of conditions on planning permissions or other consents.

8.14 The City of London Tree Strategy Supplementary Planning Document (Part 1) and the accompanying evidence and practice guidance (Part 2) sets out a co-ordinated approach to the management of trees in the City of London. It provides advice for anyone wishing to undertake work to existing trees or to plant new trees. It can be found via the following link:

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/heritage-and-design/Documents/Tree-Strat-Part-1-Complete.pdf>

8.15 Development schemes can have a major impact on existing trees including street trees. It is essential therefore that the potential impact of the proposed works on these trees is assessed at an early stage prior to the submission of any application. This should include the demolition and construction process and future maintenance of the building. Prior to undertaking any tree works or any works in the vicinity of trees Contractors should consult the City Corporation Tree Strategy.

8.16 Prior to commencement of works on site, checks should be undertaken to confirm whether there are any birds or bats that may be nesting/roosting within buildings or vegetation. If present appropriate mitigation measures should be undertaken following consultation with the City's Department of Open Spaces 020 7332 3505.

9 Light Pollution

Summary

The Contractor must ensure:

- nearby residents and commercial occupiers are not adversely affected by light pollution from the site;
- an energy efficient lighting approach is adopted; and
- lighting does not pose a hazard;

Light Pollution

- 9.1 Light pollution is a statutory nuisance and is defined as any form of artificial light which shines outside the area it is required to illuminate. Unnecessary use of lights is considered a waste of energy (see section 8.5). Any use of lighting should have regard to these facts and should be designed to prevent any nuisance to residents or road traffic and be used primarily for reasons of health and safety or security.
- 9.2 Site lighting should be located and aligned so as not to intrude into residential properties, on sensitive areas, or constitute a road or rail hazard.
- 9.3 Site lighting outside of working hours should be designed to the minimum required to ensure safety and security taking to prevent potential impacts on neighbours.
- 9.4 During the fit out stages of construction, it is a requirement that contractors will utilise black out window coverings.

10 Problems on Site

Summary:

- If emergency work is required then the Contractor must contact City of London as detailed;
- The Contractor must ensure that systems are in place to enable problems on site to be identified and ensure that appropriate action is taken to mitigate the problem and the appropriate parties are informed.

Emergency Work

- 10.1 The City of London appreciates that occasionally incidents arise whereby it is impossible or impractical to comply with all the requirements within this Code. In such an event, the Pollution Control Team should be contacted within the hours of 08:00 and 17:00. Outside of these hours The Out of Hours Team should be called on 020 7606 3030, leaving a name, mobile number, the nature of the emergency, and the site address. Following this the Environmental Health Out of Hours Officer will respond by calling the Contractor in order to ensure the presence of an emergency and approve the method of work.
- 10.2 In the event of an environmental incident (e.g. a spillage), steps should be taken to prevent pollution, for example through:
- Protection of drains by the use of drain covers or booms;
 - Use of absorbent granules following an oil/chemical spill; and,
 - Turning off equipment or other sources of noise or dust.
- 10.3 Once the situation has been rectified, full details about the incident and remedial actions undertaken should be provided to the City of London and other relevant authorities, and recorded in the site complaints/incidents logbook.

Pollution Emergencies

- 10.4 All sites should have a plan, equipment and training in place for dealing with pollution emergencies. A summary of the plan should be visibly displayed around site, and understood by all workers.
- 10.5 For more guidance on such planning, please see the Environment Agency guidance 'Pollution Prevention Pays – getting your site right', downloadable at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/485173/LIT_7481.pdf

Pest Control

- 10.6 The City of London has a statutory duty to take such steps as may be necessary to keep the City free from rats and mice this includes enforcement of the *Prevention of Damage by Pests Act 1949*.
- 10.7 When an occupier of any land, including a construction site becomes aware of an infestation by rats or mice in large number he must notify Port Health and Public Protection (020 7606 3030).

- 10.8 Appropriate measures must be taken to limit any insect, bird or rodent infestation. Such measures are considered essential to limit future problems in completed buildings - especially in the case of mice.
- 10.9 Pest control does not just include treatment by a pest control company; in fact this is a last resort. Measures should be taken to:
- Prevent access to the site principally from exposed drainage;
 - Reduce harbourage in order to ensure that rubbish or spoil is not left for long enough allow rodents to establish themselves above ground;
 - Limit potential food and water sources. It is particularly important to ensure that waste food or empty cartons are not left in areas where they can encourage rats and mice.
- 10.10 Many of the methods necessary to achieve adequate control should be part of established construction/deconstruction methods. To report any problems with infestations, or if you require any additional advice, contact the City of London on the following number: 020 7606 3030.

11 Legislation and Documentation

Documentation

- 11.1 The Contractor should keep all appropriate documentation and records relevant to the requirements of this Code in designated files held on or accessible from site (i.e. electronic or on-line). They must be available at all times for inspection and review by the City of London or other authorities and should include as a minimum:
- Scheme of Protective Works (as per section 2);
 - liaison minutes, letters, photos and newsletters.
 - noise, vibration and dust monitoring results (where applicable);
 - waste management documentation (where applicable);
 - inventory of non-road-mobile machinery and corresponding emission standards, with the relevant plant registered on the NRMM website;
 - Site hours variation sheets; and
 - a complaints/incidents log with actions taken.

Section 60 and 61 Notices

- 11.2 The Control of Pollution Act 1974 Part III restricts and limits noise and vibration from a construction site. If complaints are received, where it is considered necessary, the Department of Markets and Consumer Protection will serve a Section 60 notice on the Contractor for the control of noise and vibration at the site. This notice can:
- Specify the plant or machinery that is or is not to be used;
 - specify the hours during which work can be carried out; and/or,
 - specify the levels of noise and vibration that can be emitted from the site.
- 11.3 The Contractor can apply in advance for a consent in the form of a Section 61 notice regarding the methods and conditions by which they are intending to undertake the works and control nuisance.
- 11.4 The City does not advise the use of Section 61 consents but it does support a system of prior agreement on similar lines, as this allows a much more flexible approach of greater benefit to the Contractor. Section 60 notices will be served where they are considered necessary. Contraventions of either Section 60 or 61 may well result in legal proceedings, leading to further costs and delays for the Contractor.

APPENDIX A

Guidance and Legislation

General

Environment Agency Pollution Prevention Guidance Notes
National Planning Policy Framework
Planning Policy Guidance Notes
Town and Country Planning Act 1990
Planning and Compensation Act 1991
BS 6187: 2011 Code of Practice for Demolition
ISO 14001

Vehicle Movements

Highways Act 1980
Road Traffic Regulations Act 1984
Traffic Management Act 2004
Standard for Construction Logistics – Managing Work Related Road Risk (TfL) and Fleet Operator Recognition Scheme (TfL)

Noise and Vibration

Environmental Protection Act 1990 (especially Sections 79 – 82)
Control of Pollution Act 1974 (especially Section 60 and 61)
BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014, – Noise & Vibration Control on Construction and Open Sites
BS 7385-2:1993 Evaluation and Measurement for Vibration in Buildings. Part 2 Guide to Damage Levels from Ground borne Vibration
BS 6472:2008 Guide to Evaluation of Exposure to Vibration in Buildings (1Hz - 80Hz)
Noise and Statutory Nuisance Act 1993
Control of Noise at Work Regulations 2005
The City of London Noise Strategy 2016 to 2026

Air Quality

Air Quality (England) Regulations 2000
Environment Act 1995
Clean Air Act 1993
Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002
Road Vehicles (Construction and Use) Regulations 1986 (as amended) – Regulation 98
GLA Guidance: The Control of Dust and Emission during Construction and Deconstruction (SPG)
DEFRA (2001) UK Air Quality Strategy, HMSO, London
The City of London Air Quality Strategy: see www.cityoflondon.gov.uk/air for the most recent copy
Building Research Establishment Code of Practice on Controlling Particles from Construction and Demolition (2003)

Smoke and Fume Nuisance

Noise and Statutory Nuisance Act 1993

Asbestos and Hazardous Substances

The Control of Asbestos Regulations 2012
Special Waste (Amendment) (England and Wales) Regulations 2001

MDHS 100 "Surveying sampling and assessment of asbestos-containing materials" HSE Guidance Note 2002
Control of Substances Hazardous to Health Regulations 2002 (as amended)
Environmental Protection (Controls on Substances that Deplete the Ozone Layer) Regulations 2011
Plus all other current/future Legislation together with HSE Approved Codes of Practice and Guidance

Waste Management

Environmental Protection Act 1990
Environment Act 1995
Environmental Protection (Duty of Care) Regulations 1991
Environmental Protection (Special Waste) Regulations 1996 (as amended)
The Controlled Waste (Registration of Carriers and Seizure of Vehicles) Regulations 1991
Waste Management Licensing Regulations 1994 (as amended)
Waste Management Duty of Care Code of Practice (1996), HMSO

Contaminated Land

British Standards Institute, Investigation of potentially contaminated sites – Code of practice BS 10175:2011+A1:2013
British Standards Institute, Guidance on investigations for ground gas – Permanent gases and Volatile Organic Compounds (VOCs) BS 8576:2013
British Standards Institute, Specification for subsoil and requirements for use BS 8601:2013
British Standards Institute, Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings BS 8485:2015
British Standards Institute, Specification for Topsoil BS 3882:2015
British Standards Institute, Code of practice for ground investigations BS 5930:2015
Building Research Establishment, Cover Systems for Land Regeneration: 2004
Building Research Establishment, Concrete in Aggressive Ground, Special Digest 1 : 2005
Chartered Institute of Environmental Health and Land Quality Management, Generic Assessment Criteria for human health risk assessment: 2006
Chartered Institute of Environmental Health and Department for Environment Food and rural Affairs, Local authority guide to the application of Part 2A of the Environment Protection Act 1990 – extended to cover radioactive contamination 2007
Chartered Institute of Environmental Health and Cl:aire, Guidance on comparing soil contamination data with critical concentration: 2008
CIRIA, A guide for safe working on contaminated sites, R132: 1996
CIRIA, Assessing risks posed by hazardous ground gases to buildings CIRIA C665: 2007
CIRIA, The VOCs handbook. Investigating assessing and managing risks from inhalation of VOCs at land affected by contamination. CIRIA 682: 2009
Cl:aire, SuRF UK, A Framework for Assessing the Sustainability of Soil and Groundwater Remediation: 2010
Cl:aire, The Definition of Waste: Development Industry Code of Practice, V2: 2011
Cl:aire, A Pragmatic Approach to Ground Gas Risk Assessment. Cl:aire Research Bulletin RB17 : 2012
Cl:aire and Joint Industry Working Group, CAR-SOIL™, Control of Asbestos Regulations 2012, Interpretation for Managing and Working with Asbestos in Soil and Construction and Demolition Materials: 2016
Department for Environment Food and Rural Affairs, Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance.
Department for Environment Food and Rural Affairs, Model Procedures for the Management of Land", report CLR11: 2004
Environment Agency, Guidance on requirements for Land Contamination Reports: 2005

Environment Agency, Remedial targets Methodology – Hydrogeological Risk Assessment for Land Contamination: 2006
Environment Agency, Contaminated Land Exposure Assessment Tool v1.05: 2009
Environment Agency, Guiding Policies for Land Contamination 2010, last updated 2016
HMSO, Environment Act 1995
HMSO, The Contaminated Land (England) Regulations: 2000 (with amendments 2006,2012)
HMSO, The Landfill Tax Regulations 1996 (with amendments 2015,2016)

Discharges and Site Drainage

Environmental Protection Act 1990
Environment Act 1995
Water Resources Act 1991
Water Industry Act 1991
Trade Effluent (Prescribed Processes and Substances) Regulations 1989 (as amended)
Anti-Pollution Works Regulations 1999

Pests

Wildlife and Countryside Act 1981 (as amended)

Trees

Town and Country Planning Act 1990
Wildlife and Countryside Act 1981 (as amended)
Conservation of Habitats and Species Regulations 2010
BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations
BS 3998:2010 Tree work: Recommendations

Archaeology and Built Heritage

Ancient Monuments and Archaeological Areas Act 1979
Planning (Listed Buildings and Conservation Areas) Act 1990

City of London Documents

Code of Practice for Deconstruction and Construction Sites
Considerate Contractor Scheme (see Appendix C)
Scaffolding and Hoarding Licences (see Appendix D)
City's Standard Requirements for Sewer Connections (see Appendix E)
Traffic Management Requirements (see Appendix F)

APPENDIX B

Contact details for City Departments and External Agencies

Postal address for all Internal Departments: PO Box 270, Guildhall
London, EC2P 2EJ
General Switchboard (24 hour service) Tel: 020 7606 3030

MARKETS AND CONSUMER PROTECTION – Pollution Control Team

All enquiries: Tel: 020 7606 3030.
Email:
publicprotection@cityoflondon.gov.uk

DEPARTMENT OF THE BUILT ENVIRONMENT HIGHWAY MANAGEMENT GROUP

Out of Hours in Emergency: Tel: 020 7606 3030 and ask for duty officer to be called. He or she will call you back.

Considerate Contractor Scheme: Tel: 020 7332 1104
Email: ccs@cityoflondon.gov.uk
Highways Section & Scaffolding Licences: Tel: 020 7332 1104/3578

Parking dispensations & Highway Closures: Tel: 020 7332 3553
traffic.management@cityoflondon.gov.uk
uk

City of London Drainage Group: Tel: 020 7332 1105
District Surveyors: Tel: 020 7332 1000
City Structures Officer Tel: 020 7332 1544

DEPARTMENT OF THE BUILT ENVIRONMENT DEVELOPMENT MANAGEMENT

Protected Trees Tel: 020 7332 1708
Listed Buildings – Consent to Work Tel: 020 7332 1710

OPEN SPACES DEPARTMENT

Advice on birds, bats or plants found on site Tel: 020 7374 4127

THE CITY OF LONDON POLICE

Postal Address: Wood Street Police Station
37 Wood Street, London EC21 2NQ
General Enquiries: Tel: 020 7601 2455
Control Room (24 Hour operations): Tel: 020 7601 2222
Abnormal loads & traffic planning: Tel. 020 7332 3122

MUSEUM OF LONDON ARCHEOLOGY – ‘MOLA’

Postal Address: 46 Eagle Wharf, London, N1 7ED
General Enquiries: Tel: 020 7410 2200

EXTERNAL AGENCIES

THE ENVIRONMENT AGENCY

Postal Address: Apollo Court
2, Bishops Square Business Park
St. Albans Road
Hatfield,
Herts, AL10 9EX
Tel: 08708 506 506

General Enquiries:

HEALTH & SAFETY EXECUTIVE

Postal Address: Rose Court
2, Southwark Bridge Road
London, SE1 4LW

24 Hour Emergency Contact:
(construction, demolition
& asbestos related matters) Tel: General enquiries: 0845 3450055
Tel: 020 7556 2102

THE METROPOLITAN POLICE

Postal Address: New Scotland Yard
Broadway
London, SW1H 0BG

General Enquiries:
Abnormal Loads Section Tel: 0300 123 1212
Tel 020 8246 0931

LONDON FIRE & EMERGENCY PLANNING AUTHORITY

Postal Address: 20 Albert Embankment
London, SE1 7SD

General Enquiries: Tel: 020 7587 2000

NB. *The work previously carried out by the **Petroleum Inspectorate** is now shared between The Health & Safety Executive - in respect of most instances where fuel is dispensed or stored in large quantities and Building Control Officers in Local Authorities - in the case of ventilation & signage in underground car parks etc.*

ENGLISH HERITAGE

Postal Address: 1 Waterhouse Square, 138-142 Holborn, London, EC1N
2ST

General enquiries: Tel: 020 7973 3000

TRANSPORT FOR LONDON

Abnormal loads section Tel: 020 7474 4770

LONDON UNDERGROUND LTD

Contact re underground structures etc. Tel: 020 7222 1234

PORT OF LONDON AUTHORITY

General enquiries: Tel: 0147 456 2200

APPENDIX C

Considerate Contractor Scheme Information

1. The Considerate Contractor Scheme (CCS) comprises:
 - a Code of Good Practice, covering care, cleanliness, consideration and cooperation;
 - regular inspections by the City's Considerate Contractor Surveillance Officers;
 - an annual judging and awards ceremony; and
 - a telephone hotline enabling the general public to comment on the Scheme, sites and on participating Contractors. (020 7332 1104 / email ccs@cityoflondon.gov.uk)

Note: general compliance with this Code of Practice is also a requirement of the scheme and sites will be judged and scored in this context.

2. The CCS is a co-operative initiative open to all Contractors undertaking building and civil engineering work in the City of London. There is no membership fee, but on joining the Scheme, members agree to abide by the Code of Good Practice. It is by following this voluntary Code that the general standards of works are raised and the condition and safety of City streets and pavements improved for the benefit of everyone living, working or just travelling through the Square Mile.

Membership of the CCS is actively encouraged for all construction and deconstruction works in the City.

Additional information and a copy of the code of practice can be obtained from The Department of the Built Environment Highways Division representative on 020 7332 1104 or by email to ccs@cityoflondon.gov.uk

3. An Environment Award is available as a separate achievement in the Considerate Contractor Scheme to recognise and encourage best practice and innovation in the sustainability of City construction and deconstruction. For details email publicprotection@cityoflondon.gov.uk

APPENDIX D

Scaffolding & Hoarding Licence Requirements

1. Under sections 168 and 169 of the Highways Act 1980, scaffolds and gantries on or over the Public Highway require a licence and must comply in all respects with the Department of the Built Environment's Highways Division's Guidance Notes for Activities on the Public Highway.
2. Under section 184 of the Highways Act 1980, temporary vehicle crossovers require a licence and should comply with section 13 of the Highways Division's Guidance Notes for Activities on the Public Highway.
3. Application for these licences should be made to the City by contacting Highways Division, Department of Markets and Consumer Protection. A site visit will usually be required. (020 7332 1104)
4. Scaffolding over the River Thames, on the foreshore or within 16 metres of flood defences requires consent under the byelaws of the Environment Agency, Thames Region and the Port of London Authority.
5. Requests for further information, copies of the guidance notes and licence applications should be made to the Highways Division (020 7332 3578).



Department of Markets and Consumer Protection

City of London
PO Box 270, Guildhall
London EC2P 2EJ
www.cityoflondon.gov.uk

APPENDIX E

The City of London Sewers Act 1848 **City of London Standard Requirements**

1. All communicating drains to the sewer outfall **must** be provided with a cast iron intercepting/disconnecting trap which has a cascade, with access to the crown of the trap and have rodding access through to the sewer as BSS figure 26 or equivalent (for rodent control measures).
2. The communication pipework should be laid in straight lines in the vertical and the horizontal alignments and with no other pipe connections. (e.g. at a self-cleansing velocity and in a straight line from interceptor to the sewer).
3. The interceptor should be located inside the property boundary and adjacent to the buildings curtilage.
4. There should be provision to provide ventilation to the low invert level of a drainage system this should normally be at the intercepting trap. It may be difficult to evaluate air movement precisely and therefore as guidance you should allow for the vent pipe to be half diameter at the size of the intercepting trap. This vent should be discharged to a safe outlet at roof level atmosphere.

NOTES

- a) The sewage system within the City historically vents to atmosphere via low level vents and any increases of discharge velocity (e.g. pumped drainage) of building effluent to the sewers results in the incidences of smells being reported. As justified smell complaints are treated as a statutory nuisance by this Department. It is **STRONGLY RECOMMENDED** where practicable and safe to do so all drainage should discharge via gravity.
- b) In the view of the City there are rodents present within the sewers and special rodent control is therefore required, historically the measures the City accepts is both by means of an interceptor trap and a sealed drainage system. You should discuss this matter with your Building Control body/Advisor.
- c) There is a requirement under Section 62 of the Building Act 1984 for any person who carries out works which result in any part of a drain becoming permanently disused that they shall seal the drain at such points as the City may direct. You should therefore make arrangements to seal off any redundant communication drains connecting to the Thames Water Utilities (TWU) sewer at the point of communication with the local sewer and at the buildings curtilage.
- d) The City now requires in some instances the introduction of sewer vent pipes. Via the Planning process. The information required for this approval is shown below:
 - A long sectional detail is required for each connection. Copy of standard City detail is shown.
 - Minimum size of sewer vent to be 150mm.
 - Confirmation of materials proposed, pipework must be rodent proof, i.e. light weight iron or similar.
 - Basement, ground floor and roof level layout plans are required, showing sewer vent pipework.
 - Locations of the sewer vent pipework, in building, to be shown, i.e. in a duct or riser.
 - Schematic drawing of all soil and waste pipework, clearly showing sewer vent with route of the sewer vent highlighted so it is easy to identify.

Any failure in respect of these requirements may result in: -

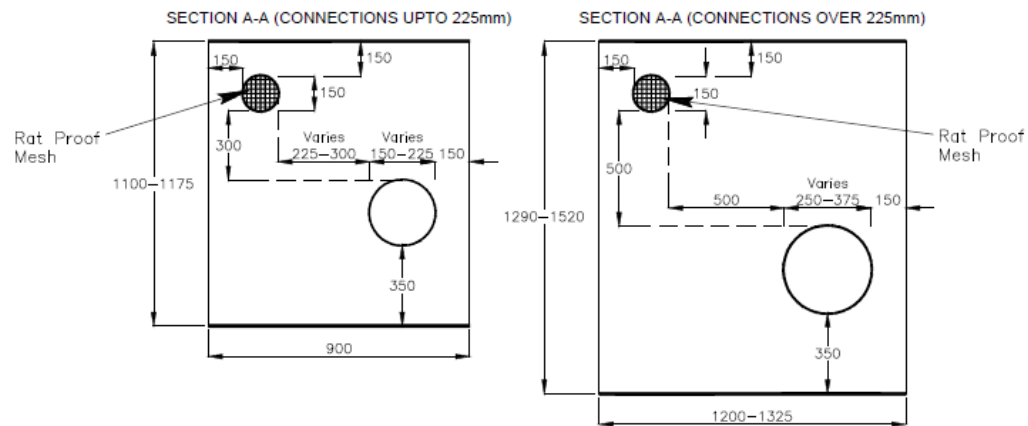
1. *Charging of costs and expenses involved in attending site and auditing works.*
2. *Copies of documents concerning any default being placed on our Land Charges Register and disclosed to all subsequent enquiries*
3. *Charging for remedial works done in default and costs recovered from responsible person(s) which may be substantial in terms of cost and delays to the project.*

You are advised to submit proposals in writing concerning these matters to the above address

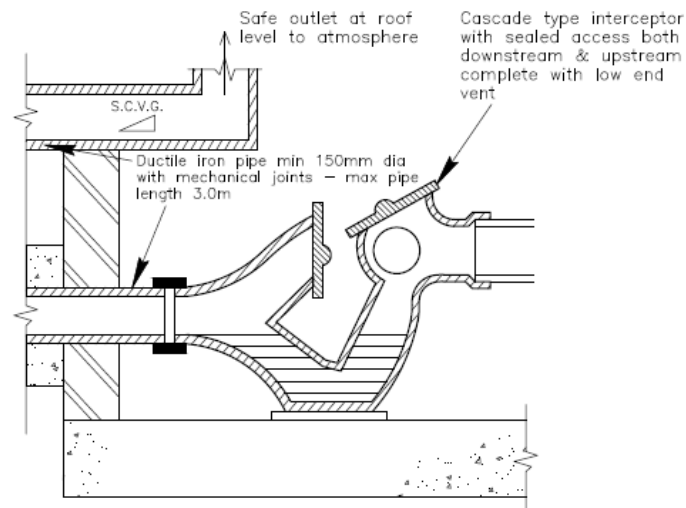
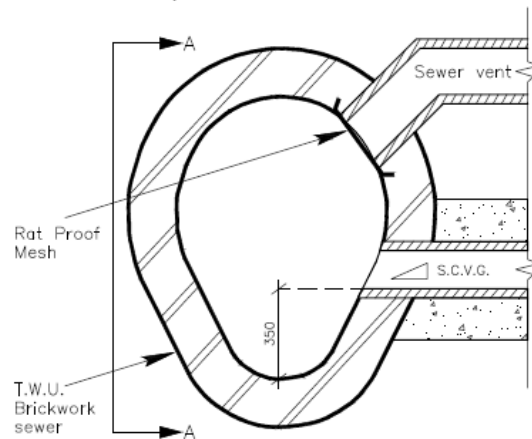
If you require any further advice or information on this matter, then please do not hesitate to contact a

Member of the Pollution Team on 020 7606 3030 or email:

publicprotection@cityoflondon.gov.uk



S.C.V.G. — Self Cleansing Velocity Gradient



NOTES:

- 1) THE SEWER VENT WILL ONLY BE REQUIRED ON THOSE DEVELOPMENTS WHERE IT IS A MANDATORY PLANNING REQUIREMENT.
- 2) ALL HEADING CONSTRUCTIONS TO ACCOMMODATE A VENT WILL REQUIRE APPROVAL IN PRINCIPAL VERIFIED BY THE CITY SURVEYOR.
- 3) **VENT PIPE MATERIAL SPECIFICATION:**
 WITHIN HEADING—SAME SPECIFICATION AS SEWER CONNECTION.
 WITHIN BUILDING—THE MATERIAL SHOULD HAVE A TECHNICAL STANDARD FOR THE PURPOSE PROPOSED. REFER TO APPROVED DOCUMENT H1 FOUL WATER DRAINAGE.
- 4) NO ACCESS SHALL BE PROVIDED TO THE PIPE IN ITS ENTIRETY. THE PIPE WORK SHALL BE CLEARLY LABELLED AS 'SEWER VENT PIPE NO CONNECTION TO BE MADE' AS AND WHERE ACCESSIBLE.
- 5) THE LOCATION AND INSTALLATION SHALL BE TO THE SATISFACTION OF THE DIRECTOR OF PLANNING AND THE DIRECTOR OF ENVIRONMENTAL SERVICES.
- 6) THE INSTALLATION AND TESTING SHALL BE IN ACCORDANCE WITH ALL CURRENT LEGISLATION AND SHALL BE TO THE SATISFACTION OF THE DIRECTOR OF ENVIRONMENTAL SERVICES.
- 7) RODENT CONTROL DEVICES WILL BE REQUIRED TO BE INSTALLED AT ROOF LEVEL.
- 8) CONNECTIONS TO BE CONSTRUCTED AND MADE GOOD CONSECUTIVELY.
- 9) THE SEWER VENT PIPE SHALL BE SUPPORTED WITHIN THE HEADING WITH PROPRIETARY BRACKETS 300MM FROM JOINT AND ADDITIONAL BRACKETS AT 1.5M CENTRE TO CENTRE.
- 10) 12mmx16g STAINLESS STEEL MESH TO BE FIXED TO THE VENT/SEWER INTERFACE TO PREVENT RODENT INGRESS.

Notes
 Do not scale. All dimensions to be checked on site.
 Errors to be reported to supervising officer.

Rev		Drawn	Date
	D RODANT PROOF MESH ADDED	S.B.	FEB12
	C NOTES UPDATED	S.B.	NOV09
	B SECTION DETAILS UPDATED AND EXTRA NOTES ADDED	S.B.	JUNE06
	A SEWER VENT ADDED	S.B.	MAY08

CITY OF LONDON

Drawing produced by CITY SURVEYOR'S DEPARTMENT
 in support of:
 DEPARTMENT OF THE BUILT ENVIRONMENT
 P.A. Green, BSc, CEng, MRIC, CIBS
 (Director of DEPARTMENT OF THE BUILT ENVIRONMENT)

PO BOX 270, GUILDHALL, LONDON, EC2P 2EJ
 Tel : 020 7606 3030 Fax : 020 7332 1963

Project : HIGHWAY DRAINAGE		Drawing : TYPICAL SEWER AND VENT CONNECTION					
Scale of A4 : NTS	Drawn by : S.B.	Drawing No: ALS11v					
Des : P.J.	App : 	Revision					
Date : MAY 08	Pro code UPRN	<table border="1" style="width: 100%;"> <tr> <td style="width: 25%; text-align: center;">A</td> <td style="width: 25%; text-align: center;">B</td> <td style="width: 25%; text-align: center;">C</td> <td style="width: 25%; text-align: center;">D</td> </tr> </table>		A	B	C	D
A	B	C	D				

28/02/2008 16:17:26 Bgymis, Scot: H:\Projects\New Structures\CAD\HIGHWAYS\Drainage & Sewer Subways - Cables_Standard Drainage Details - ALS11 To 12\ALS11 - Inc Vent - Rsec Only.dwg

APPENDIX F

Traffic Management Requirements

General

The Contractor will be required to use designated traffic routes. These must be agreed during the site operations planning stage with the Department of Markets and Consumer Protection Highways Management Group (020 7332 3993).

If necessary, proposed routes will also be discussed with The City Police (020 7601 2222), Transport for London (020 7474 4770), Port Health and Public Protection (020 7606 3030) & The Metropolitan Police. (020 7230 1212).

Whenever possible vehicles must enter and exit the site in a forward direction, any exceptions to this rule must have prior consent from the Department of Markets and Consumer Protection Highways Division (020 7332 3578).

A competent banksman should be provided to assist your drivers accessing & leaving sites where there are busy streets etc., thereby ensuring pedestrian safety & minimal disturbance to other traffic.

Deliveries to the site should be properly co-ordinated. Parking in local streets whilst waiting for access to the site is not permitted. A 'parking dispensation' will be required for vehicles unloading or loading in the street. (Contact the Traffic Management Office on 020 7332 3553 to arrange this)

The Contractor will be held responsible for any damage caused to the highway by site activities and will be required to carry out the temporary or permanent reinstatement of roads, kerbs, footpaths & street furniture to the satisfaction of the City.

The City encourages use of systems where vehicles serving sites regularly are identified by prominently displayed notices.

Contractors must not allow mud or other spoil from sites onto the highway adjacent to the site. Wheel washing plant or other means of cleaning wheels must be used before vehicles leave unpaved sites.

Arranging road closures in connection with crane & other heavy lifting equipment deliveries.

The correct procedure involves firstly telephoning the Pollution Control Team to agree the hours of operation and noise implications of your outline proposals on 020 7606 3030.

The 'mobile crane environmental health authorisation & structures form' – 'Appendix I' should then be completed and e-mailed to the Pollution Control Team via the following e-mail address for approval: publicprotection@cityoflondon.gov.uk

Once received, the completed form will be checked, any necessary amendments agreed with the applicant and returned to the applicant signed by the authorising officer.

Formal application for any crane operation and / or road closure must then be made in person to the Department of Built Environment's Traffic Management Office. Applications will only be considered by appointment, and applicants must have details of the proposed date, time and nature of the operation at this time. Also, a completed 'Appendix I' signed by the authorising officer must be presented, together with the appropriate payment. For details of current charges or to make an appointment, telephone 020 7332 3553.

Important Note- Underground 'Structures'

The part of Appendix I relating to 'structures authorisation' must also be signed by the crane company's representative before it is presented to The Traffic Management office. It is the crane operators responsibility to check whether there are any underground 'structures' such as subways, car parks, vaults or railway tunnels under, or adjacent to the part of the highway where the crane is to be sited.

Operators must contact the City's Structures officer on 020 7332 1544 to discuss the operation and, if required, the owners of any private underground structures such as London Underground Ltd. (020 7222 1234)

Abnormal Loads

Prior permission for any **abnormal loads** (as specified in legislation enforced by the City of London & Metropolitan Police forces) is required from The City of London Police's traffic planning section (020 7601 2143) & The Metropolitan Police's abnormal loads section (020 8246 0931). Generally, such deliveries have to take place on weekdays after 19.00 hours or at weekends and may also require prior agreement from 'Transport for London'. Contact 020 7474 4770.

Standard for Construction Logistics – Managing Work Related Road Risk

In addition to the particular requirements above, the City expect all Contractors to observe the Standard for Construction Logistics – Managing Work Related Road Risk, especially as all journeys have to pass along routes administered by Transport for London. It is recommended that all Developers/Project Managers include adherence to the Standard as a contractual obligation for all of their Contractors.

Fleet Operator Recognition Scheme

The City of London has a fleet of around 150 vehicles, and has a Gold accreditation FORS assessment. It is expected that all fleet operators within the City will be a member of the scheme, with at least a Bronze accreditation. Whilst it is recognised that most construction sites will be serviced by a variety of construction suppliers, the City of London will actively encourage all developers and project managers to insist that ALL vehicles visiting their sites are registered with FORS. MACE and Berkeley Group have now made this a contractual obligation



APPENDIX G

SITE INFORMATION SHEET

Working and Out of Hours Contact No: 020 7606 3030

Please email the details below to:
publicprotection@cityoflondon.gov.uk

Contact Details			
Date form completed:		Date works starting:	
Site name and address (Site Plan to be attached)			
Name of Site Contact:			
Site contact direct dial number and e-mail address:			
Site 24 Hour Contact Number:			
Contractor Company Name:			
Name of Contractor Contact:			
Contractor address			
Contractor contact number and e-mail:			
Details of Works			
Proposed Working Hours:			
Approximate dates of Works:			
Brief Details of Works to be Carried Out:			

Appendix H

SITE HOURS VARIATION REQUEST SHEET

Department of Markets and Consumer Protection
 Port Health and Public Protection – Pollution Team
 City of London, PO Box 270, Guildhall, London EC2P 2EJ
 Normal and Out of Hours Contact No.: 020 7606 3030
publicprotection@cityoflondon.gov.uk

This form must be completed and returned to the Pollution Team at least 5 days before the activities are to take place.

The site hours requested can only be worked if approval is given and this form is countersigned by an Environmental Health Officer.

Date of Application:	
Date(s) of Proposed Operations:	
Proposed Working Hours:	
Site Name and Address:	
Site Contact Name and Number:	
Site Contact Email Address:	
Details of Operation:	
Reasons For Operation:	
Contractor Company and Office Contact Details:	
Contractor Company Contact Details for Onsite Operations: (i.e. Name, Number, and Email)	
Plant and/or tools to be used:	
Mitigation measures to minimise levels of noise:	

<p>Details of residential locations, hotels and other businesses likely to be affected.</p> <p>Access to our interactive map is available here.</p>	
<p>Copies of communications to residents and businesses must be attached to this application. Out of hours activities will not be approved unless these are received.</p>	

The above works are approved, subject to the following conditions and comments.

Environmental Health Officer:	
Signature:	
Date:	

The City of London Corporation is a data controller, and processes personal data in accordance with the General Data Protection Regulation (GDPR) and the Data Protection Act 2018. For full details of how and why the City of London Corporation processes personal data, please refer to the full privacy notice at www.cityoflondon.gov.uk/privacy. Alternatively, you can request a hard copy. Please direct all data protection queries to the Information Compliance Team at information.officer@cityoflondon.gov.uk



APPENDIX I

Environmental Health MOBILE PLANT & STRUCTURES NOTIFICATION

publicprotection@cityoflondon.gov.uk

In order to demonstrate the environmental impact of the operation has been minimised, this form must be signed by Environmental Health and presented to the Street Management Office at your authorisation appointment. This form alone does not constitute authorisation.

Company Name:	
Contact Name:	
e-mail address:	
Telephone No/Site Contact Mobile No:-	
Company Address	
Street Name & Location (Where operation is to take place):	
Type Of Operation:	
Are any noisy operations involved?	
Weight of Crane:	
Type Of Traffic Prohibition:	
Date Of Street Management Services Appointment:	

(Times Requested): (please state **TIMES** below in the relevant section)

(Monday-Friday)	
(Saturday Only)	
(Sunday Only)	
(*Friday/Saturday-Sunday) <i>(please also state non operational times)</i> <i>(*delete where necessary)</i>	

Authorisation Declaration (to be signed by environmental officer)

State Name: (of environmental officer) [see Map]	Authorised Signature:	Date: (of confirmation)

B STRUCTURES AUTHORISATION NOTICE

Are there any underground City of London or Privately owned structures? (See List for Corp of London structures).	If YES, please provide documentation that permission has been provided.	Signature of Crane Representative:		
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">Yes</td> <td style="width: 50%; border: none;">No</td> </tr> </table>	Yes	No		Date:
Yes	No			

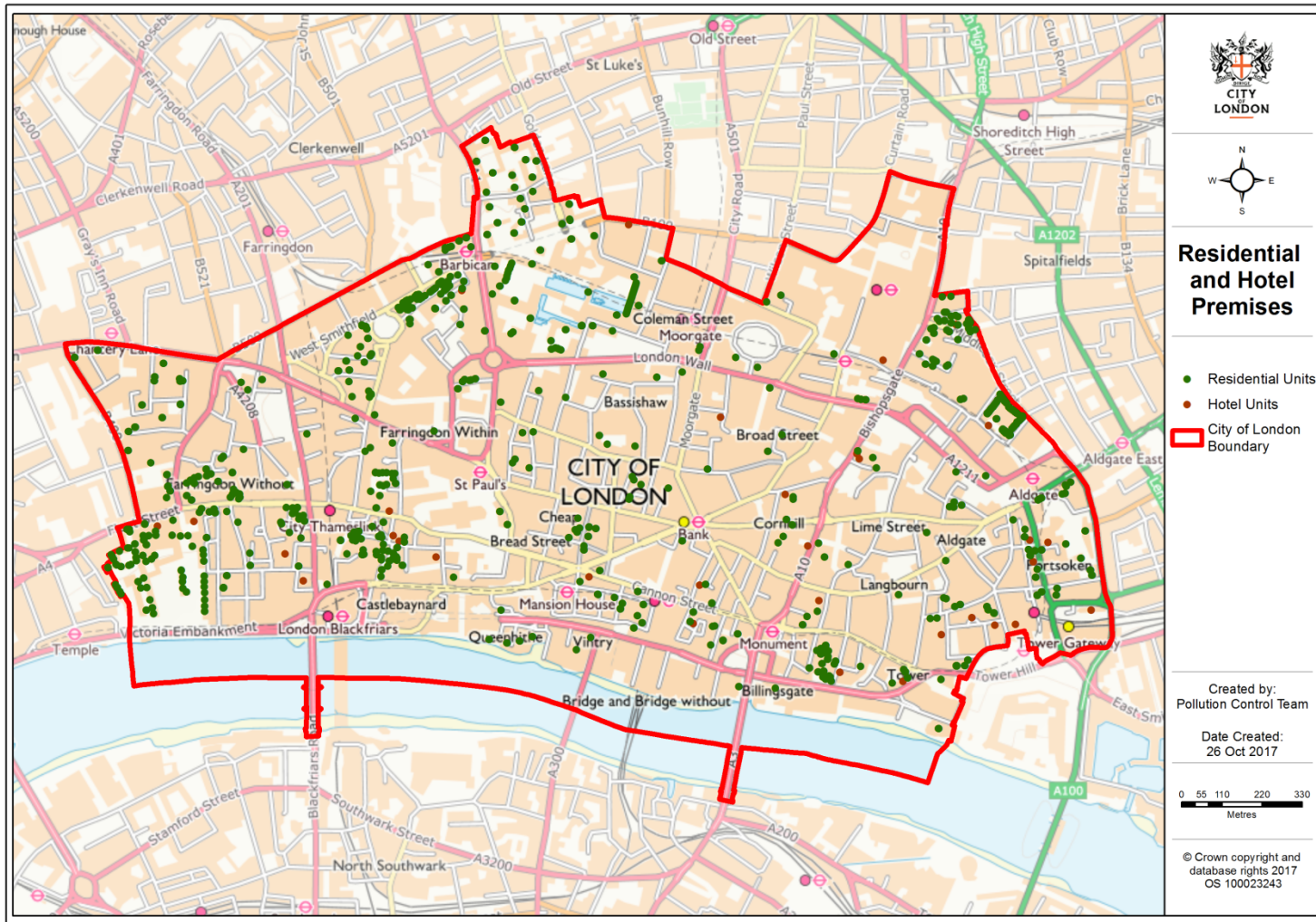
If you fail to produce this form (signed by environmental health and crane company) at your appointment, you may have to book another appointment which will delay your operation.

To be completed by Street Management Services Officer at appointment:

INDEMNITY NUMBER:		DATES AGREED:	
SMS OFFICER:			
DATE:			

Appendix J

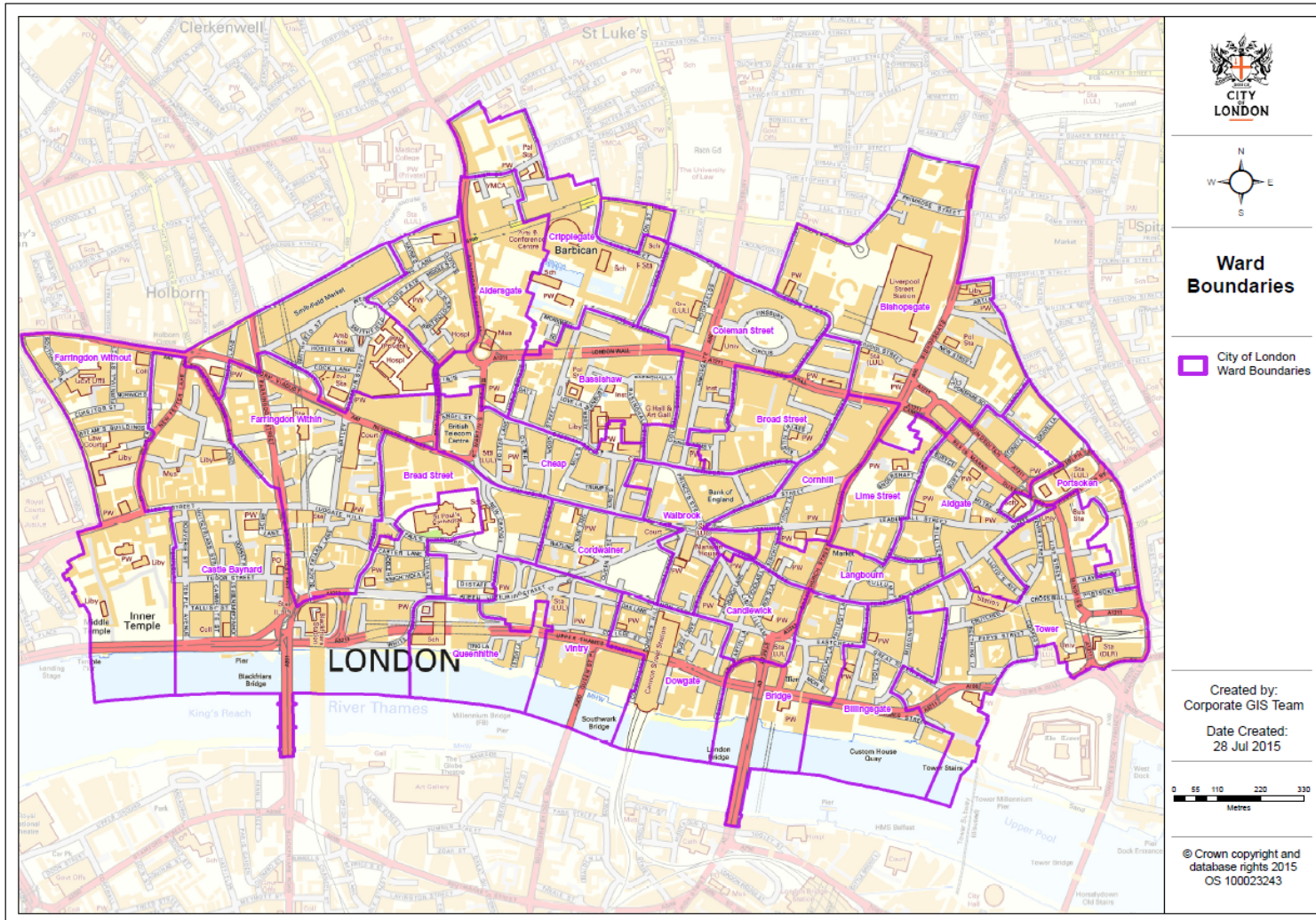
Search online to view the most up-to-date: "Planning/Property and Land Use" layers shown below
<http://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass>



Appendix K

Search online to find a ward member:

www.democracy.cityoflondon.gov.uk/mgFindMember.aspx



APPENDIX L

SITE SIZE AND MONITORING CONTRIBUTION

Size of the development

Category 1: Large scale Major Developments

- Residential - 200 or more units
- Industrial, commercial or retail floor space -10,000 square metres.

Category 2: Medium Scale Major Developments

- Residential between 10 and 199 (inclusive) units.
- For all other uses – floor space between 1,000 square metres and 9,999 square metres or where the site area is between 0.5 hectare and less than 2 hectares.

Category 3: Minor Developments

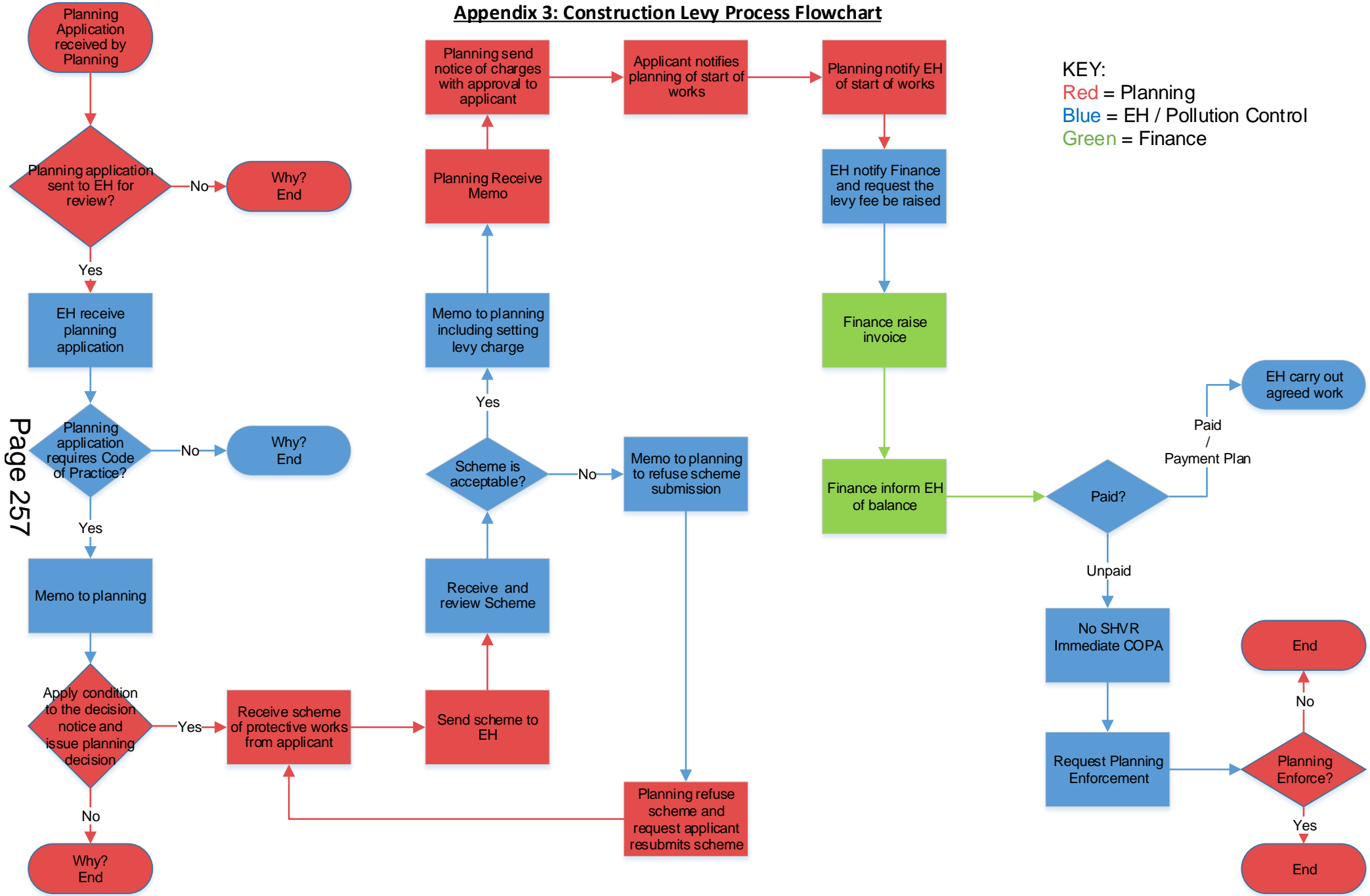
- Residential - Between 1 and 9 (inclusive) units.
- For all other uses - floor space of less than 1,000 square metres or where the site area is less than 1 hectare.

	Services required
<p>Category 1 Site (site example: construction and or deconstruction sites)</p>	<p>Advice to applicants relating to environmental requirements e.g. full scheme of protective works including noise and dust mitigation measures. Meetings and follow up correspondence as required for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.</p>
	<p>Review of draft scheme of protective works for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.</p>
	<p>Site visits twice a week over the duration of the developments to assess compliance with agreed requirements.</p>
	<p>Complaints investigation and follow up.</p>
	<p>Attendance at Community Liaison events to include initial consultation and on-going events.</p>
	<p>Review and approval of Site Hours Variation Requests.</p>
	<p>Review of noise, dust and complaint monitoring data.</p>
	<p>Cost for Category 1 site: £53,820 for first year of project. £46,460 for each year thereafter.</p>

<p style="text-align: center;">Category 2 Site (site example: retainment of façade with internal works)</p>	Services required
	<p>Advice to applicants relating to environmental requirements e.g. full scheme of protective works including noise and dust mitigation measures. Meetings and follow up correspondence as required for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.</p>
	<p>Review of draft scheme of protective works for first year site set up only or as phases of development progress e.g. demolition and ground works to construction.</p>
	<p>Site visits once a week over the duration of the developments to assess compliance with agreed requirements.</p>
	<p>Complaints investigation and follow up.</p>
	<p>Attendance at Community Liaison events to include initial consultation and on-going events.</p>
	<p>Review and approval of Site Hours Variation Requests.</p>
	<p>Review of noise, dust and complaint monitoring data.</p>
	<p>Cost for Category 2 site: £30,935 for first year of project. £25,760 for each year thereafter.</p>
<p style="text-align: center;">Category 3 Site (site example: involving a refurbishment only)</p>	Services required
	<p>Complaints investigation and follow up.</p>
	<p>Review and approval of Site Hours Variation Requests.</p>
	<p>Cost for Category 3 site: £5,060 per annum.</p>

There will be some circumstances where the impact of the works will be very small, for example where planning permission was required because of a buildings listed status and the works are very minor. In such cases the sites will be considered "out of category" and will not be required to pay any fee. Such consideration will be on a case by case basis and such exemptions are expected to be few.

Appendix 3: Construction Levy Process Flowchart



KEY:
 Red = Planning
 Blue = EH / Pollution Control
 Green = Finance

This page is intentionally left blank

Committee:	Date:
Planning and Transportation	18 th March 2019
Subject: Final Departmental Business Plan 2019/20 - Department of the Built Environment	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Elisabeth Hannah	

Summary

This report presents for decision the final high-level business plan for the Department of the Built Environment for 2019/20

Recommendation

Members are recommended to approve the Department of the Built Environment's final high-level business plan for 2018/19 and to provide feedback.

Main Report

Background

1. As part of the new framework for corporate and business planning, departments were asked to produce standardised high-level, 2-side Business Plans for the first time in 2017/18. Members generally welcomed these high-level plans for being brief, concise, focused and consistent statements of the key ambitions and objectives for every department.
2. For 2018/19, departments were again asked to produce high-level plans in draft, which were presented to Service Committees in November and December 2017 alongside the departmental estimate reports, so that draft ambitions could be discussed at the same time as draft budgets. This represented the first step towards integrating budget-setting and priority-setting.
3. For 2019/20, to secure deeper Member engagement with Business Plans, a series of four informal 'cluster' meetings took place in early February to allow Chairmen and Deputy Chairmen of relevant approving Committees to scrutinise how departments are using their Business Plans to prioritise activities towards corporate goals. These meetings were chaired by the Chair and Deputy Chairman of Resource Allocation Sub Committee.
4. To complement this, and to give all Members a chance to ask questions and put their views to their Chairmen and Deputy Chairmen in advance of these meetings, a 'Business Plan Surgery' was held on 10 January (immediately before Court of Common Council).
5. Taken together, these sessions replace the submission of draft high-level Business Plans to Committees. Final high-level Business Plans are still subject to Committee approval, as in previous years.

6. Work has also taken place to review the content and format of the supporting detail beneath the high-level Business Plans. This includes: information about inputs (e.g. IT, workforce, budgets, property and assets); improved links to project and risk registers; EEE Health Checks (economy, efficiency and effectiveness), and schedules of measures and key performance indicators for outputs and outcomes. This is a key element in the move towards business planning becoming a joined-up service planning process that links directly to Corporate Plan outcomes.

High-level Business Plan for 2019/20

7. This report presents, at Appendix 1, the final high-level Business Plan for 2019/20 for the Department of the Built Environment.
8. The high-level plan for the Department of the Built Environment presents a strategic approach to achieve our vision of 'Creating and facilitating the leading future world class city'. This supports the Corporate Plan and ensures we continue to deliver excellent services.
9. The high-level plan is supported by the Department's statutory duties. For this Committee our Highways and Planning, including enforcement, teams ensure excellent customer service and a high-quality environment.
10. Our commitment to ongoing learning ensures that through our extensive apprenticeship programme and leadership training we are fostering the future talent needed to support the aims and objectives of the City and address the demands of tomorrow.
11. The work of the department (excluding the Cleansing and Waste team which reports to Port Health and Environmental Services Committee) is in the remit of this Committee and supports the Corporate Plan, in particular:
 - People are safe and feel safe
 - We are a global hub for innovation in financial and professional services, commerce and culture
 - We inspire enterprise, excellence, creativity and collaboration
 - Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment
 - Our spaces are secure, resilient and well maintained
12. The following Built Environment programmes contain specific key projects relating to the work of this Committee:
 - **Culture Mile:** Look and Feel Strategy, Beech Street, City Wayfinding
 - **Strategic Transport** – Transport Strategy, Freight Strategy, Project Vision
 - **City Cluster Master Planning**
 - **Policy and Strategy** – Local Plan, Climate Action Strategy, Local Flood Risk Management Strategy
13. Key to the delivery of our workstreams is collaboration internally with colleagues from across the City of London and externally with a number of key stakeholders, partners and Government Offices.

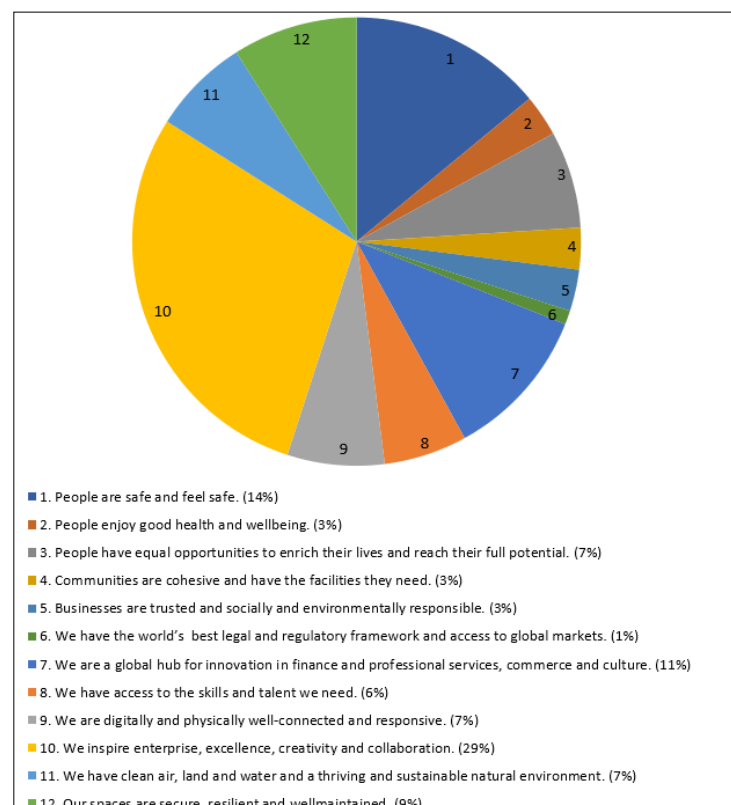
Corporate Plan	Key Activities	Internal Collaboration	External Collaboration
People are safe and feel safe (1)	<p>Support the night-time economy, providing cross-departmental enforcement services</p> <p>Design out crime in new developments and projects</p> <p>Implementation of the Transport Strategy and Vision Zero</p>	City of London Police, Markets & Consumer Protection, Community and Children's Services, Town Clerks, EDO	TfL, GLA, other Boroughs, Mayor of London's Road Task Force, London Road Safety Advisory Group, Street Link, London Fire Brigade, COLAG
We are a global hub for innovation in financial and professional services, commerce and culture (7)	<p>Implementation of Transportation Strategy</p> <p>Enable investment through world class, flexible, high quality development</p> <p>Roll out 5G</p>	City of London Police, Markets & Consumer Protection, Community and Children's Services, Town Clerks, City Surveyor (CPAT), EDO	TfL, Mayor of London's Office, other Boroughs, Development Industry Users Panel, British Council for Offices, Riney, Civil Aviation Authority, Environment Agency, MCLG, Historic Royal Palaces, Historic England, Port of London Authority, OFCOM, London Councils, London First, City Businesses, COLAG
We inspire enterprise, excellence, creativity and collaboration (10)	<p>Support Cultural Mile Look & Feel Strategy</p> <p>Deliver Eastern City Cluster, through the Local Plan, promote Key Areas of Change</p> <p>Facilitate major cultural events, including Sculpture in the City</p>	City of London Police; Community and Children's Services, Open Spaces, Remembrancers, City Surveyor (CPAT), Comptroller	TfL, GLA, Mayor of London's Office, other Boroughs, Lacuna, The Aldgate partnership, Cheapside Business Alliance, City Property Association, London Councils, London First, City Businesses, Innovating City Developers
Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment (11)	<p>Lead on Plastic Free City</p> <p>Delivery programmes to reduce transport related emissions (Beech Street & Bank on Safety)</p> <p>Develop & Implement Climate Action Strategy</p> <p>Develop Environmental Resilience strategies for the CoL</p>	City of London Police, Open Spaces, Markets & Consumer protection, Community and Children's Services, Town Clerks, City Surveyor (CPAT)	TfL, GLA, Mayor of London's Office, other Boroughs, DEFRA, Env Agency, Barbican Association, residents' associations, City businesses, Thames Tideway Tunnel, Thames Water, Crossrail, London Climate Change Partnership, Friends of City Gardens, Keep Britain Tidy, Thames 21, Livery Companies, Cheapside Business Alliance, Thames Estuary Partnership, UCL, Imperial College London,
Our spaces are secure, resilient and well	Manage intensification, diversity of the City	City of London Police, Markets & Consumer Protection; Open Spaces; Community	TfL, GLA, Mayor of London's Office, other Boroughs, Riney, Veolia, MI5, Central Government,

maintained (12)	Hostile vehicle mitigation programme Leading on transformation of City's fleet and progressing EV City	and Children's Services; Comptroller and City Solicitor, City Surveyor (CPAT), EDO	Met Police, Security Agencies/CPNI,
-----------------	---------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------	-------------------------------------

Corporate & Strategic Implications

14. The department has considered its key workstreams and mapped these against one of the 12 outcomes contained within the Corporate Plan. In this way we are attempting to determine how our efforts are contributing to the wider aspirations of the City Corporation. Whilst this is a rough approach (for instance not all activities have the same weight and impact and many activities support several corporate outcomes) it does give an indication of how the Department supports the Corporate Plan.

15. As can be seen through the graph below the department contributes to all twelve Corporate Outcomes.



Conclusion

16. This report presents the final high-level Business Plan for 2019/20 for the Department of the Built Environment for Members to approve and provide feedback.

Appendices

- Appendix 1 – Final high-level Business Plan 2019/20

Elisabeth Hannah
Department of the Built Environment
T: 020 7332 1725
E: Elisabeth.Hannah@cityoflondon.gov.uk

This page is intentionally left blank



Creating and facilitating the leading future world class city

The corporate outcomes we aim to impact on are:

- People are safe and feel safe (1)
- People have equal opportunities to enrich their lives and reach their full potential (3)
- We are a global hub for innovation and enterprise (7)
- We have access to the skills and talent we need (8)
- Our spaces are digitally and physically well-connected and responsive (9)
- Our spaces inspire excellence, enterprise, creativity and collaboration (10)
- Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment (11)
- Our spaces are secure, resilient and well maintained (12)

What we do is:

- Help promote and position the City to compete with other world class cities
- Ensure the City is a welcoming, safe and inclusive place for visitors, workers and residents
- Create, improve and maintain public spaces to provide a thriving, inclusive urban centre
- Secure and support innovation to advance technological solutions to major challenges
- Lead the way in creating a diverse and flexible City which supports modern workforces
- Enable the development of world class architecture to ensure high quality choice of business space
- Develop innovative approaches to safeguarding and sustaining our heritage, built and natural environment
- Promote safer and more environmentally efficient use of street spaces

2019-20 budget:

	Exp £'000	Inc £'000	Net £'000
Local Risk	(£35,858)	£15,935	(£19,923)
Central Risk	(£13,664)	£19,401	£5,737
Recharges	(£17,053)	£2,833	(£14,220)
Total	(£66,575)	£38,169	(£28,406)

DBE 2019/20 capital programme forecast spend is £28m (based on project manager forecasts in Oracle)

Future estimated CIL income for 2019 totals £8.1m, and for 2020 £6.6m and DBE allocation is 40%

Our top line objectives are:

1. Advancing a flexible infrastructure that adapts to increasing capacity and changing demands.
2. Promoting the construction of high quality, inspiring buildings which attract diverse uses and users
3. Enabling digital connectivity that meets business and lifestyle needs
4. Creating an accessible and inclusive City which is stimulating, safe and easy to move around in
5. Leading and initiating research into microclimate issues for the benefit of London and the UK; to increase our environmental resilience and lead on Climate Action
6. Enabling a rich and thriving social and cultural offer
7. Improving quality and safety of the environment for workers, residents and visitors
8. Prioritise capital programme to ensure that the four major corporate projects are incorporated in the wider delivery plan.
9. Prioritise and plan for future budget pressures

What we'll achieve:

- Increased office capacity
- Security measures integrated into development and public realm
- Implementation of Vision Zero (road danger reduction)
- Accessibility and environmental sustainability integrated into development, public realm and transportation projects
- Deliver the lighting strategy, piloting the latest technologies and innovations
- Deliver a cleaner and more sustainable environment
- Deliver urban greening in developments and public realm projects
- Working with developers, occupiers and freight industry to improve the efficiency of servicing and delivery
- Working with TFL and other operators to improve public transport access
- Implement the new cleansing contract, deliver successful implementation
- Publish information gathered in relation to microclimate issue
- 5G roll out/street furniture/lampposts
- Beech Street closure trial, to support Culture Mile
- Implementation of new corporate fleet management system



As a Department we have developed a Portfolio of Programmes which will help us deliver our Business plan ambitions and outcomes. The Programmes and 'live' prioritised Projects are listed below. **Note that these are currently under review and so are subject to change**

1. **Culture Mile:** Look and Feel Strategy, Beech Street, City Wayfinding, MoL, Centre for Music, CM Pop Ups
2. **Gigabit City** – Infill of 4G Connectivity, (5G connectivity – in the pipeline)
3. **Strategic Transport** – Transport Strategy, Freight Strategy
4. **Strategic Infrastructure** – Crossrail and Thames Tideway
5. **RDR & Active Travel** – RDR Annual Plan and RDR Travel 5 Year Plan
6. **Future Public Space** – Bank Junction Transformation
7. **Cleansing and Waste** – Implementation of new contract post April 2019
8. **City Cluster** – City Cluster Master planning, 22 Bishopsgate
9. **Policy and Strategy** – Local Plan, Smart City, Climate Action Strategy, Local Flood Risk Management Strategy
10. **Foremost Services** – Planning Transformation, Transportation & Public Realm review, Building Control options

How we plan to develop our capabilities this year:

- Continue to develop and expand effective partnerships, stakeholder relationships and cross-team working
- Continue to strategically link in with the Corporate Plan and Summit Group
- Enhance our profile through communication and promotion
- Advance a consistent approach to programme and project management including clear project prioritisation.
- In conjunction with the IT Division, embrace and implement new technologies and practices to modernise and enhance business processes
- Develop succession plans, strengthen resilience and nurture talent to meet City needs through our Talent Management Programme
- Embed and support our apprentices
- Establish a radical approach to problem solving and service improvement
- Move to a new cloud-based, hosted and browser-accessed line of business system in a joint project with M&CP
- Develop a strategy for the implications of Brexit in DBE

What we'll measure:

- Achievement of the City's efficiency savings with a balanced budget
- The increase in the number of cyclists using the City's streets
- Businesses using consolidation centres
- Reduction in the number people killed or seriously injured in road traffic accidents
- The % of City land that has unacceptable levels of litter, detritus, graffiti and flyposting
- Increase in office floorspace stock and employment
- An increased SME presence and broader range of occupiers in the City
- Increase public permeability, open space, seating, greenery and public access
- Increased number of apprenticeships
- The number of water refill points
- Improve air quality
- Reduction in energy consumption from street lighting
- Increase number of electrical charging points
- Increase the % of open spaces, green space and trees in the City
- Increase in pedestrian priority

What we're planning to do over the coming years

- Managing intensification, diversification of the City and the changing nature of its workforce
- Build on our intellectual capital to develop smart solutions
- Provide relevant, high quality end to end services for City developers
- Facilitate delivery of the City's four major projects and the Culture Mile
- Enforcement Plan to be reviewed in 2020
- Deliver City Plan 2036 and Transportation Strategy
- Develop and deliver the City's future transport programme, encourage and enable the transition to zero emission vehicles
- Implement the recommendations of the Hackitt Report
- Work with the Bridge House Trust to facilitate the Bridges 50-year plan
- Review and update the City's Waste Strategy

Committee(s)	Dated:
Planning & Transportation Committee – For Information	18032019
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Report of: Director of the Built Environment	For Information
Report author: Richard Steele	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee. Parallel reports regarding risks that fall within the remit of the Port Health & Environmental Health Committee are submitted to that Committee.

Risk is reviewed regularly as part of the ongoing management of the operations of the Department of the Built Environment. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

Since the last report to Members there has been no change in the list of Corporate risks managed by the department and no new Departmental risks have been identified.

There is one Corporate Risk managed by the Department of the Built Environment:

- CR20 - Road Safety (Current risk: AMBER)
[Planning & Transportation Committee]

The Impact and Likelihood are unchanged since the last report to the Committee.

There are no Departmental RED Risks managed by the Department of the Built Environment.

Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department’s operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk owners are consulted and risks are routinely reviewed with the updates recorded in the corporate (Covalent) system.
3. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

Current Position

4. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
5. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
6. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance) but risks relating to the City Property Advisory Team are managed by the City Surveyor. The department provides advice relating to the City bridges to the City Surveyor's department but the risks are owned by the City Surveyor.

Risk Management Process

7. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general, RED risks are reviewed monthly; AMBER risk are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.
8. Changes to risks were, historically, reported to Members as part of the Business Plan report. Members now receive this report quarterly in accordance with the Corporate Risk Management Strategy.

9. All significant risks (including Health & Safety risks) identified by the Department are managed through the Covalent Corporate Risk Management System.
10. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual actions. These risks are included in accordance with the Corporate Guidance “Reporting Risk Information to Grand Committees” to assist this committee to fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to “Oversee the significant risks faced by the Departments in the delivery of their service responsibilities.” The annual target date for Business As Usual actions, and risks where we are at Target Risk, will be updated prior to the next report.

Significant Risk Changes

11. Regular review of risks has identified no risks where the Current Risk score has changed.
12. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been identified.

Identification of New Risks

13. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
14. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.
15. No new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.
16. The impact of Brexit is now being managed corporately and is the subject of a separate report to this Committee.

Summary of Key Risks

17. The Department of the Built Environment is responsible for one Corporate Risk. This is:

Road Safety (CR20) which is AMBER

This is the risk related to road traffic collisions.

TfL held a meeting with City RDR officers in February to discuss options for improvements to Ludgate Circus, following the informal crossing, traffic composition, speed, traffic light contravention, pedestrian behaviour and high-risk manoeuvres camera study report.

TfL reported they have already put some actions into motion:

- Signals were adjusted before Christmas to give more pedestrians green time in the off-peak
- Cycle scoot is programmed for installation by end of this financial year.

A follow up meeting to discuss a possible implementation plan for further options (listed in the details of CR20 in Appendix 2) is scheduled for Tuesday March 5th.

Conclusion

18. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation's Risk Management Framework and that risks identified within the operational and strategic responsibilities of the Director of the Built Environment are proactively managed.

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee)

Carolyn Dwyer

Director of the Built Environment

T: 020 7332 1700

E: carolyn.dwyer@cityoflondon.gov.uk



City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

Page 27

(B) Impact criteria

Impact title	Definitions
Minor (1)	Service delivery/performance: Minor impact on service, typically up to one day. Financial: financial loss up to 5% of budget. Reputation: Isolated service user/stakeholder complaints contained within business unit/division. Legal/statutory: Litigation claim or find less than £5000. Safety/health: Minor incident including injury to one or more individuals. Objectives: Failure to achieve team plan objectives.
Serious (2)	Service delivery/performance: Service disruption 2 to 5 days. Financial: Financial loss up to 10% of budget. Reputation: Adverse local media coverage/multiple service user/stakeholder complaints. Legal/statutory: Litigation claimable fine between £5000 and £50,000. Safety/health: Significant injury or illness causing short-term disability to one or more persons. Objectives: Failure to achieve one or more service plan objectives.
Major (4)	Service delivery/performance: Service disruption > 1 - 4 weeks. Financial: Financial loss up to 20% of budget. Reputation: Adverse national media coverage 1 to 3 days. Legal/statutory: Litigation claimable fine between £50,000 and £500,000. Safety/health: Major injury or illness/disease causing long-term disability to one or more people Objectives: Failure to achieve a strategic plan objective.
Extreme (8)	Service delivery/performance: Service disruption > 4 weeks. Financial: Financial loss up to 35% of budget. Reputation: National publicity more than three days. Possible resignation leading member or chief officer. Legal/statutory: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. Safety/health: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. Objectives: Failure to achieve a major corporate objective.

(C) Risk scoring grid

		Impact			
		Minor (1)	Serious (2)	Major (4)	Extreme (8)
Likelihood	X				
	Likely (4)	4 Green	8 Amber	16 Red	32 Red
	Possible (3)	3 Green	6 Amber	12 Amber	24 Red
	Unlikely (2)	2 Green	4 Green	8 Amber	16 Red
	Rare (1)	1 Green	2 Green	4 Green	8 Amber

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

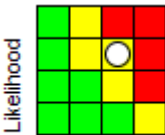
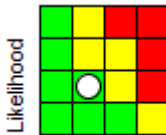

This page is intentionally left blank

DBE Corporate & Departmental Risks *(Planning & Transportation Committee)*

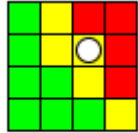
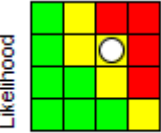

APPENDIX 2

Report Author: Richard Steele

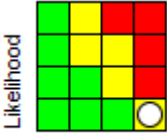
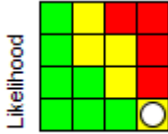

Generated on: 03 March 2019

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-06 S106 Controls 30 Nov-2018 Annie Hampson	Cause: Disjointed control mechanisms in relation to processing and monitoring S106 agreements. Event: Failure to implement Audit recommendations. Effect: Loss of funds; non-compliance with agreements and reporting; potential reputational damage		12	We have responded to the draft report - the final report has not yet been received. As an interim measure we are using the data provide by the Finance team to prepare a quarterly monitoring report. This will address the one Red recommendation. 01 Mar 2019		4	20-Jun-2019	 Constant

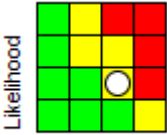
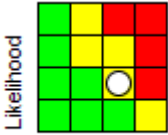

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-06a Response to draft report	The group responsible for S106 has met and commented on the draft report. A formal response will be sent to Internal Audit.	Comments on the draft report have been submitted. [ACTION CLOSED 1 Mar 19]	Annie Hampson	01-Mar-2019	07-Dec-2018
DBE-PL-06b Ensure sufficient resources are available	There are insufficient resources to address the recommendations within the next three months. Additional resources will be sought.	Further investigation has established that manual input of historic data will not, as a standalone project, resolve the wider issue. The capture of historic data is still being pursued.	Annie Hampson	01-Mar-2019	29-Jun-2019
DBE-PL-06c Interaction with software supplier & Chamberlain's Finance	There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom.	Some progress has been made to identify key information in CBIS but the software supplier is, at present, unable to commit to a particular timeline for providing input and output transfer specifications or information regarding the internal data structures.	Annie Hampson	01-Mar-2019	31-May-2019

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PP-01 Adverse planning policy context 06-Mar-2015 Paul Beckett	Cause: A desire in Government and others to change the existing planning system in a way which may be detrimental to the City Event: Changes detrimental to the City are implemented Impact: Adverse changes cannot be prevented using local planning control	 Likelihood Impact	12	<p>Whilst this risk (at 12) is above appetite (8) to reduce the risk to appetite would require increased engagement by the City Corporation’s Senior Members with Government, Opposition and the GLA to ensure that national and strategic policy is always appropriate for the City.</p> <p>We continue to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities.</p> <p>The City Corporation will make its case on outstanding matters in the Draft London Plan at the Examination in Public in Jan-May 2019.</p> <p>A final version NPPF published in July 2018 did not address all the City's concerns and subsequent proposed relaxations of Permitted Development Rights cause further concerns. These have been reiterated to Government in response to the public consultation.</p> <p>The new Housing Delivery Test is not appropriate to the City’s circumstances – this is the subject of a report to the Planning & Transportation Committee in March 2019.</p> 01 Mar 2019	 Likelihood Impact	12	31-Dec-2019	 Constant

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	<p>Whilst this risk (at 12) is above appetite (8) to reduce the risk to appetite would require increased engagement by the City Corporation's Senior Members with Government, Opposition and the GLA to ensure that national and strategic policy is always appropriate for the City.</p> <p>We continue to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities.</p> <p>The City Corporation will make its case on outstanding matters in the Draft London Plan at the Examination in Public in Jan-May 2019.</p> <p>A final version NPPF published in July 2018 did not address all the City's concerns and subsequent proposed relaxations of Permitted Development Rights cause further concerns. These have been reiterated to Government in response to the public consultation.</p> <p>The new Housing Delivery Test is not appropriate to the City's circumstances – this is the subject of a report to the Planning & Transportation Committee in March 2019.</p>	Paul Beckett	01-Mar-2019	31-Dec-2019

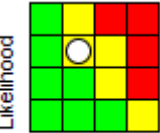
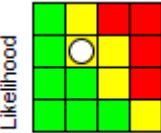

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-02 Service/Pipe Subways 02-Dec-2015 Ian Hughes; Giles Radford	<p>Cause: Provide safe access and egress for utilities and maintenance functions, whilst having operatives entering the confined space to undertake checks.</p> <p>Event: A lack of Oxygen, poisonous gases, fumes and vapour, liquids and solids that suddenly fill spaces, Fire and explosions, hot conditions, Entrapment and falling debris.</p> <p>Impact: Fatality / Major Injury / Illnesses</p>	 <p>Likelihood</p>	8	Nothing to update 27 Feb 2019	 <p>Likelihood</p>	8	31-Dec-2019	 Constant

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-02a Business As Usual Mitigations 2019-276	<p>Confined space working is avoided when possible.</p> <p>All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice</p> <p>All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>	All business as usual mitigations have been reviewed, they are very much current and continue to work effectively	Giles Radford	01-Mar-2019	31-Dec-2019

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-DS-01 The District Surveyor's (Building Control) Division becomes too small to be viable 25-Mar-2015 Gordon Roy	Cause: Reduced Income causes the service to be unviable Event: Development market fails to maintain momentum or our market share shrinks Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience	 Likelihood Impact	8	The Business Plan to establish a Local Authority Trading Company is in development and is planned to be submitted for consultation to finance and legal by the end of March 2019. A committee report will be prepared shortly after. 01 Mar 2019	 Likelihood Impact	8	31-Dec-2019	 Constant

Page 27

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-DS-01a	Business as usual mitigating controls (1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working.	Business as usual controls have been reviewed and are still appropriate and effective.	Gordon Roy	01-Mar-2019	31-Dec-2019
DBE-DS-01c	Following approval of Summit Group, a Business Plan is being developed and to be presented to members for consideration later this year.	The Business Plan to establish a Local Authority Trading Company is in development and is planned to be submitted for consultation to finance and legal by the end of March 2019. A committee report will be prepared shortly after.	Gordon Roy	01-Mar-2019	31-Mar-2019

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score	Risk Update and date of update	Target Risk Rating & Score	Target Date	Current Risk score change indicator
CR20 Road Safety	<p>Cause: Limited space on the City’s medieval road network to cope with the increased use of the highway by vehicles and pedestrians / cyclists within the City of London. Interventions & legal processes take time to deliver</p> <p>Event: The number of casualties occurring in the City rises instead of reducing.</p> <p>Effect: The City’s reputation and credibility is adversely impacted with businesses and/or the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media</p>	 <p>Likelihood</p> <p>Impact</p>	<p>6</p> <p>TfL held a meeting with City RDR officers in February to discuss options for improvements to Ludgate Circus, following the informal crossing, traffic composition, speed, traffic light contravention, pedestrian behaviour and high risk manoeuvres camera study report.</p> <p>TfL reported they have already put some actions into motion:</p> <p>Signals were adjusted before Christmas to give more pedestrians green time in the off-peak</p> <p>Cycle scoot is programmed for installation by end of this financial year.</p> <p>Options discussed for mitigation of danger at junction included:</p> <ul style="list-style-type: none"> - Explore possibility to use WAZE to push information about risk at the junction - Explore scope to reduce cycle time of the signals - Get data on the effectiveness of coloured surfacing as used at the Earls Court trial - Review evidence on potential applicability of 3d markings to slow approaching traffic 	 <p>Likelihood</p> <p>Impact</p>	<p>6</p> <p>31-Dec-2019</p>	

23-Oct-2015
 Carolyn Dwyer

- Develop proposal and cost estimate for enhanced enforcement of PTW speeds

These options are being costed and evaluated by officers. A follow up meeting to discuss a possible implementation plan is scheduled for Tuesday March 5th

The Lunchtime Streets pilot programme while Leadenhall street works closed St Mary Axe to traffic, of a combination of temporary street greening, music and engagement activities during March, was unanimously approved by the working group of building managers. The street greening will provide information on the future of the street and is being installed in the week beginning 25th February; engagement events scheduled for the end of March.

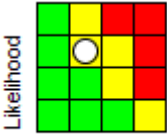
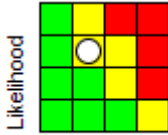

Aviva Insurance met with representatives of the City Van Operators Working group on February 27th to discuss driver training in reduction of the risk of collisions.

The Chancery Lane Association board approved plans for a Lunchtime Streets event in September 2019. Representatives from Westminster and Camden, who share a boundary with the City on the street, have expressed a desire to proceed. Meetings are scheduled for February 26th to develop a joint proposal.

01 Mar 2019

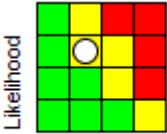
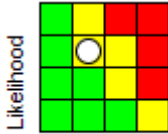

Constant

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CR20g Pilot Behaviour Change Campaign	Behaviour Change Campaign to address 'inattention'. The process will be (1) use focus groups to identify options; (2) conduct attitudinal survey of road users; (3) prepare campaign delivery plan; (4) deliver campaign; (5) evaluate and report to Q4 2018/19.	The Be Brake Ready campaign trialled a range of interventions over the course of 2017/18. The Queen Street camera study showed that a combination of signage and event marshals, succeeded in slowing down the average speed of cyclists by just over 1 mph. A road user attitudinal survey to monitor changing attitudes to road danger, was taken in October 2017 to set a baseline but the follow up survey has been deferred to Spring 2019 to avoid distracting from other consultations taking place, such as the Transport Strategy and the Local Plan.	Zahur Khan	03-Dec-2018	31-Mar-2019
CR20k Implement the Road Danger Reduction and Active Travel plan	<p>The Road Danger Reduction and Active Travel plan 2018 – 2023 (RDR Plan) aims to meet the Vision Zero objectives outlined in the Mayor's Transport Strategy, whereby the annual number of people killed or seriously injured (KSI) in traffic incidents is zero by 2041.</p> <p>To meet this challenging target the plan proposes a number of behaviour change, enforcement, engagement and engineering initiatives that support safer travel by active modes (walking and cycling), whilst reducing road risks at source.</p>	<p>Safe Vehicles - A van operators working group has been established to explore opportunities to apply the lessons from City Mark for HGVs to Light Goods Vehicles</p> <p>Safe Speed - A programme of community road watch has been developed with the City of London Police for education on the speed limit.</p> <p>Safe Streets - the Road Danger Reduction engineering programme continues to be delivered.</p> <p>Safe Behaviours - Safer travel information for employees is being promoted through the Active City Network</p>	Zahur Khan	01-Mar-2019	31-Dec-2023

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Annie Hampson	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre Event: Perception that we are not responsive to the planning development needs of the City as a world business centre Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre	 Likelihood Impact	6	The risk has been reviewed and is assessed as unchanged, there continues to be uncertainty regarding the wider economic situation and in particular Brexit. 01 Mar 2019	 Likelihood Impact	6	31-Dec-2019	 Constant

Page 10

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-02a	Business as usual mitigating controls (1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) To work closely with the development industry, the City Property Association and hold regular meetings with City agents. (3) Participation at MIPIM.	The Business As Usual controls have been reviewed and we continue to work closely with the development industry, the City Property Association and hold regular meetings with City agents. These controls, which have been implemented, are appropriate and effective.	Annie Hampson	01-Mar-2019	31-Dec-2019

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Bruce McVean	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Likelihood	6 Impact	2019/20 LIP programme has been approved by TfL and the Liveable Neighbourhood funding bid was successful. 01 Mar 2019	 Likelihood	6 Impact	31-Mar-2020	 Constant

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-TP-03a	Send Annual Spending Submission to TfL	2019/20 Annual Spending Submission approved by TfL	Bruce McVean	01-Mar-2019	30-Sep-2019
DBE-TP-03b	Conduct quarterly meetings with TfL- TfL meetings	19/20 start of year meeting will be held shortly. Other future meeting will be held as required. Dates have been reset for FY19/20	Bruce McVean	01-Mar-2019	31-Mar-2020
DBE-TP-03c	Submit bid(s) in line with TfL timetable (e.g. Liveable TfL Bid Process Neighbourhoods)	Liveable Neighbourhood bid approved by TfL. Participation in future bidding rounds will be kept under review. The dates for this risk have been updated accordingly.		01-Mar-2019	30-Nov-2019

Committee(s)	Dated:
Planning & Transportation Committee – For information	18 03 2019
Subject: Department of the Built Environment: ‘Brexit’ Update	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Information
Report author: Richard Steele, 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.

Richard Steele

Department of the Built Environment

T: 020 7332 3150 E: richard.steele@cityoflondon.gov.uk

By virtue of paragraph(s) 2, 3, 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank