



Planning and Transportation Committee

Date: TUESDAY, 1 OCTOBER 2019

Time: 10.00 am

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Alastair Moss (Chair)	Alderman Robert Hughes-Penney
Christopher Hayward (Deputy Chairman)	Deputy Jamie Ingham Clark
Munsur Ali	Shravan Joshi
Rehana Ameer	Oliver Lodge
Randall Anderson	Natasha Maria Cabrera Lloyd-Owen
Peter Bennett	Andrew Mayer
Mark Bostock	Deputy Brian Mooney
Deputy Keith Bottomley	Sylvia Moys
Henry Colthurst	Barbara Newman
Peter Dunphy	Graham Packham
Alderman Emma Edhem	Susan Pearson
John Edwards	Judith Pleasance
Sophie Anne Fernandes	Deputy Henry Pollard
Marianne Fredericks	James de Sausmarez
Alderman Prem Goyal	Oliver Sells QC
Tracey Graham	William Upton QC
Graeme Harrower	Alderman Sir David Wootton
Christopher Hill	

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Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio visual 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**
(*10.05AM)
To agree the public minutes and summary of the meeting held on 10 September 2019.

For Decision
(Pages 1 - 8)
4. **MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**
(*10.15AM)
To receive the *draft* minutes of the Local Plans Sub Committee meeting held on 22 July 2019.

For Information
(Pages 9 - 16)
5. **OUTSTANDING ACTIONS**
(*10.20AM)
Report of the Town Clerk.

For Information
(Pages 17 - 20)
6. **10 BOLT COURT, LONDON, EC4A 3DQ**
(*10.25AM)
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 21 - 98)
7. **26A SAVAGE GARDENS & 9A-9B CRUTCHED FRIARS, LONDON, EC3N**
(*11.05AM)
Report of the Chief Planning Officer and Development Director.

For Decision
(Pages 99 - 162)

8. **TOWER BRIDGE HV SYSTEM REPLACEMENT AND INCREASING ELECTRICAL RESILIENCE**
(*11.45AM)
Report of the City Surveyor.
- For Decision**
(Pages 163 - 182)
9. **WIND MICROCLIMATE GUIDELINES**
(*11.55AM)
Report of the Chief Planning Officer and Development Director.
- For Decision**
(Pages 183 - 200)
10. **DOCKLESS VEHICLE HIRE BYELAW**
(*12.10PM)
Report of the Director of the Built Environment.
- For Decision**
(Pages 201 - 210)
11. **PIPE SUBWAYS OF HOLBORN VIADUCT AND SNOW HILL OVER THAMESLINK**
(*12.25PM)
Report of the Director of the Built Environment.
- For Decision**
(Pages 211 - 234)
12. **WEST SMITHFIELD AND CHARTERHOUSE STREET (THAMESLINK) BRIDGES REMEDIAL WORKS**
(*12.35PM)
Report of the Director of the Built Environment.
- For Decision**
(Pages 235 - 246)
13. **MILLENNIUM INCLINATOR MAINTENANCE UPDATE REPORT**
(*12.45PM)
Report of the City Surveyor.
- For Information**
(Pages 247 - 248)

14. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
(*02.55PM)
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 249 - 258)
15. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**
(*01.00PM)
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 259 - 264)
16. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**
(*01.05PM)
Report of the Director of the Built Environment.
For Information
(Pages 265 - 266)
17. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
18. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
19. **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

20. **NON-PUBLIC MINUTES**
(*01.20PM)
To agree the non-public minutes of the meeting held on 10 September 2019.
For Decision
(Pages 267 - 268)
21. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE**
(01.25PM)
To receive the *draft* non-public minutes of the Streets and Walkways Sub Committee meeting held on 22 July 2019.
For Information
(Pages 269 - 270)

22. **TOWER BRIDGE - REPLACEMENT OF HEATING SYSTEM SERVING THE HIGH-LEVEL WALKWAYS AND TOWERS**
(*01.30PM)
Report of the City Surveyor.

For Decision
(Pages 271 - 282)

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.

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 10 September 2019

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

Present

Members:

Deputy Alastair Moss (Chair)	Graeme Harrower
Christopher Hayward (Deputy Chairman)	Christopher Hill
Munsur Ali	Alderman Robert Hughes-Penney
Rehana Ameer	Deputy Jamie Ingham Clark
Randall Anderson	Shravan Joshi
Peter Bennett	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Deputy Keith Bottomley	Barbara Newman
Henry Colthurst	Graham Packham
Alderman Emma Edhem	Susan Pearson
Alderman Prem Goyal	James de Sausmarez
Tracey Graham	Alderman Sir David Wootton

Officers:

Carolyn Dwyer	- Director of Built Environment
David Horkan	- Department of the Built Environment
Deborah Cluett	- Comptroller and City Solicitor's Department
Gordon Roy	- District Surveyor
Elisabeth Hannah	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Dipti Patel	- Chamberlain's Department
Richard Steele	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Sue Bacon	- Department of the Built Environment
Tony Newman	- Department of the Built Environment
Joseph Anstee	- Town Clerk's Department

1. APOLOGIES

Apologies for absence were received from Karina Dostalova, Peter Dunphy, Marianne Fredericks, Oliver Lodge, Natasha Maria Cabrera Lloyd-Owen, Andrew Mayer, Judith Pleasance and Deputy Henry Pollard.

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, 10 and 11 by virtue of holding a tenancy in Farringdon Within.

3. **MINUTES**

RESOLVED – That the public minutes of the meeting held on Tuesday 30 July 2019 be agreed as a correct record.

Matters Arising

Ocean Diva (page 2) – In response to a query from a Member, the Director of the Built Environment advised that officers continued to engage with relevant stakeholders and could circulate requested information received from the applicant. The application was still being assessed and would be progressed in due course.

Barbican and Golden Lane Conservation Area (page 2) – The Director of the Built Environment advised that it was hoped recruitment would be completed before the end of the year, and that officers would report back on the draft Conservation Area Management Plan. A Member registered their concern about delay to the Management Plan and added that the Committee should not consider an expected significant planning application without it.

The Tulip (page 10) – The Committee was advised that an appeal against the Mayor of London's decision to reject the application had not yet been submitted, and that the statutory period for submitting an appeal was for six months from the date of the decision.

Millennium Inclinor (page 3) – Noting that the City Surveyor was not present at the meeting, the Committee requested that an update on the Millennium Inclinor be provided for the next meeting of the Committee.

E-Scooters in the City (page 10) – In response to a query from a Member, the Director of the Built Environment confirmed that e-scooters were currently illegal for use on UK roads and pavements, but if they were legalised and began to be operated in a similar manner to dockless bikes, steps such as a code of conduct or management scheme would be taken to regulate their use in the City of London. The Committee was advised that the prospective London-wide byelaw would cover 'dockless vehicles' to mitigate against legalisation of e-scooters. It was hoped that the byelaw would be finalised by Spring 2020.

4. **MINUTES OF THE LOCAL PLANS SUB-COMMITTEE**

The Committee received the draft minutes of the Local Plans Sub Committee meeting held on 17 July 2019.

RECEIVED.

5. **RESOLUTION OF THE AUDIT AND RISK MANAGEMENT COMMITTEE**

The Committee received a resolution of the Audit & Risk Management Committee relative to a deep dive risk review of CR20 – Road Safety.

RECEIVED.

6. **OUTSTANDING ACTIONS**

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

RECEIVED.

7. **2018/19 BUSINESS PLAN REPORT**

The Committee received a report of the Director of the Built Environment setting out the progress and achievements made during the 2018/19 Business Plan.

Members welcomed the use of infographics in the report, but added that they could also be used to illustrate trends where possible. Members also suggested that the report could include more detail on areas of underperformance against targets or for improvement, and that progress reports be submitted to the Committee mid-year going forward.

The Director of the Built Environment thanked Members for their feedback. In response to a query from a Member, the Director of the Built Environment confirmed that the current rate of increase in office floorspace was on target, and that the target for increases in the number of planning applications was year-on-year.

RESOLVED – That the report and appendices be noted.

8. **2019/20 BUSINESS PLAN UPDATE Q1**

The Committee received a report of the Director of the Built Environment setting out the progress made during the first quarter of the 2019/20 Departmental Business Plan.

Members noted the City of London Corporation's work on connectivity and digital infrastructure and suggested publicising and promoting this on a wider basis, as it was a notable success. Members again welcomed the use of infographics but added that they should also be used to illustrate progress against targets where possible, as this was not always clear.

In response to a query from a Member regarding staffing, the Director of the Built Environment confirmed that critical posts were sufficiently covered, and that staff welfare was being resolutely monitored.

RESOLVED – That the report and appendices be noted.

9. **ENFORCEMENT MONITORING REPORT**

The Committee received an annual report of the Director of the Built Environment advising of breaches of planning control and how these were addressed.

Members asked for some clarification with regards to the statistics on complaints set out in Appendix 3 to the report. A Member also asked about the

public process for submitting complaints, noting that the majority of cases in 2017 arose from submissions by City of London Corporation staff.

In response, the Director of the Built Environment advised that officers could look into the correlation between the source of complaints and closures to identify any shortcomings. Whilst there had been a small increase in cases over 1 year old at year end, there was some reasoning for this set out in the report. Complaints often took a long time to reach a conclusion if a planning application was involved, whilst the appeals process was also time-consuming. The Director of the Built Environment also confirmed that currently the oldest case outstanding was five years old. The complaints process was set out in the Supplementary Planning Document (SPD) available online. Members of the public could report complaints via an online form.

Members then discussed the issue of short-term letting, noting the proposal set out in the report for addressing potential breaches. Members felt that the City of London Corporation should be more proactive in tackling the issue, referencing the recent lobbying efforts of the London Borough of Kensington & Chelsea. Complaints were regularly reported to Members residing in the City, and short-term letting was problematic on several fronts even where there was no noise or disturbance issues. A Member advised that most residential blocks had a managing agent and asked what contact was made with them regarding short-term lets, as this would be more effective. There were a limited number of residential blocks within the City of London and whilst Members accepted this was not always an easy issue to police, it should be possible to develop a clear approach and process to enforcing against it.

The Director of the Built Environment assured the Committee that complainants were contacted regarding short-term lets and any issues arising were monitored appropriately. Officers also contacted managing agents where they had contact details for them. The City of London Corporation supported the actions taken by the London Borough of Kensington & Chelsea to combat the issue. The Director of the Built Environment advised that officers could review their approach towards short-term lets complaints and would bring this back to the Committee.

The Chair added that short-term letting was a longstanding issue in the area and proposed that the Committee consider the matter in more detail as soon as possible.

RESOLVED – That the Planning & Transportation Committee:

- a) Note the report;
- b) Note the target to ensure the targets as asset out in the Enforcement Plan SPD are met, and to reduce the number of cases older than a year by 25% at 1 April 2020;
- c) Request that officers review the issue of short-term lets and report back to the Committee for further consideration.

10. **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 advertisement 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.

11. **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.

12. **DEPARTMENT OF THE BUILT ENVIRONMENT: '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 the report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

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

There were no questions.

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

The Committee received a report of the Director of the Built Environment providing a quarterly update on risk management for the Department of the Built Environment. The Director of the Built Environment introduced the report and advised that the Audit & Risk Management Committee had also discussed looking at flooding risks at a future meeting.

Members then gave feedback on the report and asked for clarification on several points, including the target date for Adverse Planning Policy Context, the target risk rating for Major Projects and whether a new risk appetite statement was required.

In response, the Director of the Built Environment advised that there was a requirement to report Business as Usual risks even where there was no movement, and the 31 December target date reflected Business as Usual status. The target risk rating for Major Projects was higher than the current score as this reflected a change in risk appetite. Officers could also look at how the risk registers for other Committees illustrated trends and seek to incorporate this into the Built Environment risk register. The financial risk on Major Projects had been upgraded to serious due to major project funding having been secured.

The Director of the Built Environment added that the risk relating to Road Safety was a good example of a challenging area where there could be further improvement. It was important to continue working on this and keep strategies under review, as the department was on track with its actions, but casualties were not reducing. The Chair suggested that this be reported on more regularly, whether as an outstanding action or a regular report. Whilst there was an issue with data delay, the Committee could reasonably work on the assumption that trends were not changing. However, the Committee was advised that accidents per person were down, due to an increase in footfall and cyclists. The Road Danger Reduction Action Plan and Transport Strategy would also contribute. Officers would report back to the Committee with an update report on the matter.

In response to a query from a Member, the Director of the Built Environment advised that works to Bank Junction would begin after the Lord Mayor's Show in November. Members requested that an update on Bank Junction be submitted to the next meeting of the Streets & Walkways Sub-Committee, including a clear schedule of works.

RESOLVED – That the Planning & Transportation Committee:

- a) Note the report;
- b) Submit feedback on the Department of the Built Environment Risk Register as above; and
- c) Request that an update on Bank Junction be submitted to the next meeting of the Streets & Walkways Sub-Committee, including a clear schedule of works.

15. **EXCLUSION OF THE PUBLIC**

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

Item No.	Paragraph(s)
16 – 17	3
18 – 19	-

16. **WAIVER REPORT - OVERHAUL AND REFURBISHMENT OF 2NO. HYDRAULIC MOTORS AT TOWER BRIDGE**

The Committee considered a report of the Director of Open Spaces.

17. **WAIVER REPORT TOWER BRIDGE SACRIFICIAL GLASS**

The Committee considered a report of the Director of Open Spaces.

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

There were no questions.

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

There was no other business.

The meeting closed at 11.50 am

Chairman

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

Monday, 22 July 2019

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

Present

Members:

Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Christopher Hayward

Deputy Jamie Ingham Clark
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)

Officers:

Joseph Anstee
Zahur Khan
Ian Hughes
Bruce McVean
Gillian Howard
Leah Coburn
Tom Noble
Simon Glynn
Sam Lee

- Town Clerk's Department
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment
- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Christopher Hill, Shravan Joshi and Oliver Sells (Chairman).

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

Alderman Alison Gowman declared an interest in Item 5 by virtue of being resident at a property in the Beech Street vicinity.

3. MINUTES

RESOLVED – That the public minutes and non-public summary of the meeting on 28 May 2019 be agreed as a correct record.

Matters Arising

The Deputy Chairman, in the Chair, drew Members' attention to the proposed Member Briefing on Road User Charging, and advised the aim to hold the briefing in September 2019.

4. **BANK ON SAFETY (IMPLEMENTATION OF ENHANCEMENT WORK)**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to proceed with final design elements and the construction of interim improvements to Bank Junction.

In response to questions from Members, the Director of the Built Environment advised Members that access for taxis and hire vehicles would be reviewed for the longer-term protocol for the junction and would be treated as part of the options at Gateway 4, and that pedestrian comfort levels were measured as number of pedestrians per square metre. Concrete was suggested for material for the interim scheme with the expectation that it would be reworked later.

The Sub-Committee discussed signage and road markings at and approaching the junction. Members stressed their importance in avoiding confusion for motorists and asked that they be given sight of proposals for the permanent scheme. The Director of the Built Environment confirmed that all statutory signage and road markings were currently installed correctly at the junction. Officers would consider the approaches to the junction and the wider area for the permanent scheme and updates could be reported to Committee.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Agree that Option 1A, as the base option, (largest area of footway widening is undertaken using concrete paving) is agreed to proceed to construction;
2. Agree to the proposed prioritisation of the 'Additional Design Measures' in the Design Summary, and that should the selected base option not utilise all of the proposed budget, or additional funding be acquired from other sources, agree that an additional design measure can then proceed. This will be delivered in priority order;
3. Delegate authority to the Director of Built Environment to proceed with items in recommendation 2 above;
4. Delegate authority to the Director of the Built Environment to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount;
5. Note that subject to the outcome of the Capital Funding and Fundamental Review in September 2019, it could be necessary to reassess the material choice if this measure were to be in place for longer than anticipated;
6. Agree that the Bartholomew Lane footway widening improvements proceed to construction using existing and separate local risk funding (as detailed in the last paragraph of the 'Overview of project options section);
7. Agree a budget increase of £398,716 taking the total project budget to £1,822,374 (Current approved budget is £1,423,658); and

8. Agree to the departures from the design standards set out in the City's Public Realm SPD (2016) to use concrete paving and concrete scan kerbs (adhesive kerbs) as interim footway materials.

5. **BEECH STREET: TRANSPORT AND PUBLIC REALM IMPROVEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking endorsement for an interim scheme for Beech Street to be progressed to the next Gateway and informing Members of work and findings on the Beech Street project to date. The Director of the Built Environment introduced the report and drew Members' attention to the key points, also advising of a revision to the recommendations to make explicit that access to the Barbican Car Parks and Resident Car Parks will be retained for non-compliant vehicles in the interim scheme as part of Option 2.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve Option 2 for Two-way Zero Emission Street as an interim scheme on Beech Street (Access to the Barbican Car Parks and Resident Car Parks will be retained for non-compliant vehicles in the interim scheme as part of Option 2);
2. Note that if an interim scheme is approved, officers will proceed with further developing options and outline designs in a Gateway 4/5 report to be bought back to Committees in October 2019, with work also continuing on investigating all closure options for the longer-term scheme;
3. Note work and findings to date.

6. **MOORGATE CROSSRAIL URBAN INTEGRATION**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to explore design changes to the public realm across the wider Moorgate area to enhance the pedestrian environment. Changes would also facilitate the expected pedestrian uplift resulting from the opening of Crossrail in 2020/2021 and other adjacent developments. The Deputy Chairman, in the Chair, advised that the Barbican Centre were supportive of the scheme but wanted more thorough consultation for the Barbican Centre and Barbican Estate, as connectivity with Moorgate station was crucial for the Barbican Centre.

RESOLVED - That the Streets and Walkways Sub-Committee:

1. Note the next steps for Phase 2 of the Moorgate Crossrail Urban Integration project;
2. Approve that a new name of 'Moorgate Crossrail Station Links' is allocated to the currently called 'Phase 2' project to clearly distinguish this work from the existing Crossrail reinstatement work (Phase 1);
3. Approve project objectives for Phase 2 (MCSL) to align to the adopted Corporate Plan (in Table 4);

4. Approve the funding programme as set out in Section 3 and Appendix 6, including any financial interest accrued on the S106 funds (subject to the approval of the DBE Prioritisation report at the other relevant committees);
 5. Approve a budget of £1,173,062 for Phase 2 – (MCSL). This budget is made up of the following:
 - £114,876 from the Phase 1 pre-evaluation budget (outlined in Section 3)
 - £1,058,186 to be funded from S106 contributions (outlined in Section 4, paragraphs 30 to 32)
 - Approve the use of £182,952 of the Phase 2 MCSL budget to reach Gateway 3/4;
 6. Agree to increase the scope of the Phase 2 (MCSL) project to include the Wilson Street/South Place junction to facilitate cycling and pedestrian improvements;
 7. Agree to increase the scope of the Phase 2 (MCSL) project to include the whole of the Finsbury Circus western arm;
 8. Delegate authority to the Director of the Built Environment to approve budget adjustments between budget lines if this is within the approved total project budget amount;
 9. Approve the increase in scope to facilitate the potential opportunity to formally link Cycle Superhighway 1 through Moorgate into the City;
 10. Approve the investigation of an interim measure of the western arm of Finsbury Circus as an early deliverable (Phase A) of the Phase 2 (MCSL) project;
 11. Request an allocation of £80,000 from the overall project budget for the investigation of the delivery of the interim measure, subject to the outcome of the traffic-order making process; and
 12. Request that a Gateway 4/5 report specifically on this interim measure on Finsbury Circus western arm, be delegated to the Chief Officer for subsequent approvals (as explained in Section 4, paragraph 28).
7. **CITY CLUSTER AND FENCHURCH STREET AREA PROGRAMME REPORT**
The Sub-Committee considered a report of the Director of the Built Environment seeking approval to progress several City Cluster and Fenchurch Street Area projects, using a programming approach in order to coordinate reporting and updates and ensure that dependencies and risks are managed. The Director of the Built Environment introduced the report and drew Members' attention to the key points, and advised that the use of Sustainable Drainage Systems (SuDS) would be considered.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Agree the proposed programming approach which will include joint regular programme updates;
2. Agree the recommendations relating to the Gateway 2 City Cluster and Fenchurch Street Healthy Streets Plan:
 - a) That a budget of £13,400 is approved to reach the next Gateway;
 - b) Note the total estimated cost of the project at £350,000 (excluding risk);
 - c) That the £110,000 allocated from Transport for London's Liveable Neighbourhood fund is released;
 - d) That delegated authority is given to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the project budget; and
 - e) That the next Gateway report proceeds under delegation to the Director of the Built Environment, subject to project cost not exceeding £350,000;
3. Agree the recommendations relating to the Gateway 2 City Cluster Vision Phase 1 – Activation, greening and experiments programme:
 - a) Agree a contribution of £45,000 from the Pinnacle S106 towards the short-term interventions which will be implemented in the next 6 months.;
 - b) Approve the development of the 2-year programme with funding of £50,000 from the 6 Bevis Marks S106 to reach the next Gateway; and
 - c) That delegated authority is given to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the project budget.
8. **SHOE LANE QUARTER PHASE 2 - PUBLIC REALM ENHANCEMENTS (LONDON DEVELOPMENT S278) - ISSUE REPORT**
 The Sub-Committee considered a report of the Director of the Built Environment seeking approval for an increase in the project works budget for the public realm enhancements around Shoe Lane.

RESOLVED – That the Streets & Walkways Sub-Committee:
 1. An increase in the project work budgets of £173,628 taking the total approved budget to £7.78m, due to an increase in construction costs, all to be fully funded by the Developer; and
 2. That authority is delegated to the Chief Officer, in consultation with the Chamberlain, to further increase or amend the project budgets in the future (above the level of the existing delegated authority) should any increase be fully funded by the Developer.
9. **MIDDLESEX STREET AREA ENHANCEMENT PHASE 2: PETTICOAT LANE MARKET IMPROVEMENTS AND PUBLIC REALM**
 The Sub-Committee considered a report of the Director of the Built Environment presenting a detailed options appraisal for enhancements to the Middlesex Street Area.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve Option 2 for the public realm enhancements to be progressed to Gateway 5 stage; and
2. Authorise the progression of the project and approve funds of £184,146, as set out in the report.

10. CITY CYCLEWAYS PROGRAMME (PHASES 1, 2 AND 3)

The Sub-Committee considered a report of the Director of the Built Environment seeking approval for delivery of a programme of pedal cycle projects as proposed in the City's adopted Transport Strategy (May 2019). Members stressed the value of minimal physical segregation to avoid further limiting road space.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve the first three phases of the Cycleways Programme as described in the report;
2. Approve a budget of £450,000 to reach the next Gateway; and
3. Note the total estimated cost of the three phases is in the region of £3.5M - £4.5M (excluding risk).

11. CITY-WIDE PEDESTRIAN MODEL

The Sub-Committee considered a report of the Director of the Built Environment presenting the outcomes of the City-Wide Pedestrian Model project. The Director of the Built Environment confirmed the City of London Corporation's ownership of the model.

RESOLVED – That the Streets & Walkways Sub-Committee authorise the closure of this project.

12. CITY TRANSPORTATION GATEWAY 6 CONSOLIDATION REPORT

The Sub-Committee considered a report of the Director of the Built Environment presenting outcomes for several projects.

RESOLVED – That the Streets & Walkways Sub-Committee approve content of the Outcome Report and agree to close the Snow Hill / Holborn Viaduct, Newgate Street / Warwick Lane, Alderman's House and Milton Court projects.

13. CITY TRANSPORTATION GATEWAY 6 CONSOLIDATION REPORT

The Sub-Committee considered a report of the Director of the Built Environment presenting outcomes for several projects.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve the content of this outcome report;

2. Authorise the Chamberlain's department to return unspent section 278 funds as set out subject to the verification of the final accounts;
3. Agree to close Sugar Quay, New Ludgate and 30-32 Lombard St projects;
4. Agree to split 52-54 Lime Street and 10 Fenchurch Avenue projects into two phases;
5. Agree to close phase one of 52-54 Lime Street and 10 Fenchurch Avenue projects;
6. Agree to retain current balances for phase two for 52-54 Lime Street and 10 Fenchurch Avenue to enable completion of deferred works listed and shown in the report; and
7. Note Progress Report for phase two will be submitted to Projects Sub Committee and Streets and Walkways Sub-Committee prior to recommencing their respective works.

14. DOCKLESS CYCLE HIRE UPDATE

The Sub-Committee received a report of the Director of the Built Environment updating Members on the trial of a new approach to managing dockless cycle hire, highlighting progress made and the intention to continue with the trial.

RESOLVED – That the report be noted.

15. REVIEW OF PROJECTS WITHIN THE BUILT ENVIRONMENT DIRECTORATE

The Sub-Committee received a report of the Director of the Built Environment provides the results of a review and proposed prioritisation of transportation and public realm projects within the Department of the Built Environment. The Deputy Chairman, in the Chair, advised that he had met with officers and requested further information on S106 projects and archived projects for a future meeting. The Director of the Built Environment introduced the report and advised Members that S106 funding would be applied more narrowly going forward, with Community Infrastructure Levy to be increasingly applied.

RESOLVED – That the report be noted.

16. OUTSTANDING REFERENCES

The Sub-Committee received a list of outstanding references. The Sub-Committee noted that the Swan Lane project had been completed, with a Gateway 6 report expected after the summer recess, and that the S278 agreement in respect of 22 Bishopsgate had been completed on 5 July 2019.

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

17. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

A Member asked officers about the relocation of the LIFFE statue currently placed in the Ambulatory at Guildhall, noting that planning permission had previously been granted to relocate the statue to a location within Dowgate ward, and asked that the issue be brought to Committee for Member oversight and approval.

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

There was no other business.

19. **EXCLUSION OF THE PUBLIC**

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

Item No.	Paragraph(s) in Schedule 12A
20 – 21	3
22	3, 5
23 – 24	-

20. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 28 May 2019 be agreed as a correct record.

21. **REPORT OF ACTION TAKEN**

The Sub-Committee received a report of the Town Clerk.

22. **GATEWAY 2 ISSUE - SECURITY PROGRAMME**

The Sub-Committee considered a report of the Director of the Built Environment.

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

There were no non-public questions.

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

There was no other business.

The meeting closed at 11.07 am

Chairman

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

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019	Daylight/Sunlight – Alternative Guidelines A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation would go about creating alternative guidelines, including timescales, and the legal implications.	Annie Hampson	Autumn 2019	UPDATE: Following a report to the 30 July Committee Members requested that this matter remain on the list of Outstanding Actions until a further report was brought back to them in Autumn 2019 responding more specifically to the various points raised.
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019	Construction Works A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether any	Annie Hampson	Autumn 2019	

		<p>restrictions could be placed on construction when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.</p>			
3	10 Sept 2019	<p>Short-Term Lets</p> <p>Members discussed the issue of short-term letting, noting the proposal for addressing potential breaches. Members felt that the City of London Corporation should be more proactive in tackling the issue, referencing the recent lobbying efforts of the London Borough of Kensington & Chelsea.</p> <p>A Member advised that most residential blocks had a managing agent and asked what contact was</p>	Carolyn Dwyer	November 2019	

		<p>made with them regarding short-term lets.</p> <p>The Director of the Built Environment assured the Committee that complainants were contacted regarding short-term lets and any issues arising were monitored appropriately. Officers also contacted managing agents where they had contact details for them. The City of London Corporation supported the actions taken by the London Borough of Kensington & Chelsea to combat the issue.</p> <p>The Director of the Built Environment advised that officers would review their approach towards short-term lets complaints and bring this back to the Committee.</p>			
4	10 Sept 2019	<p>Road Safety Risk – Trends Update</p> <p>The Director of the Built Environment reported that the risk relating to Road Safety was a good example</p>	Carolyn Dwyer/Zahur Khan	November 2019	

		<p>of a challenging area where there could be further improvement. It was important to continue working on this and keep strategies under review, as the department was on track with its actions, but casualties were not reducing. The Chair suggested that this be reported on more regularly, whether as an outstanding action or a regular report.</p> <p>Officers undertook to report back to the Committee with an update report on the matter.</p>			
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Committee:	Date:
Planning and Transportation	1 October 2019
Subject: 10 Bolt Court London EC4A 3DQ Replacement of the existing balustrading, installation of new decking and planting at roof level in association with the formation of a roof terrace for use by occupants of the building between 9am and 8pm with the exception of 15 times a year when this would be extended to 11pm. (Amended Description, revised drawings and supplementary information).	Public
Ward: Castle Baynard	For Decision
Registered No: 19/00291/FULL	Registered on: 2 April 2019
Conservation Area: Fleet Street	Listed Building: No

Summary

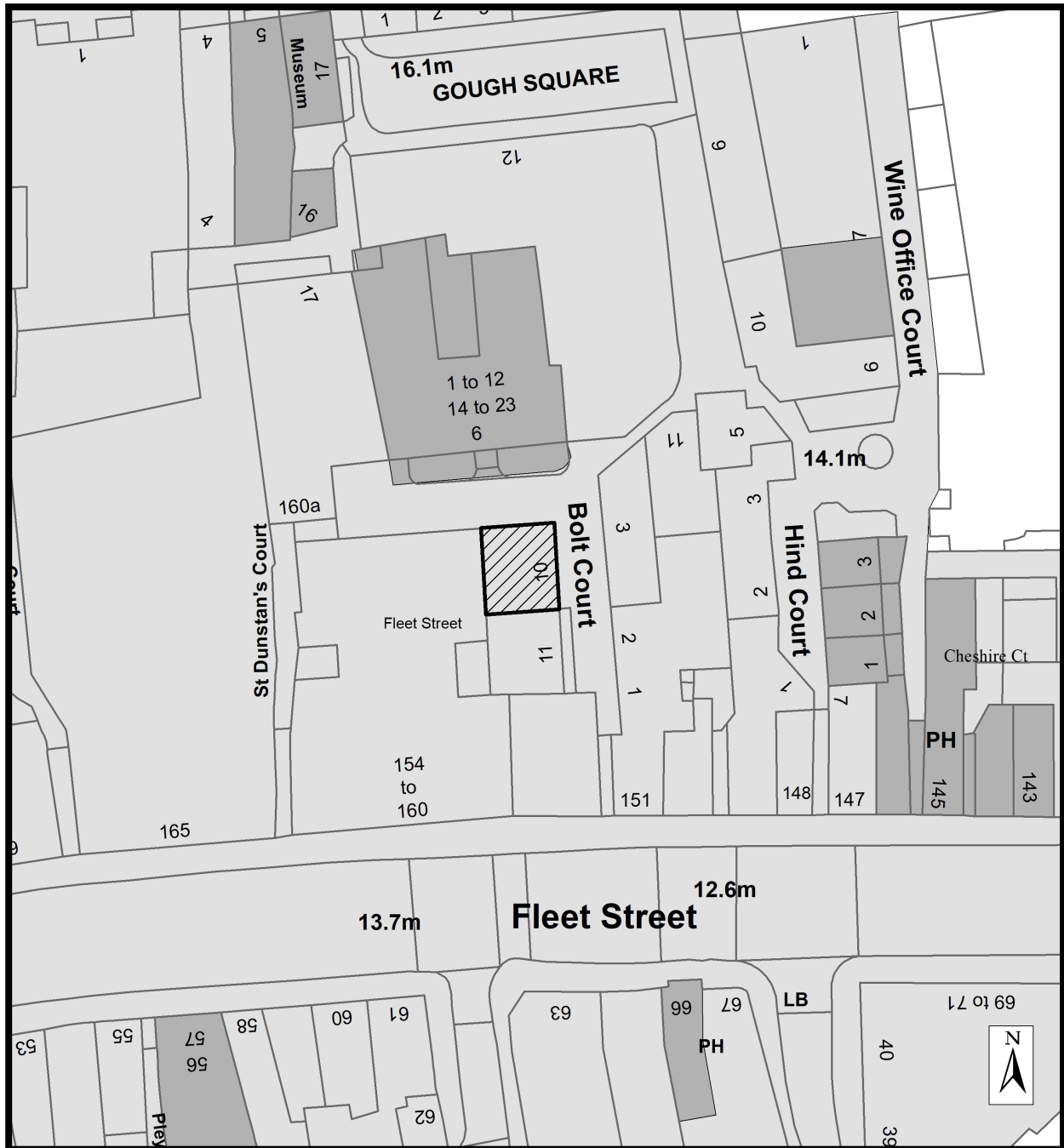
Planning permission is sought for the formation of a roof terrace at fifth floor level with associated works, including the replacement of the existing balustrading, installation of new decking and planting.

The proposed development would contribute to the provision of high-quality office accommodation, the roof terrace would enhance the fifth elevation of 10 Bolt Court and would be of an appropriate design within the Conservation Area. The design and layout would preserve residential privacy and the incorporation of conditions restricting the hours of use would ensure that the use would not detrimentally impact on the amenity of neighbouring residential properties.

Recommendation

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




Site Location Plan



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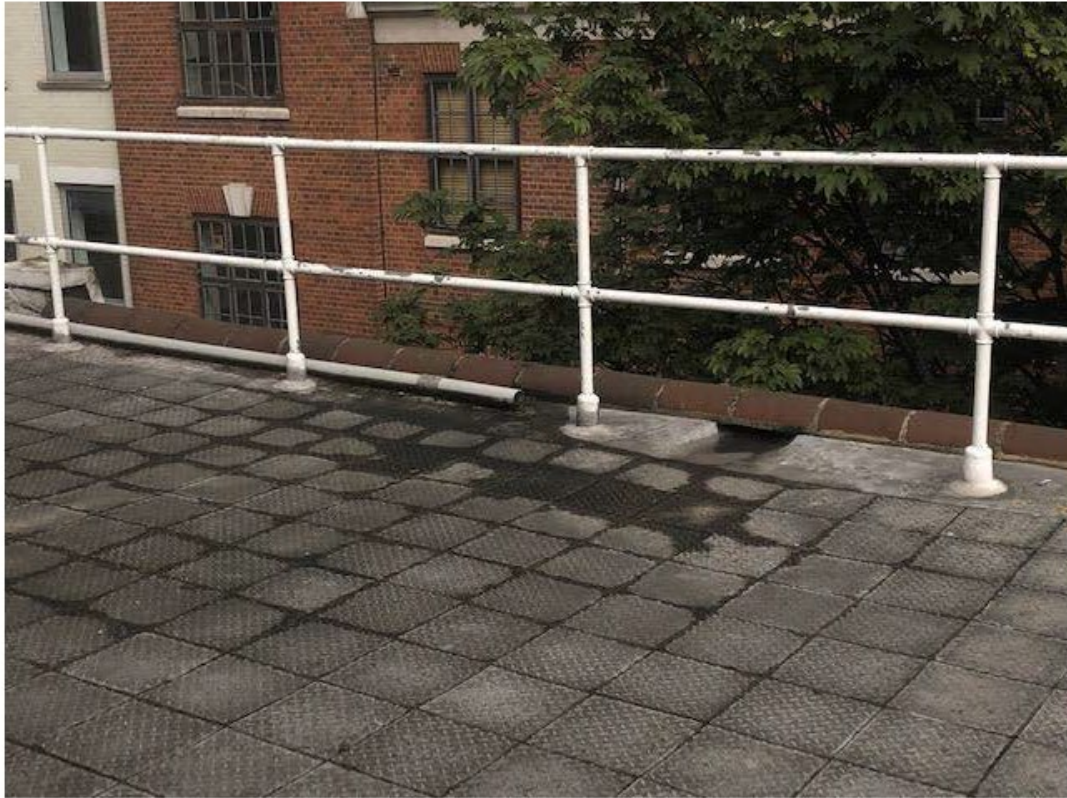
ADDRESS:
10 Bolt Court, EC4A 3DQ

CASE No.
19/00291/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Main Report

Site

1. The application site is an existing red brick, ground plus four storey office building, located within the Fleet Street conservation area.
2. Directly to the north of the site is 6 Bolt Court, a Grade II listed, ground plus five storey building, occupied by 22 residential apartments. These were granted planning permission in 2005 (application reference 04/01017/FULL)

Proposal

3. Planning permission is sought for the formation of a roof terrace at fifth floor level with associated works, including the replacement of the existing balustrading, installation of new decking and planting.

Consultations

4. The application has been advertised on site and in the local press and neighbour notification letters sent to residents in 6 Bolt Court.
5. Markets and Consumer Protection raised no objections and recommended the inclusion of conditions.
6. Following the initial submission of the application, 13 neighbour responses were received and one email from the Director of Gough House Limited, the Freeholders of Gough House (6 Bolt Court).
7. The neighbour comments are summarised below:

Issue	Objection	Response
Noise	6 Bolt Court is Grade II Listed and has single glazing. The terrace use would result in unacceptable levels of noise and disturbance to nearby residents. Loss of the 'oasis of quiet'	See paragraphs 22 – 24 of the report
Light	The balustrade would reduce natural light to Bolt Court. Lighting to the terrace would cause disturbance to residents.	See paragraph 28 of the report

Pollution	Cigarettes on the terrace would result in unacceptable fumes and litter.	See paragraphs 22-24 of the report
Character	Proposals would be out of character with the Fleet Street Conservation Area. Provision of faux flowers would not constitute high quality design.	See paragraphs 16-19 of the report
Loss of Privacy	Terrace would allow direct overlooking of flats in Bolt Court.	See paragraphs 26-29 of the report
Other	Application is misleading because it suggests the terrace is already there when it is not.	See paragraph 8 of the report

8. The applicant has sought to address neighbour comments by:

- Amending the description of development to include use of the roof as a terrace.
- Revising the design of the balustrading.
- Incorporating new planting around the perimeter of the site and on the plant room.
- Agreeing to a condition restricting hours of usage.
- Providing details of potential occupancy levels.
- Providing a Management Strategy setting out hours of use, no smoking and no amplified music on the terrace.

9. Following the receipt of these revisions, neighbours were reconsulted. 19 neighbour comments were received and an email from the Director of Gough House Limited. The comments reiterated the points raised above. Additional comments are set out below:

Issue	Objection	Response
Management Strategy	The strategy would not restrict the number of people using the terrace. 'Loud music' has not been defined.	See paragraph of the report

	The provided support telephone number is not available after 5.30pm.	
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Policy Context

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

Considerations

12. The Corporation, in determining the planning application has the following main statutory duties to perform:
 - To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;
 - For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
13. The principal issues in considering this application are:
 - The suitability of the proposals in the context of the existing building.
 - The impact of the proposals on neighbouring residential occupiers.

Assessment of the application

Land Use

14. The application site is currently occupied as an office. There is an existing access to the roof where there is a screened air conditioning enclosure and a low balustrade which does not comply with building regulations. The planning application would formalise the use of the roof as a terrace, replacing the balustrading and incorporating new planting and decking. The works would be in conjunction with wider internal refurbishment works which are currently being undertaken at the site and do not require planning permission.
15. Providing a roof terrace and associated works would enhance the quality of the existing office provision at that site by providing an amenity space for the office occupiers. The proposal would contribute to the provision of a range of high-quality office accommodation in accordance with Core Strategic Policy CS1.

Design and Conservation

16. The Fleet Street Conservation Area Character Summary and Management Strategy identifies 10 Bolt Court as:

‘A well-executed Neo-Georgian office block of similar scale and materials to No.6, while adjacent no. 3 has a 19th Century frontage in the same style. No.11 continues the traditional theme. Though varied in date, the shared style creates integrity within the court’.
17. The proposed tensile wire railings retain the openness of the existing balustrading. It would not be visible in oblique views along Bolt Court on approach from the south and west. The top of the railings would be visible in views on the approach from the north and east, as are the current railings.
18. The proposed roof terrace balustrading, new soft landscape planting and improvements to the appearance of the existing plant enclosure would positively contribute to the ‘fifth elevation’, providing a roofspace that would complement the building when viewed from surrounding buildings. The proposals would not harm the character and appearance of this part of the Fleet Street Conservation Area and would not detract from the setting of the nearby listed building on the north side of Bolt Court.
19. The proposals are acceptable in design and heritage terms and would be in accordance with Local Plan Policies DM 10 and DM 12.2.

Impact on Neighbouring Residents

20. The north elevation of the application site is located 8.5m away from the south elevation of 6 Bolt Court, which is occupied by 22 residential apartments.
21. The use of the roof as a terrace could result in noise and disturbance and a loss of privacy to residential occupiers. These issues are addressed in turn.

Noise and Disturbance

22. During the progression of the application, the planning agent has provided a supplementary statement detailing the proposed use of the terrace. This would be restricted to the occupants of the third and fourth floors of the building (101 sqm of office space), anticipated as a maximum of 12 members of staff at one time.
23. The agent has provided a Management Statement which sets out that the hours of use of the roof terrace would be restricted to 9am-8pm Monday to Friday, with the provision for 15 late nights annually (11pm) and not at any time on Saturday, Sunday or Bank Holidays. There would be no amplified music or smoking permitted on the terrace.
24. The terrace would offer a complementary use to the existing office building. The restricted hours would provide adequate mitigation to ensure that the use would be compatible with the neighbouring residential occupiers. The incorporation of these measures would ensure that the use of the roof terrace would comply with policies DM 3.5, DM 15.7 and DM 21.3 of the Local Plan.

Privacy and Overlooking

25. 6 Bolt Court and 10 Bolt Court are 8.5m apart, with windows facing each other and there is a deciduous tree which sits between the two buildings. The existing windows in the office building afford direct views towards the residential properties at 6 Bolt Court.
26. The existing roof is set back slightly from the principal elevation and the proposals would install a new balustrade and planting around the perimeter of the roof the installation and maintenance of which has been secured by condition.
27. The height of the roof and the set-backs would keep people away from the edge of the roof and consequently offer limited opportunity for direct overlooking of windows in 6 Bolt Court, particularly as occupiers of the terrace would be looking at an oblique angle to the windows below. The opportunity for overlooking from the roof would be less than the direct overlooking which can occur from the office windows on the levels below.

28. The applicant has not proposed any alterations to the existing lighting which comprises one security light.
29. On balance, officers are satisfied that the proposed development would not result in a significant loss of privacy compared to the existing situation and that the proposed management strategy for the roof terrace would ensure that there would not be an unacceptable level of noise or disturbance to nearby residents.

Energy and Sustainability

30. Design revisions to the proposal have incorporated planting around the perimeter of the roof. This would provide an element of sustainable urban drainage (SuDs) appropriate to the scale of the development in accordance with Local Plan Policy DM 18.2.

Conclusion

31. The proposed development would contribute to the provision of high-quality office accommodation, the roof terrace would enhance the fifth elevation of 10 Bolt Court and would be of an appropriate design within the Conservation Area. The design and layout would preserve residential privacy and the incorporation of conditions restricting the hours of use would ensure that the use would not detrimentally impact on the amenity of neighbouring residential properties to an unacceptable extent.

Appendix A

London Plan Policies

Relevant Local Plan Policies

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.

DM10.1 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.

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.

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.

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.

DM12.2 Development in conservation areas

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

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.

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

SCHEDULE

APPLICATION: 19/00291/FULL

10 Bolt Court London EC4A 3DQ

Replacement of the existing balustrading, installation of new decking and planting at roof level in association with the formation of a roof terrace for use by occupants of the building between 9am and 8pm with the exception of 15 times a year when this would be extended to 11pm. (Amended Description, revised drawings and supplementary information).

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 The roof terrace hereby permitted shall not be used or accessed between the hours of 20:00 on one day and 09:00 on the following day and not at any time on Saturdays, Sundays or Bank Holidays, other than in the case of emergency with the exception of 15 late nights annually when the roof terrace shall not be accessed between the hours of 23:00 on one day and 09:00 on the following day.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 3 No amplified or other music shall be played on the roof terraces.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 4 No smoking shall take place on the roof terrace.
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.
- 5 The roof terrace hereby approved shall only be used in accordance with the 'Roof Terrace Management Plan'.
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.
- 6 The landscaping as shown on drawings 513/GA/107 Rev F, 513/E/311 Rev X and Roof Terrace Treatment shall be installed prior to the first

use of the roof terrace and maintained for the lifetime of the development.

To ensure a satisfactory external appearance and to safeguard the amenity of the adjoining premises in accordance with the following policies of the Local Plan: DM 10.1, DM10.3, DM 21.3

- 7 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Location Plan, 513/R/311 Rev X, 513/GA/107 Rev F, Roof Terrace Management Plan, Roof Terrace Treatment

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.

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Background Papers for 19/00291/FULL

External

23 April 2019	Dr Kirsty Mann
26 April 2019	Allan O'Neill
26 April 2019	Sarah Field
26 April 2019	Dr.Honghua SANG &.Yikai ZHANG
27 April 2019	Peter and Henrietta Fudakowski
29 April 2019	Dr Kirsty Mann
30 April 2019	Mr Timothy Parker
30 April 2019	Rosemarie Hutchinson
01 May 2019	Michael Harris (GHL)
03 May 2019	Dragan Zadro
03 May 2019	Mr Jonathan Bird
05 May 2019	Noel Chun
06 May 2019	Darren Shapland
07 May 2019	Toby Brown
17 May 2019	Henrika Priest
17 May 2019	Dr Kirsty Mann
29 July 2019	Allan O'Neill
29 July 2019	Henrietta Fudakowski
29 July 2019	Mrs.Sang and yikai Zhang
29 July 2019	Sarah Field
29 July 2019	Julie Downs
31 July 2019	Noël Chun
04 August 2019	Rosemarie Hutchinson
06 August 2019	Alexander Scurlock
07 August 2019	Dr Kirsty Mann
07 Aug 2019	Michael Harris
07 Aug 2019	Andrew Gavan
13 August 2019	Darren Shapland
13 August 2019	Jonathan Bird

13 August 2019	Tim Parker
14 August 2019	Henrika Priest
14 August 2019	Ian Yap
14 August 2019	Lorna Gradden
14 August 2019	Mike Murphy
15 August 2019	Madam Beng Choo Goh
15 August 2019	Toby Brown

Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of balustrading and installation of new decking at roof level.

Case Officer: Alison Hayes

Customer Details

Name: Dr Kirsty Mann

Address: Flat 19 6 Bolt Court City of London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: We understand that the proposal is to make an existing roof terrace safe. The works seem excessive for this purpose. I have lived here since 2010 and the space has never been used as a roof terrace; it has been used only for access to the facilities. It is to be anticipated that once the terrace is "safe" it will be used for far more extensive purposes, that is to say for social purposes. That use is seriously detrimental to nearby residents.

The current use of the area is mixed office and residential. We accept the natural incidents of that. But the proposed use of the new terrace is inconsistent with current use to the detriment, in particular, of residents. The works are presumably being done to facilitate social use by significant numbers of people; otherwise the applicants would not be proposing them. Such use leads to noise and light pollution. Requests to social users to keep noise down never works. Social gatherings will generate noise, which operates to the detriment of all nearby occupants, and particularly essential workers like me and my fiancée (we are doctors) who have to work nightshifts and sleep during the day.

The proposed roof terrace is directly opposite my living and bedroom accommodation and looks directly into me at very close range. Social use adversely affects my privacy and the privacy of other flats. This is unacceptable overlooking if the use is for anything other than occasional maintenance purposes. Occasional maintenance is within the normal sort of give and take that has to exist in a mixed urban environment. Significant numbers of people gathered for an extended period for social purposes is not.

The changes will detrimentally impact upon the eastern view from the North West corner of Bolt Court. This view is specifically listed as "a local view contributing to the character of the conservation area" in your document: City of London "Fleet Street Conservation Area: Character

summary and management strategy SPD" pages 19 & 20.

Flat 15
6 Bolt Court
City of London
EC4A 3DQ

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

26th April 2019

Dear Alison Hayes,

I am writing to raise an **objection** to the planning application **19/00291/FULL** at 10 Bolt Court, EC4A 3DQ (alternative reference **PP-07614896**).

I understand that the proposal is to make an existing roof terrace safe. I have lived here since 2013 and the space has only been used for access to the roof-based facilities. It is to be anticipated that once the terrace is "safe" it will be used for far more extensive purposes, that is to say for social purposes involving significant numbers of people. That use is very detrimental to nearby residents.

Social gatherings will inevitably generate excessive noise, operating to the detriment of all nearby occupants as requests to social users of such spaces such to keep noise down never works.

The proposed roof terrace is directly opposite my living and bedroom accommodation and looks directly into my flat at very close range. Social use adversely affects my privacy and the privacy of other flats fronting on this terrace. This is unacceptable overlooking if the use is for anything other than occasional maintenance purposes. Occasional maintenance purposes is within the normal give and take that exists in a mixed urban environment such as this. Significant numbers of people gathered together for an extended period for social purposes is not.

Any cigarette smoking on the terrace will be a very short distance of the windows of some 6 Bolt Court residents like myself.

In addition, the alterations, including the new black balustrade, are likely to reduce the natural light into Bolt Court itself, and also into the south facing flats in 6 Bolt court. This view is specifically listed as "a local view contributing to the character of the conservation area" in your own City of London document "[Fleet Street Conservation Area: Character summary and management strategy SPD](#)", please see pages 19 & 20. Furthermore, the alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

Yours Sincerely,

Allan O'Neill

Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of balustrading and installation of new decking at roof level.

Case Officer: Alison Hayes

Customer Details

Name: Mrs Sarah Field

Address: Flat 22 6 Bolt Court London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment:

Department of the Built Environment

City of London

PO Box 270

Guildhall

London

EC2P 2EJ

23rd April 2019

Dear Ms Hayes,

We are writing to raise an objection to the planning application 19/00291/FULL at 10 Bolt Court, EC4A 3DQ (alternative reference PP-07614896).

We understand that the proposal is to make an existing roof terrace safe. The works seem excessive for this purpose. We are therefore assuming that the roof terrace will be intended to be used for social purposes involving significant numbers of people. That use will be seriously detrimental to nearby residents.

The current use of the area, into which we have all bought, is mixed office and residential. The assumed use of the new terrace is inconsistent with current use to the detriment, in particular, of residents. If it is intended that the refurbished roof terrace be used for social activities, the consequent noise and, perhaps, light pollution, will be adverse to us as residents. The roof terrace is opposite our living and bedroom accommodation and is at very close range. Social use would

adversely affect our privacy and the privacy of other flats fronting on this terrace. In addition, any cigarette smoking on the terrace will be occurring within a very short distance of the windows of some 6 Bolt Court residents - this is a public health concern, particularly as some residents are asthmatic.

The proposed alterations, including the new black balustrade, are likely to reduce the natural light into Bolt Court itself, and also into the south facing flats in 6 Bolt court. The changes will detrimentally impact upon the eastern view from the North West corner of Bolt Court. This view is specifically listed as "a local view contributing to the character of the conservation area" in your own City of London document "Fleet Street Conservation Area: Character summary and management strategy SPD", please see pages 19 & 20. Furthermore, the alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

Yours Sincerely,

Sarah and Chris Field
Flat 22
6 Bolt Court
City of London
EC4A 3D

Flat 7
6 Bolt Court
City of London
EC4A 3DQ

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

26 April 2019

Dear Alison Hayes,

I am writing to state our **objections** to the planning application **19/00291/FULL** at 10 Bolt Court, EC4A 3DQ (alternative reference **PP-07614896**).

We understand that the proposal is to make an existing roof terrace safe. I have lived here since 2010 and the space has never been used as a roof terrace; it has been used only for access to the roof-based facilities. It is to be anticipated that once the terrace is "safe" it will be used for far more extensive purposes, that is to say for social purposes involving significant numbers of people. That use is seriously detrimental to nearby residents.

The current use of the area, into which we have all bought, is mixed office and residential. We accept the natural incidents of that. The proposed use of the new terrace is inconsistent with current use to the detriment, in particular, of residents. The works are presumably being done to facilitate social use; otherwise the applicants would not be proposing the works. Such use leads to noise and, perhaps, light pollution, which is adverse to us as residents. Requests to social users of the terrace to keep noise down never works. Social gatherings will generate noise, which operates to the detriment of all nearby occupants, and particularly essential workers like myself and my fiancée (we are doctors and our flat is directly opposite the terrace) who have to work night shifts and sleep during the day.

The proposed roof terrace is directly opposite my living and bedroom accommodation and looks directly into me at very close range. Social use adversely affects my privacy and the privacy of other flats fronting on this terrace. This is unacceptable overlooking if the use is for anything other than occasional maintenance purposes. Occasional maintenance purposes is within the normal sort of give and take that has to exist in a mixed urban environment such as this. Significant numbers of people gathered together for an extended period for social purposes is not.

Any cigarette smoking on the terrace will be occurring within a very short distance of the windows of some 6 Bolt Court residents - this is a public health concern, not to mention my partner is asthmatic.

In addition, the alterations, including the new black balustrade, are likely to reduce the natural light into Bolt Court itself, and also into the south facing flats in 6 Bolt court. The changes will detrimentally impact upon the eastern view from the North West corner of Bolt Court. This view is

specifically listed as “a local view contributing to the character of the conservation area” in your own City of London document “[Fleet Street Conservation Area: Character summary and management strategy SPD](#)”, please see pages 19 & 20. Furthermore, the alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

Yours Sincerely,

Dr.Honghua SANG &.Yikai ZHANG

From: [Henrietta Fudakowski](#)
To: [PLN - Comments](#)
Subject: 10 Bolt Court Development
Date: 27 April 2019 09:21:29

Dear Alison Hayes,

I am writing to raise an **objection** to the planning application **19/00291/FULL** at 10 Bolt Court, EC4A 3DQ (alternative reference **PP-07614896**).

I understand that the proposal is to make an existing roof terrace safe. It is to be anticipated that once the terrace is "safe" it will be used for far more extensive purposes, that is to say for social purposes involving significant numbers of people. That use is seriously detrimental to nearby residents.

The current use of the area, into which we have all bought, is mixed office and residential. The works are presumably being done to facilitate social use; otherwise the applicants would not be proposing the works. Such use leads to noise and, perhaps, light pollution, which is adverse to us as residents. Requests to social users of the terrace to keep noise down never works. Social gatherings will generate noise, which operates to the detriment of all nearby occupants.

The proposed roof terrace is directly opposite my living and bedroom accommodation and looks directly into me at very close range. Social use adversely affects my privacy and the privacy of other flats fronting on this terrace. This is unacceptable overlooking if the use is for anything other than occasional maintenance purposes. Occasional maintenance purposes is within the normal sort of give and take that has to exist in a mixed urban environment such as this. Significant numbers of people gathered together for an extended period for social purposes is not.

Any cigarette smoking on the terrace will be occurring within a very short distance of the windows of some 6 Bolt Court residents - this is a public health concern. In addition, the alterations, including the new black balustrade, are likely to reduce the natural light into Bolt Court itself. Furthermore, the alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

Regards

Peter and Henrietta Fudakowski

Flat 16 Gough House
6 Bolt Court
London EC4A 3DQ
[REDACTED]

Henrietta Fudakowski
[REDACTED]
3 Colville Place

London W1T 2BH



From: Kirsty Mann
To: [PLN - Comments](#)
Subject: Re: application documents 19/00291/FULL Objection
Date: 29 April 2019 19:55:59

Dear Ms Hayes,

Re: planning application [19/00291/FULL](#) at 10 Bolt Court, EC4A 3DQ (alternative reference **PP-07614896**)

Thank you for your letter acknowledging receipt of my objection.

Having studied the application documents further, I would like to add the following to the comments I have already made.

The covering letter for the application states:

“Local Plan Policy DM 10.3 (Roof gardens and terraces) encourages high quality roof gardens and terraces where they do not immediately overlook residential properties, or adversely affect rooflines or roof profiles or impact on identified views.”

It does not go on to say whether any of the disqualifying facts are present. One of them is. Although the letter does not say so, the planning authority is presumably invited to infer that this development does not overlook residential properties. That inference would be completely wrong. This proposed terrace plainly does overlook residential properties, namely my flat at 6 Bolt Court and the other flats which face towards the building. It is surprising that this was not pointed out in the application. Whether by design or otherwise, the extent and nature of the overlooking is not apparent from the two photos of the existing balustrade in the “Roof Terrace Treatment” document. I have already commented on the level of intrusion that would be involved. To grant this application would therefore contravene this policy.

The letter goes on:

“The roof area is currently accessible by occupiers of the building for use as a terrace and therefore the proposals would not give rise to any new amenity impacts over and above the current position.”

This is misleading because it suggests that there is current material “amenity” use by occupiers of the building. There is none. There is only maintenance access (to which, of course, I do not object). The application documents make it clear that the purpose of the works is to facilitate a level of access that would not otherwise happen – that is to say, access for amenity. The suggestion that nothing new will happen if this application is granted is, I am sorry to say, positively misleading. To be clear – the occupiers apparently consider that the current state of the terrace makes it unsuitable for amenity access; they wish to make it more suitable; they can then make it available for uncontrolled amenity use; therefore the proposals will “give rise to new amenity impacts over and above the current position”. That is the whole point of the application.

I’d like to reiterate that in the nine years I have lived in Bolt Court, the roof has never been used as a terrace, an assertion which can be confirmed by other residents and by the porter.

Would you like to come and see for yourself? I’d be very to facilitate this. Do let me know. The roof is about 5 - 10m from my windows.

Yours Sincerely

Dr Kirsty Mann

Flat 19, 6 Bolt Court, London, EC4A 3DQ

On 26 Apr 2019, at 14:16, <PLNComments@cityoflondon.gov.uk>
<PLNComments@cityoflondon.gov.uk> wrote:

Dear Sir/Madam

Please see attached acknowledgement of your representation made on
planning application 19/00291/FULL (10 Bolt Court London EC4A 3DQ).

Kind Regards

Planning Administration
Department of the Built Environment
City of London

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Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of balustrading and installation of new decking at roof level.

Case Officer: Alison Hayes

Customer Details

Name: Mr Timothy Parker

Address: Flat 21, Gough House, 6 Bolt Court London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: Although described as "Minor alterations at roof level including design improvements to existing balustrades and new decking associated with the existing office use" the application is in fact one seeking to alter the user of the roof space in question. This is inaccurate in the following respects:

(1) The roof space atop 10 Bolt Court is not, and has never been, used "for office use" - or indeed any use at all (save for occasional maintenance access). As shown in the application document, the space in question is actually not safe for the use now proposed. What is being put forward is a new user altogether, not an upgrade for existing user as claimed.

(2) The proposed use - as an outdoor terrace - cannot be described as "office" use. Its purpose will doubtless be as a smoking area and/or a place for social gatherings.

The proposal is further objectionable because:

(1) Bolt Court is an oasis of quiet just metres from the hustle of Fleet Street. Converting a roof area at its heart into a social gathering point will disturb residents, and detract markedly from the essential quality of the area, upsetting the fair balance between residential and office user currently struck.

(2) The privacy of residents directly opposite will be severely affected. Flats in Gough House (6 Bolt Court) are just metres from the roof space in question, and are overlooked by it.

(3) The design and materials proposed are out of keeping with the character of the area. The proposed balustrades - in black metal, perforated with small slits - will cut light to Bolt Court, and stand in stark contrast to the style of the buildings all around (which match the current format of the balustrades). The decking materials do not comport with the local character evident on the surrounding buildings and rooftops.

Given that the purpose of these changes would be to create a new space for the exclusive social (i.e. non-office) use of 10 Bolt Court occupants, I am strongly in opposition to them.

Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of balustrading and installation of new decking at roof level.

Case Officer: Alison Hayes

Customer Details

Name: Dr Rosemarie Hutchinson

Address: Flat 4 6 Bolt Court London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Rosemarie Hutchinson

Flat 4

6 Bolt Court

London

EC4A 3DQ

Planning application 19/00291/Full

I wish to object to planning application for 10 Bolt Court:

"Minor alterations at roof level including design improvements to existing balustrades and new decking associated with the existing office use".

I do not consider the proposals to be of a minor nature.

The roof of number 10 Bolt Court is not currently in use as a roof terrace, it is a service area for access to air-conditioning and ventilation units. It is not currently possible to use this area as a roof terrace because the area would be deemed unsafe under Health and Safety regulations and building control since the balustrade is far too low. Thus this proposal is for a new use of a space and will require substantial alterations to make it suitable as an amenity space

I think that it is highly unlikely that the improvements suggested for the existing balustrade would be sufficient to meet health and safety regulations. The existing balustrade is too low to prevent an accidental, or indeed deliberate, fall from the roof terrace. It is vital that this point is addressed at

this stage. Clearly an application that requires a higher balustrade would be perceived to have a greater visual and structural impact.

The drawings suggest that the planting on the roof terrace may be "faux". This does not seem to me to be high-quality design or an enhancement to the conservation area in which number 10 Bolt Court is situated.

10 Bolt Court is directly opposite a residential building which is grade 2 listed (6 Bolt Court). Social activity on the roof terrace will be detrimental not only to the residential nature of this area but is detrimental to the historic ambience of Bolt Court. An amenity roof terrace space will generate noise and light pollution.

The proposed alterations are not in keeping with the traditional nature of the historic buildings of the Fleet Street Conservation Area. The purpose of the conservation area designation is to conserve the traditional and historic nature of the area.

Kind Regards
Rosemarie Hutchinson

From: Rebecca Bailey-Harris
To: [PLN - Comments](#)
Cc: [REDACTED]
Subject: FW: Planning Application 19/00291/FULL (alternative reference PP-07614896)
Date: 01 May 2019 11:22:44

I meant of course 10 **BOLT COURT**, not 10 Gough Square
MH

From: Rebecca Bailey-Harris [REDACTED]
Sent: 01 May 2019 10:19
To: 'PLNComments@cityoflondon.gov.uk' <PLNComments@cityoflondon.gov.uk>
Cc: [REDACTED]
Subject: FW: Planning Application 19/00291/FULL (alternative reference PP-07614896)

I also omitted to point up, as Dr Mann does so forcefully in her submission to Alison Hayes, that the building at 6 Bolt Court forms part of the Fleet Street Conservation Area. I would add to that that the building has been recognized as an important part of the patrimony of the City of London by the bestowal of A BLUE PLAQUE!

The proposed development clearly detracts both from the character of the precinct and its views and from the status of 6 Bolt Court as a building with the much-sought-after accolade referred to above.

Michael Harris

From: Rebecca Bailey-Harris [REDACTED]
Sent: 01 May 2019 09:58
To: 'PLNComments@cityoflondon.gov.uk' <[PLNComments@cityoflondon.gov.uk](#)>
Cc: [REDACTED]
Subject: FW: Planning Application 19/00291/FULL (alternative reference PP-07614896)

*I intended to say that my fellow director is Mr Eric Hutchinson who resides at Flat 4, 6 Bolt Court and who endorses what is contained in this representation.

Michael Harris

Director, Gough House limited

From: Rebecca Bailey-Harris [REDACTED]
Sent: 01 May 2019 09:54
To: 'PLNComments@cityoflondon.gov.uk' <[PLNComments@cityoflondon.gov.uk](#)>
Cc: [REDACTED]
Subject: Planning Application 19/00291/FULL (alternative reference PP-07614896)

I write in my capacity of *Director of **Gough House Limited (GHL)**, the owner of the freehold of the building at **6 Bolt Court EC4A 3DQ**. The building comprises some 21 flats, 19 of which are owned by proprietors with an equal share in that freehold. The owners of the two flats **who**

chose not to be part of the purchase of the freehold in 2008 by GHL continue to pay annual ground rent to GHL.

You have already received a number of objections from shareholders whose flats will be peculiarly affected by the proposed building works on the terrace of 10 Bolt Court. GHL has seen those objections and ***wholly supports them and endorses the reasons they advance for refusing the application.***

In terms of the particular attitude of GHL to the application, the first thing to observe is that in terms of its use as premises from which currently is conducted the work of a highly regarded firm of family law solicitors, a roof terrace can have no relevant function. It seems clear that the owners of 10 Gough Square, two well-known solicitors currently practising as Miles Preston, have in mind the ultimate, and perhaps imminent, sale of this valuable property and wish to enhance its potential sale price by this proposed change. GHL takes strong objection to such an opportunistic approach to maximising an asset to the detriment of our asset and its residents. Miles Preston well knows that 6 Bolt Court is a building with a special attraction for professional people working in the City of London because of its secluded situation and peaceful environment.

It cannot be in doubt that when the building is sold with a roof terrace, the purchasers will want to use that area in a way which will represent a radical change to the way in which life is currently lived at 6 Bolt Court. As Dr Kirsty Mann observes in her letter of objection to Alison Hayes: "The proposed use of the new terrace is inconsistent with current use (mixed office and residential) to the detriment, in particular, of residents". Everything she says about noise, light pollution, requests for modification of behaviour inevitably falling on deaf ears etc. is absolutely right and together constitute an unimpeachable case for refusing this unmeritorious application.

GHL has a duty to protect the economic value of the building at 6 Bolt Court. It is unarguable that the proposed roof terrace has the potential to reduce the value of our building if the entirely predictable adverse consequences so eloquently outlined by Dr Mann come to pass as they inevitably will if the permission sought is granted. We accordingly urge the City of London to reject this unwelcome and unworthy application. If granted it will effectively be creating a very high risk of a nuisance to the residents of 6 Bolt Court, especially those flats directly facing the proposed terrace.

I shall be grateful if you will acknowledge receipt of this objection and keep me informed as to the progress of the matter through your planning process.

Yours sincerely,

Michael Harris
Flat 9
6 Bolt Court

London EC4A 3DQ



From: Dragan Zadro
To: [PLN - Comments](#)
Subject: Fwd: Planning application 19/00291/ Full objection
Date: 03 May 2019 13:43:47

----- Forwarded message -----

From: **Dragan Zadro** [REDACTED]
Date: Fri, May 3, 2019 at 1:27 PM
Subject: Planning application 19/00291/ Full objection
To: <PLNCcomments@cityoflondon.gov.uk>

Dear Ms Hayes

I am writing regarding the proposed new roof terrace at 10 Bolt Court. I have worked as a concierge to 6 Bolt Court for 12 years, and I manage several flats within the building. During this time the roof at number 10 has never been used as a terrace. A few weeks ago, I was told by a resident that men were seen inspecting the roof, so I went into the offices to enquire and was reassured that no work was planned. I take great care to manage the courtyard of Bolt Court, I sweep and clean it regularly (including the base of number 10) and I am concerned that a new roof terrace will produce litter and debris, for example from cigarettes.

Kind Regards

Concierge Dragan Zadro
6 Bolt Court
London EC4A 3DQ

Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of balustrading and installation of new decking at roof level.

Case Officer: Alison Hayes

Customer Details

Name: Mr Jonathan Bird

Address: 6 Bolt Court Flat 18 London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other

Comment: Dear Alison Hayes, I wish to object to the planning application 19/00291/FULL at 10 Bolt Court, EC4A 3DQ

I am concerned by the changes proposed to the roof terrace at 10 Bolt Court and the potential impact on the quality of life for residents of Number 6. As far as I'm aware the roof area is only used for access at present, but the addition of barriers and new flooring obviously means further social use is intended.

The single glazed windows provide of 6 Bolt Court offer nothing by way of protection from noise. We already have a problem with smokers from neighbouring office buildings congregating outside number six with all the noise, nuisance and litter this generates, often until late at night. There will also be privacy issues as the flats at the front of Number 6 will be directly overlooked.

Given so much redevelopment in the area recently the historic buildings and Courts of the Fleet Street Conservation Area are a small oasis of calm in an extremely urban environment, it would be a shame if this was to be spoiled.

From: No?l Chun
To: [PLN - Comments](#)
Subject: 19/00291/FULL
Date: 05 May 2019 18:22:30

Hello,

Re: 10 Bolt Ct

Please be informed of my strong objections to the proposed building works @ 10 Bolt Ct. I live at 6 Bolt Ct directly facing #10 & I am already quite fed up with the incessant cigarette smoking in the joint courtyard area between the buildings, with smokers sitting on the steps of my building, hanging around the railings, & leaving the area littered with cigarette butts.

The proposed building works would be inducive to noise disturbance, carousing, & particularly augmented cigarette smoking at all hours of the day & night, all of which are grave public nuisances & health hazards. I would be very grateful for your careful consideration to cancel the proposed building works and thus protect us and our property from further grievance. Many thanks.

Kind Regards,

Noel Chun
Flat 3
6 Bolt Ct
London
EC4A 3DQ

I

Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of balustrading and installation of new decking at roof level.

Case Officer: Alison Hayes

Customer Details

Name: Mr Darren Shapland

Address: Flat 6 Gough House - Bolt Court City of London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: Having looked at the plans and development which will face our building (and my flat as it's to the front) will overlook both our building which is in close proximity and create excessive noise

Flat 10
6 Bolt Court
London
EC4A 3DQ



Corporation of London

Re: 19/00291/FULL

Dear Sir or Madam

I write to strongly object to the planning application 19/00291/FULL in relation to 10 Bolt Court, EC4A 3DQ (alternative reference PP-07614896).

My interest in this application is that I live in a flat facing 10 Bolt Court and have done so since 2011. I have worked as a barrister nearby since 2007.

I want to start by highlighting that the application is misleading in suggesting that 10 Bolt Court already has a roof terrace used by its occupants. It has no such thing. In my 7 years living metres opposite 10 Bolt Court, it has never been used as a roof terrace by its occupants.

The reasons I object are as follows:

First, the proposal is out of character for this historic area, which it will detrimentally affect. Bolt Court, being part of the Fleet Street Conservation Area, is a very small but important part of London's heritage, being part of a limited number of remaining pedestrian alley ways and court yards dating back into history. In this case the area is closely associated with Dr Johnson who lived in Bolt Court in addition to Gough Square.

Second, the proposal will block the light reaching 6 Bolt Court flats (which is already limited given the proximity of surrounding buildings), as well as affecting the privacy of those living in the flats given the view people on the roof terrace will have of the flats.

Third, the proposal, assuming it is indeed intended to allow socialising on the roof terrace, will undoubtedly create noise and litter (including cigarette butts). Notwithstanding its proximity to Fleet Street, Bolt Court is quiet area, particularly in evenings. Myself and other residents of 6 Bolt Court facing 10 Bolt Court will be particularly affected by noise disturbance because we have single-glazed historic windows protected by the Grade II listing.

Finally, to the extent that the planning application might otherwise be determined on the papers in favour of the Applicant, I request that it be considered at a public hearing at which we residents may be able to attend and make oral representations.

Thank you for considering my objection.

Yours sincerely,

Toby Brown.

Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of balustrading and installation of new decking at roof level.

Case Officer: Alison Hayes

Customer Details

Name: Mrs Henrika Priest

Address: Flat 3 101 Fleet Street London

Comment Details

Commenter Type: Councillor/Ward Member

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other

Comment: I'm writing to object to the planning application 19/00291/FULL at 10 Bolt Court, EC4A 3DQ.

My understanding is that the roof of 10 Bolt Court has never been used as a "roof terrace" but only to access and service the various air conditioning and ventilation units situated there. The sentence: "Minor alterations at roof level including design improvements to existing balustrades and new decking associated with the existing office use" is extremely misleading as I can only conclude that this much work could only mean one thing and that is that the area is being prepared for other usages, ie social gatherings, coffee breaks, etc something which I think the accompanying visuals clearly demonstrate!

Thus, the proposed changes would have a severe detrimental effect on the lives of the residents in 6 Bolt Court, as follows:

1. Residents would be completely overlooked with loss of privacy given the very close proximity between the buildings - anyone on the terrace can look straight into the flats. The trees between the buildings do not prevent a view into the flats.
2. Noise pollution: in this very small and confined area, any individual conversation at ground level can be clearly heard, so a new roof terrace used for social gatherings would most certainly bring severe noise pollution during the day and late into the evenings to both the residents in Bolt Court and surrounding businesses as the area acts like an echo chamber. The unpredictability of such noise would affect the residents' enjoyment of their own homes.

3. In addition, in my view, the materials proposed would not be in keeping with a Grade II listed building and not be a good fit with the other historic buildings in this small corner of the Fleet Street Conservation Area.

Given all of the above, I therefore strongly believe that this application is wholly unsuitable as it will negatively affect the residents of 6 Bolt Court.

Your sincerely

Henrika Priest

Common Councilman, Castle Baynard Ward

From: Kirsty Mann
To: [PLN - Comments](#)
Subject: 19/00291/FULL OBJECTION
Date: 17 May 2019 23:50:47

FAO Alison Hayes

Dear Ms Hayes

Re: planning application 19/00291/FULL at 10 Bolt Court, (alternative reference PP-07614896)

I understand that the applicants have amended their application to 'replacement of railings in association with the formation of a roof terrace'. The proposed amendment seems to me to reinforce clearly a point that I made in my previous objections, namely that this is not just a case of cosmetic changes, it is a change of use. The area in question has never previously been used as a roof terrace. This change of use is material.

I repeat my previous objections, which should still be taken as standing in relation to the amended description of the works, and would like to add the following:

1. 10 Bolt Court have made no attempts to liaise with inhabitants of 6 Bolt Court with respect to this planning. Moreover, their employees denied planned work. After seeing/hearing men inspecting the roof on several occasions this year, I went in to the offices twice to enquire if any works were being planned to the roof. I was specifically told that there were no works planned. My concierge, Mr Dragan Zadro, did the same, with the same answer given. We are very concerned that we should have been misled by neighbours. This behaviour does not give any confidence that use of the roof terrace would be co-operative and reasonable. It rather suggests a cavalier attitude which betokens the opposite.
2. 6 Bolt Court is a Grade II listed building and therefore we are unable to protect ourselves from noise from the new roof terrace with double glazing or otherwise.
3. The tree that stands between the subject building and my block does not provide adequate visual screening when in leaf, and absolutely none when not in leaf. And obviously it provides no protection from noise.

In all the circumstances, the proposed change of use will introduce a use which should be viewed as unreasonable and unacceptable in this area.

Regards

Kirsty Mann
Flat 19, 6 Bolt Court, London EC4A 3DQ

From: [Allan O'Neill](#)
To: [PLN - Comments](#)
Cc: [Allan O'Neill](#)
Subject: 19/00291/FULL OBJECTION
Date: 29 July 2019 10:14:24

Sent to: Alison Hayes, Planning Officer

Department of the Built Environment City of London
PO Box 270
Guildhall

London EC2P 2EJ

29th July 2019

Dear Alison Hayes,

I am writing to raise an **objection** to the revised planning application **19/00291/FULL** at 10 Bolt Court, EC4A 3DQ (alternative reference **PP-07614896**).

Could you please confirm receipt of this email and that the contents of my objection have been noted and included in the planning process.

I understand that there is now an amendment to the proposal for a roof top terrace refurbishment in that there is now a request for daily access 9am - 8pm with a late licence until 11pm on 15 nights a year.

This increases significantly my original concerns about the roof terrace refurbishment leading directly to **regular alcohol fuelled social gatherings that will generate excessive noise and pollution which will be to the extreme detriment of all nearby occupants. I would like to clearly state that the proposed roof terrace is directly opposite my living and bedroom accommodation and looks directly into my flat at very close range (no further than 12 feet).**

The proposed social use will adversely affect my privacy and the privacy of other flats fronting on this terrace. This is a completely unacceptable use of the roof space.

There is an abundance of good bars and venues in the local vicinity where 'professional / social gatherings' can be arranged; and so the negative affects caused to the residents of 6 Bolt Court are completely disproportionate and unnecessary.

What is even more certain is that 'requests to the social users' of such licensed roof top social spaces to keep noise down and within permitted hours of usage never ever work and always end in bitter dispute and so we can expect that parties go on into the early hours with residents being robbed of their sleep and privacy on a very regular basis.

In addition, the alterations, including the new black balustrade, are likely to reduce the natural light into Bolt Court itself, and also into the south facing flats in 6 Bolt court. This view, which is incidentally a 'blue plaque building' is specifically listed as "a local view contributing to the character of the conservation area" in your own City of London document "[Fleet Street Conservation Area: Character summary and management](#)

[strategy SPD](#)", please see pages 19 & 20. Furthermore, the alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

I would urge you strongly to reject this planning proposal in full.

Yours Sincerely,

Allan O'Neill

Resident of Flat 15 6 Bolt Court City of London EC4A 3DQ

[REDACTED]

From: [Henrietta Fudakowski](#)
To: [PLN - Comments](#)
Cc: [Peter Fudakowski](#)
Subject: 19/00291/FULL
Date: 29 July 2019 09:41:15

Dear Planning Officer,
Please register my severe objections to this planning application.

It is even worse than the original planning application as it now makes plain that this proposed balcony will be used for social events on many occasions each year, and in such a way that the residents in the opposite building in Bolt Court cannot possibly enforce.

As my windows directly face this building this will effect me and my tenants in a very direct way.

There are plenty of venues in the vicinity which are geared up to controlling this open space use. Do not allow this office building to become a place of noise and smoking which will be to the detriment of the local inhabitants.

Kind regards
Peter and Henrietta Fudakowski

Henrietta Fudakowski
[REDACTED]
3 Colville Place
London W1T 2BH
[REDACTED]

From: [桑红华](#)
To: [PLN - Comments](#)
Subject: Re: Application Consultation (19/00291/FULL)
Date: 29 July 2019 00:29:56

Dear Sir/Madam,

I object the plan of [19/00291](#) . The reasons are as follows:

1. It will generate noise and light pollution which operates to the detriment of all nearby occupants.
2. The proposed terrace will have a direct view into the south facing flats at close range and thus adversely affects our privacy. This overlooking occurs already due to the proximity of the buildings, but it becomes unacceptable if the roof is used for anything other than occasional maintenance purposes.
3. Any cigarette smoking will be occurring within metres of the windows of the south facing flats - a public health concern.
4. The alterations will detrimentally impact on the eastern view from the North West corner of Bolt Court - a "local view contributing to the character of the conservation area" as per the City of London's document on protected areas.
5. The alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

Thank you for your kind attention

Mrs.Sang and yikai Zhang

发自我的 iPhone

在 2019年7月25日,19:19,"PLNComments@cityoflondon.gov.uk"
<PLNComments@cityoflondon.gov.uk> 写道:

Dear Sir/Madam

Please see attached consultation letter for planning application
19/00291/FULL (10 Bolt Court London EC4A 3DQ).

Kind Regards

Planning Administration
Department of the Built Environment
City of London

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<ufm55.pdf>

From: [Sarah Field](#)
To: [PLN - Comments](#)
Subject: 19/00291/FULL OBJECTION
Date: 29 July 2019 15:08:48

Dear Ms Hayes,

We are writing to raise an objection to the planning application [19/00291/FULL OBJECTION](#) at [10 Bolt Court, EC4A 3DQ](#) (alternative reference PP-07614896).

We lodged an objection to the original proposal but now we understand that there is a new / modified proposal to allow socialising on the proposed roof terrace every working day until 8.00, as well as until 11.00 on 15 nights of the year. These will no doubt all be during the summer when we will have to have our windows open. As we stated before, that use will be seriously detrimental to nearby residents. The current use of the area, into which we have all bought, is mixed office and residential. The proposed use of the new terrace is inconsistent with current use to the detriment, in particular, of residents. The noise from those socialising on the terrace will be extremely invasive. The roof terrace is opposite our living and bedroom accommodation and is at very close range. Social use would also adversely affect our privacy and the privacy of other flats fronting on this terrace. In addition, any cigarette smoking on the terrace will be occurring within a very short distance of the windows of some 6 Bolt Court residents - this is a public health concern, particularly as some residents are asthmatic.

The proposed alterations, including the new black balustrade, are likely to reduce the natural light into Bolt Court itself, and also into the south facing flats in 6 Bolt court. The changes will detrimentally impact upon the eastern view from the North West corner of Bolt Court. This view is specifically listed as "a local view contributing to the character of the conservation area" in your own City of London document "Fleet Street Conservation Area: Character summary and management strategy SPD", please see pages 19 & 20. Furthermore, the alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

Yours Sincerely,

Sarah and Chris Field
Flat 22
6 Bolt Court
City of London
EC4A 3D

From: [Julie Downs](#)
To: [PLN - Comments](#)
Subject: 19/00291/FULL OBJECTION
Date: 29 July 2019 19:58:32

Dear Sir/Madam,

Following the recent letter that I received as occupier of Flat 20, 6 Bolt Court, London, EC4A 3DQ I object in full to the proposed planning to replace existing balastrading, installation of new decking and planning at roof level in association with the formation of a roof terrace for use by occupants of the building between 9am to 8pm with the exception of 15 times a year when this would be extended to 11pm.

I object to this deeply as my flat is at eye level with this particular roof terrace and individuals that would be on the terrace would be able to see directly into my flat, which is both the lounge/kitchen and the bedroom. I believe that this will be an intrusion of my privacy and also I should be expected to have quiet enjoyment of my property without being directly overlooked and that peaceful enjoyment being only available from 8pm most nights and on some occasions through to 11pm, which will actually mean that by the time the people have vacated the building will stretch to past midnight.

I firmly believe that this will have a detrimental impact on the enjoyment of my flat and object to these plans.

Regards,

Julie

Julie Downs
Flat 20
6 Bolt Court

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 19/00291/FULL OBJECTION

From: Noël Chun
Sent: 31 July 2019 19:09
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/00291/FULL OBJECTION

Re: 10 Bolt Ct

To Whom it May Concern:

Please be informed that I vehemently object to the revised proposed building works at 10 Bolt Ct. I live at 6 Bolt Ct directly facing #10 & I am already massively fed up with the incessant cigarette smoking in the joint courtyard area between the buildings, with smokers sitting on the steps of my building, hanging around the railings, & leaving the area strewn with cigarette butts and food rubbish. The proposed terrace would be akin to having a pub 10ft away from our windows, and the noise disturbance, carousing, & additional cigarette smoking and litter would be extremely detrimental to our well-being and peace of mind. If anything needs to be done with the terrace I would suggest a NON-SMOKING tranquil garden space, which would also be more in keeping with green schemes put forth by the COL. The historic area of Dr. Johnson needs to be protected and preserved, not converted into another habitat of public nuisance and hazard to health!! I would be very grateful for your careful consideration to cancel the proposed building works.

Kind Regards,

Noel Chun

Wells, Janet (Built Environment)

From: Rosemarie Hutchinson <rosemariehutchinson@gmail.com>
Sent: 04 August 2019 14:03
To: PLN - Comments
Subject: Planning Application 19/00291/FULL. Object

Rosemarie Hutchinson
Flat 4
6 Bolt Court
London
EC4A 3 DQ

I object to planning application 19/00291/FULL

My objections are:

Bolt Court is a quiet and historic thoroughfare and part of the Fleet Street conservation area. The historic ambience and environment is protected. Any form of out door socialising, on a regular basis, will be detrimental to this. Particularly if the permitted hours go into the evening, and on occasions, very late into the evening.

It will be impossible to control the number of persons using the facility, the noise levels emanating and indeed the number of occasions when it is used. The residents of 6 Bolt Court are facing the prospect of a real detriment to the enjoyment of their homes.

This area is already under considerable threat by street socialising. The quiet nature of Bolt Court with a pleasing historic ambience, away from traffic and the hustle and bustle, has made it an attractive venue for smokers, picnickers and day time drinkers. There is a balance to be made with the amount of street socialisation that is compatible with the aims of the preservation of the historic character of this conservation area.

Kind Regards
Rosemarie Hutchinson

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 19/00291/FULL OBJECTION

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

From: A Scurlock
Sent: 06 August 2019 13:20
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/00291/FULL OBJECTION

19/00291/FULL OBJECTION

Dear Sir/Madam

I wish to object to the planning application number 19/00291 which has been submitted for 10 Bolt Court EC4A 3DQ.

The building faces directly on to the windows of the two bedrooms of my apartment at 6 Bolt Court, and the proposed changes to the roof terrace will allow people to look directly into both bedrooms from a distance of less than four metres. This is a gross invasion of privacy and I strenuously object to the proposal.

In addition, I would point out that due to the historic nature of the building, the windows of 6 Bolt Court are single glazed and the use of the roof terrace of 10 Bolt Court for social events will create significant noise pollution for all the residents of the building.

Yours sincerely

Alexander Scurlock

Flat 23
6 Bolt Court
London
EC4A 3DQ

Wells, Janet (Built Environment)

From: PLN - Comments
Subject: FW: 19/00291/FULL OBJECTION

From: Kirsty Mann
Sent: 07 August 2019 11:18
To: PLN - Comments <PLNComments@cityoflondon.gov.uk>
Subject: 19/00291/FULL OBJECTION

Dear Sir/Madam

Re: planning application 19/00291/FULL at 10 Bolt Court

As residents of 19, Bolt Court, directly opposite this proposed development, we wish to re-state our opposition to the development sought. Before the real purpose of the development was flushed out (it is now apparent that there is an intention to make the terrace a social venue, something that we suggested all along was the case but which was not acknowledged by the applicant in a manner which we suggest is misleading) we made our objections on a number of occasions. Rather than repeat them, we annex them below, and propound them again.

It is now apparent what the intention behind the plan is – to create a social venue in an area of residential and office accommodation. It does not redound to the credit of the applicant that that was not admitted at the outset and we wonder whether they should be rewarded for their concealment (surprising, coming from the London Diocesan Board) by a grant of the permission.

So far as the current proposal is concerned we add the following to what we have already said, sometimes by way of emphasis now that the proposal has become clearer.

We start by pointing out the level of intrusion that these landlord/developers wish to impose on their neighbours as it has now become apparent, and then move on to consider how that fits in with the Local Plan policies, so as to demonstrate that to allow this development would be so inconsistent with policy (and indeed fairness) as to be irrational.

So far as the facts are concerned, they are as follows.

1. The planned social gathering is invasive to our flat, being a few feet away and with a clear view into the flat.
2. Social gatherings will be noisy, even with the limited number of people suggested by some of the documentation. Even 12 people can make a lot of noise when in party mode, and it is not credible (or indeed proposed) that numbers should be so limited. One only has to walk past a number of pubs in the Fetter Lane area, where people are allowed to drink outside, to appreciate the noise people make in that environment. Social controls (asking people nicely to keep it down) just do not work.
3. The work proposed is obviously not being done for occasional use, and the proposed hours demonstrate that use is intended to be frequent. It is to be daily during the week (and, on one of the documents, perhaps on a Saturday), and on 15 occasions it is to be until 11pm, which translates to once per week if one assumes that that will happen in the summer months. That amounts to a lot of opportunity for intrusive behaviour.

We have wondered whether these proposed hours are deploying the standard developer's technique of asking for a lot with a view to getting permission for a cut down version. If so, we would urge the committee not to succumb to that. Even lesser usage will present all the intrusion and policing difficulties to which these objections refer.

4. I would like to remind those taking the decision on this development that my fiancé and I are doctors who work shifts. We are particularly vulnerable to partying during periods when we might be trying to sleep. That does not make us particularly sensitive; it makes us people with a legitimate interest for relative peace and quiet.
5. We are unable to protect ourselves with double-glazing because we are a listed building and it would not be allowed. And in any event we may need ventilation in the summer months. We should not be required to degrade our living conditions by having to have the windows shut.
6. The proposed controls are inadequate to protect the occupants of Bolt Court:

(a) The bar on "loud" music is something of a sop. It suggests music will be allowed, and what then becomes "loud" is not capable of policing. It is obviously intended to be audible, and that means it will be intrusive. Policing the "loudness" is in practice impossible. A party-goer's "loud" is very

different from a neighbour's "loud". By the time a complaint is made the music has stopped and the dispute will never be determined. In practice this is an empty suggestion.

(b) There is a degree of equivocation in the provision as to hours. The Management Plan provides for use on Monday to Friday. The letter of 22nd July 2019 provides for Monday to Friday, but not at any time on a Sunday or Bank Holiday. Why does it not say "not at any time on a Saturday"? This may be an error, but against the history of the application it does not encourage confidence in any neighbourly policing mechanisms.

(c) **No limit on numbers is proposed in the Management Plan.** The letter of 22nd July suggests that there would be no more than 12 users at any one time, based on an assumption that there would be 6 workers per floor, and they would be the only people using it. That is surely fallacious reasoning. These works are not being done so that just 12 occupants can use the terrace for social purposes, and up to 15 times per year up to 11pm. No restriction to occupants is proposed in the management plan, and it is obvious that the use will be for a lot more than that. They will have their own invitees, and for all we know may let out the space for non-occupiers. Unless the applicants really propose a condition that the terrace will be used only by occupiers, and by no-one else, that paragraph in the 22nd July letter becomes positively misleading. In any event, such a condition would in effect be unpoliceable. How are we supposed to know who the participants in noisy partying are?

(d) The history of this application, and the lack of straightforwardness in it, does not encourage any confidence that the applicants, so far as they are capable of doing so, could or would control the situation. They have never consulted their neighbours at 6 Bolt Court and continue to go ahead with their application despite clear consternation from us – they have not shown any evidence that they will be considerate in their use of this new terrace. In any event, the applicants would not be users. The users would be the tenants. A complaint to the applicants (landlords) would not be to the persons holding the party, so we would have to rely on the applicants first taking the point seriously, and second applying serious pressure on their tenants (assuming they extract a relevant covenant in the first place). This chain of control/complaint just won't work.

(e) There is a phone number offered on the application for neighbours to call if any problems arise – but that number is for the head office of Cluttons and does not work after 5:30pm.

7. There are plenty of places for socialising in the area (whereas we have only one place to live and sleep). It is not necessary, and unbalanced, to allow this one on a building where the sound will travel straight across to the direct detriment of residential occupiers.

We now turn to policy matters. All this is contrary to Local Plan Policy DM 21.3:

"1. The amenity of existing residents within identified residential areas will be protected by: Resisting other uses which could cause undue noise disturbance ... [*This development will inevitably do so*]

2. Noise-generating uses should be sited away from residential uses, where possible... [*This development is not sited away from residential uses.*]

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation." [*This development is not and cannot be so designed so far as privacy is concerned.*]

This theme is taken up in the Draft Plan Policy HIC3:

"1. Developers must consider the noise and lighting impacts of their development.

2. A noise assessment will be required where they may be an impact on noise-sensitive uses. The layout, orientation and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools, nurseries and quiet open spaces."

We are not aware of any noise assessment having been carried out. We are not aware that any consideration has been given to the noise impact – in fact we suggest that none has really been given apart from the token "loud music" provision.

Policy DM 10.3 is to encourage "high quality roof gardens and terraces". This terrace hardly qualifies as such, but in any event the policy explicitly does not allow even terraces with that quality to overlook residential premises.

These policies are, in part, intended to resolve conflicts between the sort of development the City needs, that is to say primarily offices for commerce (see Local Plan para 3.12.15), and residential needs. If an office is to be built and operated, then it needs to be done in a manner which fulfils the policy guidelines. That affects design choices, and developers will be expected to design round the policies. If they cannot then one would expect permission to be refused. Residential interests are not to be trampled upon.

But this development is not even an office development (nor is it necessarily ancillary to an office usage), and allowing it does not fulfil one of the needs of the City. It is an entertainment development. As such it deserves less sympathetic treatment when applying the policies and resolving conflicts. An office development would be expected to design round the needs of residential occupiers protected by the policies. These developers have made no attempt to do that. Indeed, it cannot be done, by the very nature of the development. Nothing can be done about the overlooking/privacy aspects, and noise nuisance cannot be satisfactorily ameliorated by the purported time restrictions and the "no loud music" proviso. The hours are long, and intrusion inevitable whatever the hours. No office development would be allowed which infringed privacy and created a noise intrusion to the extent of this terrace, and if that is right then it must follow that permission for this terrace, which is not even an office, must be refused. Anything else would be an irrational application of the policy provisions.

In short, this is an application to be allowed to create an intrusive party venue into a relatively peaceful office/residential mix. It is contrary to the City's policies, it upsets the balance, and we suggest it should not be allowed.

Regards

K Mann and M Yates

Previous submissions for your reference:

26th April 2019

We understand that the proposal is to make an existing roof terrace safe. The works seem excessive for this purpose. I have lived here since 2010 and the space has never been used as a roof terrace; it has been used only for access to the facilities. It is to be anticipated that once the terrace is "safe" it will be used for far more extensive purposes, that is to say for social purposes. That use is seriously detrimental to nearby residents.

The current use of the area is mixed office and residential. We accept the natural incidents of that. But the proposed use of the new terrace is inconsistent with current use to the detriment, in particular, of residents. The works are presumably being done to facilitate social use by significant numbers of people; otherwise the applicants would not be proposing them. Such use leads to noise and light pollution. Requests to social users to keep noise down never works. Social gatherings will generate noise, which operates to the detriment of all nearby occupants, and particularly essential workers like me and my fiancée (we are doctors) who have to work nightshifts and sleep during the day.

The proposed roof terrace is directly opposite my living and bedroom accommodation and looks directly into me at very close range. Social use adversely affects my privacy and the privacy of other flats. This is unacceptable overlooking if the use is for anything other than occasional maintenance purposes. Occasional maintenance is within the normal sort of give and take that has to exist in a mixed urban environment. Significant numbers of people gathered for an extended period for social purposes is not.

The changes will detrimentally impact upon the eastern view from the North West corner of Bolt Court. This view is specifically listed as "a local view contributing to the character of the conservation area" in your document: City of London "Fleet Street Conservation Area: Character summary and management strategy SPD" pages 19 & 20.

Furthermore, the alterations are not in keeping with the historic buildings of the Fleet Street Conservation Area.

17th May 2019

I understand that the applicants have amended their application to 'replacement of railings in association with the formation of a roof terrace'. The proposed amendment seems to me to reinforce clearly a point that I made in my previous objections, namely that this is not just a case of cosmetic changes, it is a change of use. The area in question has never previously been used as a roof terrace. This change of use is material.

I repeat my previous objections, which should still be taken as standing in relation to the amended description of the works, and would like to add the following:

1. 10 Bolt Court have made no attempts to liaise with inhabitants of 6 Bolt Court with respect to this planning. Moreover, their employees denied planned work. After seeing/ hearing men inspecting the roof on several occasions this year, I went in to the offices twice to enquire if any works were being planned to the roof. I was specifically told that there were no works planned. My concierge, Mr Dragan Zadro, did the same, with the same answer given. We are very concerned that we should have been misled by neighbours. This behaviour does not give any confidence that use of the roof terrace would be co-operative and reasonable. It rather suggests a cavalier attitude which betokens the opposite.
2. 6 Bolt Court is a Grade II listed building and therefore we are unable to protect ourselves from noise from the new roof terrace with double glazing or otherwise.
3. The tree that stands between the subject building and my block does not provide adequate visual screening when in leaf, and absolutely none when not in leaf. And obviously it provides no protection from noise.

In all the circumstances, the proposed change of use will introduce a use which should be viewed as unreasonable and unacceptable in this area.

Dear Sir/Madam

BOLT COURT PLANNING APPLICATION 19/00291/FULL OBJECTION

I write in my capacity of *Director of **Gough House Limited (GHL)**, the owner of the freehold of the building at **6 Bolt Court EC4A 3DQ**. The building comprises some 21 flats, 19 of which are owned by proprietors with an equal share in the freehold. The two flats which chose not to participate in the purchase of the freehold pay an annual ground rent to GHL.

You will already have received a number of objections from shareholders whose flats will be particularly affected by the proposed building works on the terrace of 10 Bolt Court. GHL has had sight of all these objections and **wholly supports them and endorses the reasons they advance for refusing the latest application.**

In terms of its own special interest in opposing this application, GHL would make the following observations.

First, the current application confirms the fear, voiced in our previous objection, that what is proposed involves a clear and radical departure from the way in which the premises at 10 Bolt Court have hitherto been used by its current occupant, the distinguished family law firm of Miles Preston. This is not surprising since it is self-evident that the provision of a roof terrace in premises devoted to a legal specialism has no obvious relevant relation to such work. What seems clear, therefore, is that the current owners (who we believe bought the building from Miles Preston who continue to lease the lower floors of the premises) have in mind some longer term goal for the building, which they perceive will add to its attraction for tenants, additional to than Miles Preston, occupying the upper floors. We would be surprised if Miles Preston knew, when they sold, of the purchaser's plans to open up a roof terrace which in any case had never been relevant to their occupancy. It is, moreover, the fact that GHL enjoys a most cordial, neighbourly relationship with Miles Preston who have always been aware that 6 Bolt Court has a special attraction for professional people working in the City of London because of its secluded situation and peaceful environment. We cannot think, in the light of that relationship, that they would have been comfortable with the current proposal, which radically undermines the expectations of residents of 6 Bolt Court.

Secondly, it cannot now clear beyond peradventure that the current owners of 10 Bolt Court are desirous of ultimately using/offering the roof terrace area for activity which will represent a major threat to the way in which life is currently lived at 6 Bolt Court. Indeed, as Dr Mann demonstrates in her latest objection, the current application represents an even greater threat to the enjoyment of life of residents of 6 Bolt Court and especially those whose flats are adjacent to 10 Bolt Court. These matters are fully and excellently covered in Dr Kirsty Mann's of letter of representations to and it would be otiose to repeat them. GHL is happy to adopt those arguments in their entirety. Everything she says about noise, light pollution, smoking, the futility of expecting those using the roof terrace for their enjoyment to take any notice of requests to moderate their inevitably offensive and disruptive behaviour so that we face an ongoing war between two incompatible sets of interests etc. is absolutely right and cumulatively constitutes an unimpeachable case for refusing this offensive and unwelcome

application. There is also the overarching point that the proposed use of the new terrace is quite inconsistent with current use (mixed office and residential) to the detriment of residents.

Next there is the important matter of the damage this change of user will do to this historic precinct. Dr Mann has rightly and forcefully pointed up in her letter to Alison Hayes that the building at 6 Bolt Court forms part of the Fleet Street Conservation Area. The proposed development if permitted would detract both from the character of the precinct and its views. She might also have added that this important heritage aspect is reinforced by the fact that our building has been honoured with a blue plaque, recognizing its importance to the patrimony of the City of London. This signal honour will we believe, be significantly devalued if this undesirable development is allowed to proceed.

Finally, GHL has a duty to protect the economic value of the building at 6 Bolt Court, a factor given prominence in our original objection to the now amended (for the worse!) application. It is unarguable that the proposed roof terrace has the potential to reduce the value of our building and the shares of members of GHL if the entirely predictable adverse consequences, eloquently outlined in Dr Mann's submission, come to pass as they inevitably will if the permission sought is granted.

We accordingly urge the City of London to reject this amended, but in reality more damaging to the interests of the residents of 6 Bolt Court, unwelcome and unmeritorious application. If granted, it will effectively *be authorising, or at least creating a very high risk of, a nuisance* to the residents of 6 Bolt Court, especially those whose flats directly face the proposed terrace.

I shall be pleased if you will acknowledge receipt of this objection to the amended application and keep me informed as to the progress of the matter through the planning process.

Yours sincerely,

Michael Harris

Director, Gough House Limited

Flat 9, 6 Bolt Court

London

EC4A 3DQ

*My fellow director is Mr Eric Hutchinson of Flat 4 at 6 Bolt Court who will confirm his endorsement of this objection.

Comments for Planning Application 19/00291/FULL

Application Summary

Application Number: 19/00291/FULL

Address: 10 Bolt Court London EC4A 3DQ

Proposal: Replacement of the existing balustrading, installation of new decking and planting at roof level in association with the formation of a roof terrace for use by occupants of the building between 9am and 8pm with the exception of 15 times a year when this would be extended to 11pm. (Amended Description, revised drawings and supplementary information).

Case Officer: Alison Hayes

Customer Details

Name: Mr Andrew Gavan

Address: Flat 14 6 Bolt Court London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: I deliberately acquired my Flat at a distance from Ye Olde Cheshire Cheese, and am aware that the neighbours to that Pub have experienced difficulty in restricting noise in clement weather.

I therefore object to the proposed development as an inevitable intrusion into our current living condition.

From: [Darren Shapland](#)
To: [PLN - Comments](#)
Cc: [REDACTED]
Subject: 10 Bolt Court Fleet Street EC4A - Planning Application
Date: 13 August 2019 08:49:31

Dear Sir / Madam

Re - 10 Bolt Court Fleet Street EC4A - your ref 19/00291/FULL - OBJECTION

I received your notice regarding the above and sorry for the delay in response as we have been on holiday.

I have reviewed the revised plans and we want to object wholeheartedly.

The proposed plans now are even worse than the original ones. This building is a short distance (10 to 15 feet) from Gough House - 6 Bolt Court where we have a flat at the front of the building. What is being requested will cause a lot of noise and disruption for so called social events, gatherings, parties or whatever. The whole area is full of places for social events and any events, this is not needed and will cause a lot of disruption and disturbance.

As residents of the City we tried to find a place where it could be acceptable from a noise point of view, hence buying in a small quiet square, a building of interest and with character. We don't need a party floor now allowed just over the void, facing our block and spoiling the situation, please reject this revised proposal.

Thank you

Darren Shapland

On Behalf of Darren and Wendy Shapland - Flat 11 - 6 Bolt Court

Sent from my iPad

From: [Jonathan Bird](#)
To: [PLN - Comments](#)
Subject: Objection to Planning Application ref: 19/00291/FULL
Date: 13 August 2019 16:16:56

Dear Sir/Madam,

As a resident of 6 Bolt Court I wish to strongly object the to the revised planning application 19/00291/FULL for the new roof terrace at number 10.

The noise nuisance and loss of privacy for residents of 6 Bolt Court will be severe given the proximity of the proposed terrace to our building. There are numerous licensed premises nearby, including the recent development on Fetter Lane, and the noise generated by even a dozen or so drinkers can be extremely loud. This would be intolerable as a regular feature of life at Bolt Court and impossible to police. Use of the terrace is obviously planned to be frequent and includes late evening use which is completely unacceptable.

The current mixed office/residential use of Bolt Court contributes to the relative calm of the Fleet Street conservation area enjoyed by residents, visitors and local workers alike who are surrounded by an otherwise very urban environment. It would be a great shame if this is not protected.

I am also very unimpressed with the way the developers have conducted themselves to date. They have been less than transparent, and it does not give my confidence in future dealings with them.

These plans will have an even bigger negative impact than the previous application and I very much hope they will be judged unsuitable.

Yours faithfully,

Mr. Jonathan Bird
Flat 18, 6 Bolt Court, EC4A 3DQ

Sent from [Mail](#) for Windows 10

From: [Tim Parker](#)
To: [PLN - Comments](#)
Subject: Objection: 10 Bolt Court
Date: 13 August 2019 04:43:59

Dear Madam / Sir,

I am the owner of [REDACTED] Gough House, 6 Bolt Court. I write to object to the revised planning application relating to 10 Bolt Court.

The original application was made on 2 April 2019. In response to that application, on 30 April 2019, I wrote the following objection:

"Although described as "Minor alterations at roof level including design improvements to existing balustrades and new decking associated with the existing office use" the application is in fact one seeking to alter the user of the roof space in question. This is inaccurate in the following respects:

(1) The roof space atop 10 Bolt Court is not, and has never been, used "for office use" - or indeed any use at all (save for occasional maintenance access). As shown in the application document, the space in question is actually not safe for the use now proposed. What is being put forward is a new user altogether, not an upgrade for existing user as claimed.

(2) The proposed use - as an outdoor terrace - cannot be described as "office" use. Its purpose will doubtless be as a smoking area and/or a place for social gatherings.

The proposal is further objectionable because:

(1) Bolt Court is an oasis of quiet just metres from the hustle of Fleet Street. Converting a roof area at its heart into a social gathering point will disturb residents, and detract markedly from the essential quality of the area, upsetting the fair balance between residential and office user currently struck.

(2) The privacy of residents directly opposite will be severely affected. Flats in Gough House (6 Bolt Court) are just metres from the roof space in question, and are overlooked by it.

(3) The design and materials proposed are out of keeping with the character of the area. The proposed balustrades - in black metal, perforated with small slits - will cut light to Bolt Court, and stand in stark contrast to the style of the buildings all around (which match the current format of the balustrades). The decking materials do not comport with the local character evident on the surrounding buildings and rooftops.

Given that the purpose of these changes would be to create a new space for the exclusive social (i.e. non-office) use of 10 Bolt Court occupants, I am strongly in opposition to them."

Following this objection, it has come to my attention that a revised application was filed on 22 July 2019. I have carefully read that application and the accompanying materials. I **object to the revised plan**. My key reasons are as follows:

(1) It remains the case that what is proposed is a fundamental change of user of the space concerned. As the proposal itself points out, the space has always had non-compliant railings, demonstrating that:

(a) it has never been used for the new purpose proposed, i.e. a social gathering space for office users of the premises; and

(b) the owners or lessees can have had no expectation that the space was exploitable for commercial value - i.e. to provide a socialising and smoking space for office occupiers.

(2) The three objections stated in my original objection, above, all remain. I repeat them with appropriate modifications for the revised plan:

(a) Bolt Court is an oasis of quiet just metres from the hustle of Fleet Street. Converting a roof area at its heart into a social gathering point will disturb residents, and detract markedly from the essential quality of the area, upsetting the fair balance between residential and office user currently struck.

(b) The privacy of residents directly opposite will be severely affected. Flats in Gough House (6 Bolt Court) are just metres from the roof space in question, and are overlooked by it.

(c) The design and materials proposed are out of keeping with the character of the area. The decking materials do not comport with the local character evident on the surrounding buildings and rooftops.

(3) The supposed "Roof Terrace Management Plan" is fundamentally inadequate, *inter alia* for these reasons:

(a) Operating hours:

(i) the proposed permanent hours (9am - 8pm, Monday to Friday) illustrate that the proposed user is for this to become an outdoor socialising space. Doubtless it will be used as a venue for noisy drinks parties. That proposed user, at such close proximity to residential premises, upsets the fair balance between land uses that has subsisted in sleepy, peaceful Bolt Court for many many years;

(ii) this concern applies *a fortiori* in relation to the proposed extended hours - to 11 pm on 15 occasions per year;

(iii) there is no credible enforcement mechanism:

- It is said that "only tenants" would use the space. Who will be checking that, for example, guests or friends or relatives of the occupying business(es) will not be invited? Who will be ensuring that there is no smoking?

- It is said that the 15 occasions per year on which late functions would be held on the to-be-constructed terrace would be "agreed in advance with the managing agent". In other words, agreed between the occupier and its own agent, not agreed with those affected by these events (i.e. the local residents).

(iv) Noise control: The provision on noise lies at the heart of the problem:

- The noise control statement relates only to music. There is no general provision against excessive noise generated e.g. by the pub atmosphere of groups of people drinking and socialising on the roof.

- The statement that "loud music" will not be permitted (a) implies that music will be played there, which illustrates again the essential objection which is the upsetting of the fair balance struck in Bolt Court, and (b) is such a vague yardstick as to constitute no substantive rule whatsoever.

(v) Health and safety: it is said that there would "strictly" be no smoking. Again, this is effectively unenforceable since it involves self-policing by the occupier. Second, although a ban on "naked flames" is proposed, this would not preclude barbecuing on a gas or electric barbecue. That is again unacceptable.

(4) In sum, the "management plan" raises more questions than it provides answers.

For the above reasons, I object to the fresh planning application which would upset the long-held status quo in Bolt Court, with its essential characteristics of peace and quiet.

Yours sincerely,

Timothy Parker
Owner / Resident, 6 Bolt Court

[REDACTED]

From: [Priest, Henrika](#)
To: [PLN - Comments](#)
Subject: URGENT: Representation (19/00291/FULL)
Date: 14 August 2019 15:00:40
Importance: High

Dear Sir / Madam

Following the re-submission on 22 July of the planning application 19/00291/FULL for 10 Bolt Court, EC4A 3DQ, I'm writing again to strongly object to this application.

In my view, nothing has changed for the residents and I'm re-iterating my earlier comments as follows:

1. Residents would be completely overlooked with loss of privacy given the very close proximity between the buildings - anyone on the terrace can look straight into the flats. The tree between the buildings do not prevent a view into the flats.
2. Noise pollution: in this very small and confined area, any individual conversation at ground level can be clearly heard, so a new roof terrace used for social gatherings – with music – would most certainly bring severe noise pollution during the day and into the evenings to both the residents in Bolt Court and surrounding businesses as the entire area acts like an echo chamber. The unpredictability of such noise would affect the residents' enjoyment of their own homes.

I have a few further observations / questions to make to the amendment letter and the management plan:

Amendment Letter

"Based on this exclusivity it is anticipated that the future occupier would be a small professional business and those which you are likely to find in the local area such as lawyers or accountants. Both floor levels have capacity for around 6 office workers at a time meaning there would be no more than 12 users (max) of the roof terrace at one time in total."

"The roof terrace hereby permitted shall be used between the hours of 9am and 8pm Monday to Friday, with provision for 15 late night uses annually, and not at any time on Sunday or Bank Holiday, other than in the case of an emergency. Reason: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan DM15.7 and DM21.3."

- ⇒ I fail to see the what the rationale for going through the entire refurbishment of the roof terrace if this is only to be used by 12 users?
- ⇒ Again, "15 late night uses annually" – is that for the 12 users?
- ⇒ As this will be a social space, I make an assumption that alcohol will be served on the roof terrace but nowhere is there any mention of this and how this will affect the behaviour of people using the space and how the management plan will deal with this.
- ⇒ What is the maximum allowed number of people allowed on the roof terrace?
- ⇒ What is to say that the applicant won't increase the number in future from 12 in order to attract tenants to 10 Bolt Court?
- ⇒ It's very disappointing to read that the residents in Bolt Court are not made the specific reason for these amendments by the London Diocesan Fund.

"The hours of use of the exclusive terrace area are pertinent in attracting the highest

quality tenant for the third and fourth floor level of this existing office building and these should apply flexibly to accommodate the changing nature of office working. Again, this is in line with the City of London Corporation's ambition to protect and enhance existing office space."

- ⇒ I fail to understand the above comment: will there be a vetting process? And how is this related to flexible working?
- ⇒ Is this somehow to prove that this particular type of tenant won't be loud when drinking on the roof terrace?

Management Plan

The so-called management plan is brief to the point of being not fit for purpose. There is very little exact detail, for example: *"There will be no loud music permitted at any time"*. Whose definition of "no loud music" will be taking into account? Music of any level would be extremely intrusive and cause noise pollution regardless of the time of day.

In conclusion, despite the amendments to the planning application and the addition of the management plan, the reality is that this application to re-furbish the roof terrace to a social space is still wholly unsuitable for this area and will have a severe detrimental effect on the lives of the residents in 6 Bolt Court.

Your sincerely

Henrika Priest
Common Councilman, Castle Baynard Ward

From: [Ian Yap](#)
To: [PLN - Comments](#)
Subject: 19/00291/FULL OBJECTION
Date: 14 August 2019 18:17:55

Dear Sir/Madam

Ian Yap
Flat 8, 6 Bolt Court
London EC4A 3DQ

As residents of 6 Bolt Court, directly opposite this proposed development, we wish to re-state our opposition to the development sought. Before the real purpose of the development was flushed out (it is now apparent that there is an intention to make the terrace a social venue, something that we suggested all along was the case but which was not acknowledged by the applicant in a manner which we suggest is misleading) we made our objections on a number of occasions. Rather than repeat them, we annex them below, and propound them again.

It is now apparent what the intention behind the plan is – to create a social venue in an area of residential and office accommodation. It does not redound to the credit of the applicant that that was not admitted at the outset and we wonder whether they should be rewarded for their concealment (surprising, coming from the London Diocesan Board) by a grant of the permission.

So far as the current proposal is concerned we add the following to what we have already said, sometimes by way of emphasis now that the proposal has become clearer.

We start by pointing out the level of intrusion that these landlord/developers wish to impose on their neighbours as it has now become apparent, and then move on to consider how that fits in with the Local Plan policies, so as to demonstrate that to allow this development would be so inconsistent with policy (and indeed fairness) as to be irrational.

So far as the facts are concerned, they are as follows.

1. The planned social gathering is invasive to our flat, being a few feet away and with a clear view into the flat.
2. Social gatherings will be noisy, even with the limited number of people suggested by some of the documentation. Even 12 people can make a lot of noise when in party mode, and it is not credible (or indeed proposed) that numbers should be so limited. One only has to walk past a number of pubs in the Fetter Lane area, where people are allowed to drink outside, to appreciate the noise people make in that environment. Social controls (asking people nicely to keep it down) just do not work.
3. The work proposed is obviously not being done for occasional use, and the proposed hours demonstrate that use is intended to be frequent. It is to be daily during the week (and, on one of the documents, perhaps on a Saturday), and on 15 occasions it is to be until 11pm, which translates to once per week if one assumes that that will happen in the summer months. That amounts to a lot of opportunity for intrusive behaviour. We have wondered whether these proposed hours are deploying the standard developer's technique of asking for a lot with a view to getting permission for a cut down version. If so, we would urge the committee not to succumb to that. Even lesser usage will present all the intrusion and policing difficulties to which these objections refer.
4. I would like to remind those taking the decision on this development that my fiancé and I are doctors who work shifts. We are particularly vulnerable to partying during periods

when we might be trying to sleep. That does not make us particularly sensitive; it makes us people with a legitimate interest in relative peace and quiet.

5. We are unable to protect ourselves with double-glazing because we are a listed building and it would not be allowed. And in any event we may need ventilation in the summer months. We should not be required to degrade our living conditions by having to have the windows shut.

6. The proposed controls are inadequate to protect the occupants of Bolt Court:

(a) The bar on “loud” music is something of a sop. It suggests music will be allowed, and what then becomes “loud” is not capable of policing. It is obviously intended to be audible, and that means it will be intrusive. Policing the “loudness” is in practice impossible. A party-goer’s “loud” is very different from a neighbour’s “loud”. By the time a complaint is made the music has stopped and the dispute will never be determined. In practice this is an empty suggestion.

(b) There is a degree of equivocation in the provision as to hours. The Management Plan provides for use on Monday to Friday. The letter of 22nd July 2019 provides for Monday to Friday, but not at any time on a Sunday or Bank Holiday. Why does it not say “not at any time on a Saturday”? This may be an error, but against the history of the application it does not encourage confidence in any neighbourly policing mechanisms.

(c) No limit on numbers is proposed in the Management Plan. The letter of 22nd July suggests that there would be no more than 12 users at any one time, based on an assumption that there would be 6 workers per floor, and they would be the only people using it. That is surely fallacious reasoning. These works are not being done so that just 12 occupants can use the terrace for social purposes, and up to 15 times per year up to 11pm. No restriction to occupants is proposed in the management plan, and it is obvious that the use will be for a lot more than that. They will have their own invitees, and for all we know may let out the space for non-occupiers. Unless the applicants really propose a condition that the terrace will be used only by occupiers, and by no-one else, that paragraph in the 22nd July letter becomes positively misleading. In any event, such a condition would in effect be unpoliceable. How are we supposed to know who the participants in noisy partying are?

(d) The history of this application, and the lack of straightforwardness in it, does not encourage any confidence that the applicants, so far as they are capable of doing so, could or would control the situation. They have never consulted their neighbours at 6 Bolt Court and continue to go ahead with their application despite clear consternation from us – they have not shown any evidence that they will be considerate in their use of this new terrace. In any event, the applicants would not be users. The users would be the tenants. A complaint to the applicants (landlords) would not be to the persons holding the party, so we would have to rely on the applicants first taking the point seriously, and second applying serious pressure on their tenants (assuming they extract a relevant covenant in the first place). This chain of control/complaint just won’t work.

(e) There is a phone number offered on the application for neighbours to call if any problems arise – but that number is for the head office of Cluttons and does not work after 5:30pm.

7. There are plenty of places for socialising in the area (whereas we have only one place to live and sleep). It is not necessary, and unbalanced, to allow this one on a building where the sound will travel straight across to the direct detriment of residential occupiers.

We now turn to policy matters. All this is contrary to Local Plan Policy DM 21.3:

“1. The amenity of existing residents within identified residential areas will be protected by:

Resisting other uses which could cause undue noise disturbance ... [This development will inevitably do so]

2. Noise-generating uses should be sited away from residential uses, where possible...

[This development is not sited away from residential uses.]

3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.”
[This development is not and cannot be so designed so far as privacy is concerned.]

This theme is taken up in the Draft Plan Policy HIC3:

“1. Developers must consider the noise and lighting impacts of their development.

2. A noise assessment will be required where they may be an impact on noise-sensitive uses. The layout, orientation and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools, nurseries and quiet open spaces.”

We are not aware of any noise assessment having been carried out. We are not aware that any consideration has been given to the noise impact – in fact we suggest that none has really been given apart from the token “loud music” provision.

Policy DM 10.3 is to encourage “high quality roof gardens and terraces”. This terrace hardly qualifies as such, but in any event the policy explicitly does not allow even terraces with that quality to overlook residential premises.

These policies are, in part, intended to resolve conflicts between the sort of development the City needs, that is to say primarily offices for commerce (see Local Plan para 3.12.15), and residential needs. If an office is to be built and operated, then it needs to be done in a manner which fulfils the policy guidelines. That affects design choices, and developers will be expected to design round the policies. If they cannot then one would expect permission to be refused. Residential interests are not to be trampled upon.

But this development is not even an office development (nor is it necessarily ancillary to an office usage), and allowing it does not fulfil one of the needs of the City. It is an entertainment development. As such it deserves less sympathetic treatment when applying the policies and resolving conflicts. An office development would be expected to design round the needs of residential occupiers protected by the policies. These developers have made no attempt to do that. Indeed, it cannot be done, by the very nature of the development. Nothing can be done about the overlooking/privacy aspects, and noise nuisance cannot be satisfactorily ameliorated by the purported time restrictions and the “no loud music” proviso. The hours are long, and intrusion inevitable whatever the hours. No office development would be allowed which infringed privacy and created a noise intrusion to the extent of this terrace, and if that is right then it must follow that permission for this terrace, which is not even an office, must be refused. Anything else would be an irrational application of the policy provisions.

In short, this is an application to be allowed to create an intrusive party venue into a relatively peaceful office/residential mix. It is contrary to the City’s policies, it upsets the balance, and we suggest it should not be allowed.

From: [Lorna Gradden](#)
To: [PLN - Comments](#)
Subject: 19/00291/FULL OBJECTION
Date: 14 August 2019 15:47:01

Dear Sirs

I write in my capacity as the owner of Flat 18, 6 Bolt Court, London EC4A 3DQ.

I wish to object strongly to the proposed works at 10 Bolt Court. If carried out, these will lead to a serious diminishment of the quality of life of neighbouring properties. Building density in this area is very high, and this can only be sustained by every building taking steps to minimise the nuisance it causes to its neighbours, for example by triple glazing to reduce noise output. The application here does the reverse - the works are intended to create a social or party area, rather than merely to refurbish or to improve environmental sustainability. A party space cannot effectively be policed for noise, there are no proposals to limit numbers, and there are many alternative bars, pubs and restaurants locally which are able to provide socialising space and are effectively licensed and monitored.

I would further draw the Corporation's attention to the fact that despite being close neighbours, we have not been consulted on this proposal by 10 Bolt Court. This evidences a lack of respect for the local area which strongly implies that they will not be considerate neighbours.

I therefore respectfully urge the Corporation to reject this proposal, and am available for further comment if necessary.

Lorna Gradden

Mr Mike Murphy
Flat 18
6 Bolt Court
London, EC4A 3DQ
michael@murphyz.co.uk
14 August 2019

Application Reference: 19/00291/FULL
To: PLNComments@cityoflondon.gov.uk
Commenter Type: Neighbour
Stance: Object

To whom it may concern

I am writing in my capacity as a new resident of the neighbouring premises of 6 Bolt Court and I wish to **object** to this application.

I chose to move to this location due to the proximity to my work and the unique characteristic of this area, primarily the fact it is a location where the noise after typical working hours is minimal.

My understanding of this application is that a new roof terrace would be in use by up to 12 tenants of the office and use would include any evening and some 'late' evenings during the week.

The original application states that hours of opening are not relevant to this proposal, however later supporting documentation indicates this is very much not the case and indeed proposes hours of opening. I am therefore led to believe that the original application was either purposefully withholding relevant information in the hope of proceeding unchallenged, or simply did not care about the eventual use of the roof terrace and how this would impact on neighbouring residents. I am therefore not optimistic that any great thought has gone into the Roof Terrace Management Plan, which has different hours of opening than those proposed by the agent in the accompanying letter sent on the same date, and feel that this was produced as a box ticking exercise to try and move this application along.

My objections are therefore aimed at the intended use of the roof terrace development and cover the following areas:

Privacy concerns

If we can see them, then they can see us.

It's unsettling to feel that you could be being watched within your own home and the London Plan supports the prevention of this by encouraging roof terraces only where they do not immediately overlook residential properties.

This roof terrace would certainly immediately overlook residential properties.

There is a tree in between my property and that of the applicant which may protect the privacy of some residents in my building, but not all windows are protected by that tree.

Noise and Light levels

This area of the City has a very characteristic network of streets and alleyways which features a Grade I listed building, a City of London Corporation blue plaque on 6 Bolt Court itself, and the only English Heritage blue plaque to be found in the square mile, just around the corner at Dr Johnson's house.

Part of this unique character is how quiet it is. Step out of Bolt Court to the south and you are on a very busy Fleet Street; to the East you get the noise of drinkers outside the Ye Olde Cheshire Cheese, and to the north of Gough Square the same noise disturbances from those drinking outside The Refinery.

By allowing the use of a roof terrace at this location and at night-time where sound is generally amplified, but especially so in an environment such as this where there are narrow streets, would have a detrimental impact on the character of this area.

Further, the residents of 6 Bolt Court, and particularly those who are facing directly on to the roof terrace and at the same height, would get the full impact of this noise. Properties within this periodic building are not double glazed and we need to rely on having windows open to let any cool air in, so we cannot simply shut out the sound that will come from our neighbours on the roof terrace, be it someone in that space making a phone call in the middle of the day, or a group of people who are socialising at night.

What is classed as 'loud music' is subjective, you only need to sit on public transport and hear the various levels of noise coming from personal headphones to understand that people listen to music at different levels and what may appear 'normal' to one person is 'quiet' or 'loud' to another. Music played at one level at 6pm in the evening would sound very differently, and louder, at 10pm in the evening as the ambient noise changes. The same can be said for speech, the sound levels for which I find typically increase with the introduction of alcohol and a group setting.

Therefore, *any* noise coming from this rooftop terrace will be a disturbance to the immediate area.

I appreciate the applicant has suggested no smoking to be permitted on the roof terrace (which I hope would extend to vaping as I personally find this more disagreeable due to the sheer volume of vape being emitted and the smells associated with various 'flavours') but, if respected, this would result in tenants going downstairs to smoke. From my observations, whenever alcohol is involved, and a group of people need to organise themselves to leave, noise levels escalate. At the minimum I would therefore expect unacceptable noise coming from the roof terrace at all times when in evening use, but I fear that this would also result in those tenants who remain on the roof terrace attempting to communicate with those leaving the premises or standing downstairs smoking – and that this would be done by shouting between the two locations.

Further, if the use of the roof terrace will be at night-time, which the Roof Terrace Management Plan indicates it would be, I am concerned by which lighting will be in place to support this. At the present time I don't see any harsh lighting in place at night, but lighting would be required should the roof terrace be used by tenants in the evenings. I do not see any indication in the plans as to the type of lighting that would be in use, where these lights would be located, nor how powerful they would be. I am therefore concerned that any lighting in use would be visible and offensive to those residents who currently have sight of the roof space.

I am concerned that if this proposal were to go ahead there would be a detrimental impact on the day to day living conditions of residents, myself included.

Negative Impact outweighs the Beneficial Impact

On a personal level I am dismayed that one of my first acts upon moving in to my new flat is to feel the need to object to the planning application of a neighbour, but overall it seems that this development will benefit the '12 users (max)' who are tenants of the offices and have use of this 'exclusive terrace area', and also the person or people who are renting this space and therefore able to charge a premium for the addition of a roof terrace.

The number of people this will negatively impact, as evidenced by the number of objections so far made to this application, far outweigh the number of people who this proposal would immediately benefit.

Kind regards
Mike Murphy

From: [beng_choo_goh](#)
To: [PLN - Comments](#)
Subject: 19/00291/FULL OBJECTION
Date: 15 August 2019 00:30:32

Dear Sir,

I am the owner of Flat 5, [6 Bolt Court, EC4A 3DQ](#). I am writing to express my objection to the proposed roof terrace at [10 Bolt Court](#) for the following reasons:

- The roof terrace will affect the privacy of our residents.
- The new proposal is at odds with several London planning policies
- There is no need for more pubs/socialising areas in this vicinity as there are already plenty.

Kind Regards

Madam Beng Choo Goh

Sent from my iPhone

From: [Toby Brown](#)
To: [PLN - Comments](#)
Subject: Fw: Letter of objection to 19/00291/FULL
Date: 15 August 2019 04:36:38
Attachments: [REDACTED]

Dear Madam or Sir

1. Thank you for your consultation letter of 25 July 2019 regarding the amendments to the planning application [19/00291](#)/FULL (10 Bolt Court London EC4A 3DQ).

2. I ask that my previous letter of objection which I have re-attached be taken into account on this amended application, and also make the following additional objections. As stated in my previous letter, I live at 6 Bolt Court directly opposite and facing where the roof terrace will be used.

3. The amended application reinforces that at least one intention of the application is to create a roof terrace for social use - in other words corporate entertainment, alcohol drinking etc. This was suspected by in respect of the original application, which misleading failed to disclose such an intended use.

4. However, the amended application's covering letter dated 22 July says at the outset in its second paragraph that "*The proposed development is essential for the upgrading of the terrace area for compliance with both building safety as well as improvements to the overall visual appearance of the roof terrace area*". If that is genuinely the purpose, then the applicant should not have any problem with the Corporation imposing a planning condition which imposes a restriction against any social/entertainment use of the terrace, and indeed against any use of the terrace after working hours (except for emergency works).

5. If permitted social/entertainment use of the terrace, this will be out of keeping of the character of the historic area and the quiet office and residential nature of Bolt Court. Even if limited to 15 late night evenings per year, this will still be seriously disturbing to local residents. This is especially so given the proximity of my flat (and others at Bolt Court) to the roof terrace, and since we cannot add double glazing to our historic listed building. To put the matter in my personal context, I am a barrister working locally, and, without exaggeration, sleep affected by anti-social noise has the real potential to disrupt my ability to properly represent my clients in court.

6. Without wishing to lengthen this objection further, I also refer to and repeat the policy submissions made by Kirsty Mann in her email of objection to the Corporation dated 7 August 2019 at 11:18 on page 2, with which I agree.

7. Finally, may I repeat the request in my previous letter that I would ask for the opportunity to make oral submissions before the planning committee should the application proceed.

Yours faithfully,
Toby Brown.

Flat 10, 6 Bolt Court

Begin forwarded message:

On Sunday, May 5, 2019, 10:48 pm, Toby Brown <[REDACTED]> wrote:

Please find attached letter containing my objection. I would be grateful if you could confirm receipt.

Thank you.

Kind regards

Toby Brown.

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Committee:	Date:
Planning and Transportation	1 October 2019
Subject: 26A Savage Gardens & 9A-9B Crutched Friars London EC3N Change of use of part ground floor from betting office (sui generis) to a mix of restaurant and drinking establishment (sui generis) (110sq.m) and works comprising: (i) replacement of shopfront on Crutched Friars; (ii) replacement of first floor windows on Crutched Friars and Coopers Row; (iii) installation of first floor window on Savage Gardens; (iv) replacement of first floor rear doors and windows fronting rear yard with new doors and glazing under the arches and installation of an external green screen; (v) replacement of door and installation of windows to the rear at ground floor; (vi) extension of external walkway on first floor rear elevation and replacement of external stairs for use as a means of escape; (vii) installation of a fence between the external walkway and neighbouring residential properties; and (viii) replacement of extract flue on rear elevation.	Public
Ward: Tower	For Decision
Registered No: 19/00292/FULL	Registered on: 23 April 2019
Conservation Area: Fenchurch Street Station	Listed Building: No

Summary

The application relates to two units located within the railway arches at the eastern end of Crutched Friars. The units comprise part of the ground floor and the first floor. The ground floor unit (9A-9B Crutched Friars) was until recently used as a betting office (*sui generis*). The part ground and first floor unit (26A Savage Gardens) is vacant but was previously used as a restaurant / bar (*sui generis*). To the rear of the arches is an empty yard which is included in the application area. The yard is bounded by the site to the north, and residential buildings of 25 and 26 Savage Gardens to the west and 1 Pepys Street to the south. The site is located within Fenchurch Street Station Conservation Area.

Planning permission is sought for the change of use of part ground floor from betting office (*sui generis*) to a mix of restaurant and drinking establishment (*sui generis*) (110sq.m) and associated works including the replacement of the shopfront on Crutched Friars; the replacement of first floor windows on Crutched Friars and Coopers Row and the installation of a first floor window on Savage Gardens; the replacement of first floor rear doors and windows fronting the rear yard with new doors and glazing under the arches, installation of an external green screen and a fence bounding the edge of the yard; the replacement of a door and installation of windows to the rear at ground floor; extension of the external walkway on the first floor rear elevation and replacement of external stairs for use as a means of escape; and the replacement of an extract flue on the rear elevation.

12 objections have been received from 8 residents regarding the proposed development over two separate rounds of consultation. The objections include the impact of the development on security and residential amenity, including loss of privacy from increased overlooking, noise from the unit and disruption from people using the yard and exiting the premises.

The proposed change of use would contribute to the vitality of Crutched Friars, relocating the entrance away from the slightly quieter Savage Gardens. A green screen has been proposed between the rear first floor glazing and the residents to limit any potential for overlooking. Conditions are proposed to protect the amenity of the surrounding residential units, including the submission and adherence to a robust management plan.

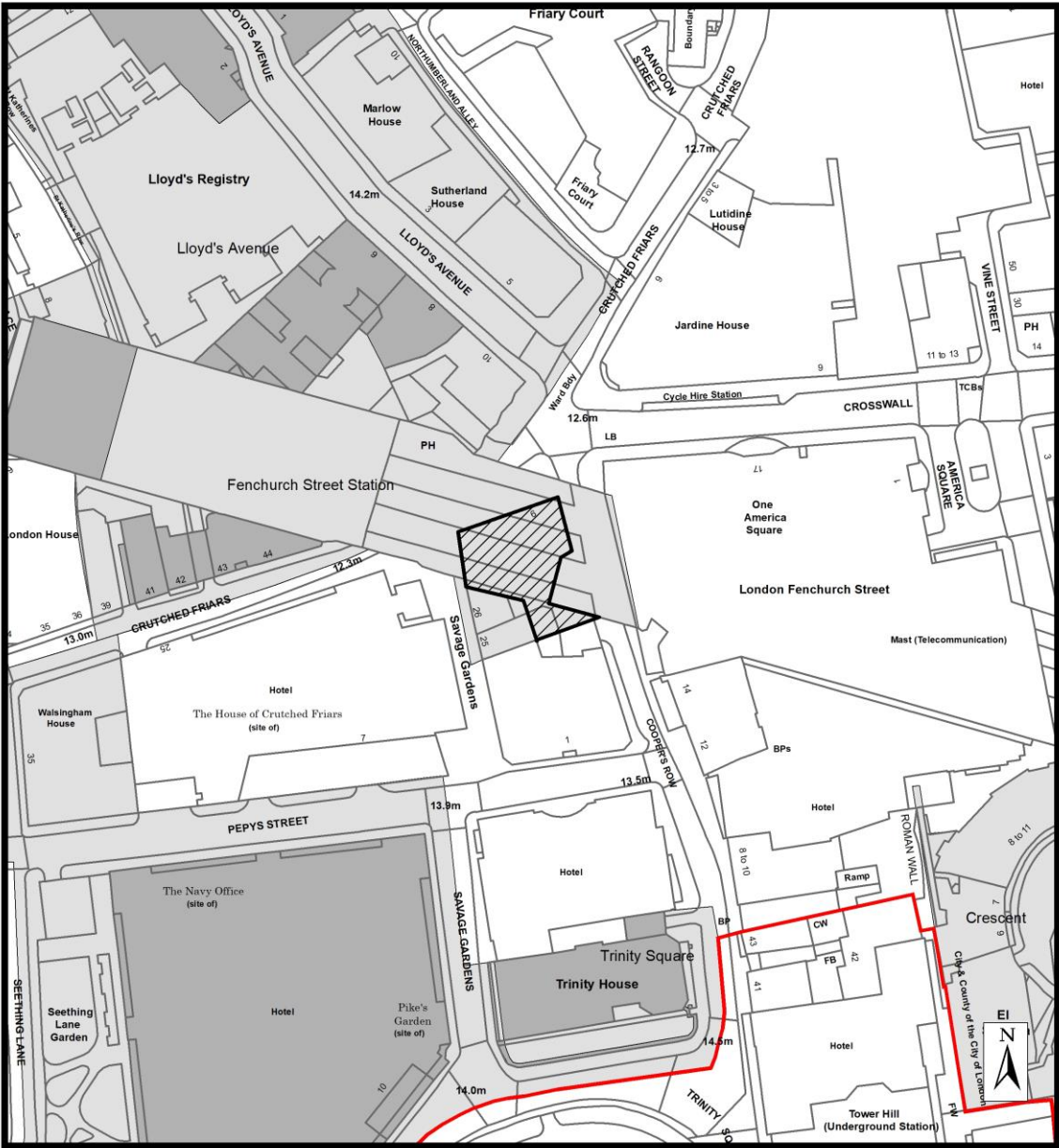
The proposed combined unit would not be fully accessible due to restrictions

in the entrance area of the unit, but the proposals would improve on the current situation. The proposed shopfront and external alterations would make a more positive contribution to the street scene than the existing building and would enhance the character and appearance of the Fenchurch Street Station Conservation Area.

Recommendation

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

Site Location Plan



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ADDRESS:
26A Savage Gardens & 9A-9B Crutched Friars

CASE No.
19/00292/FULL

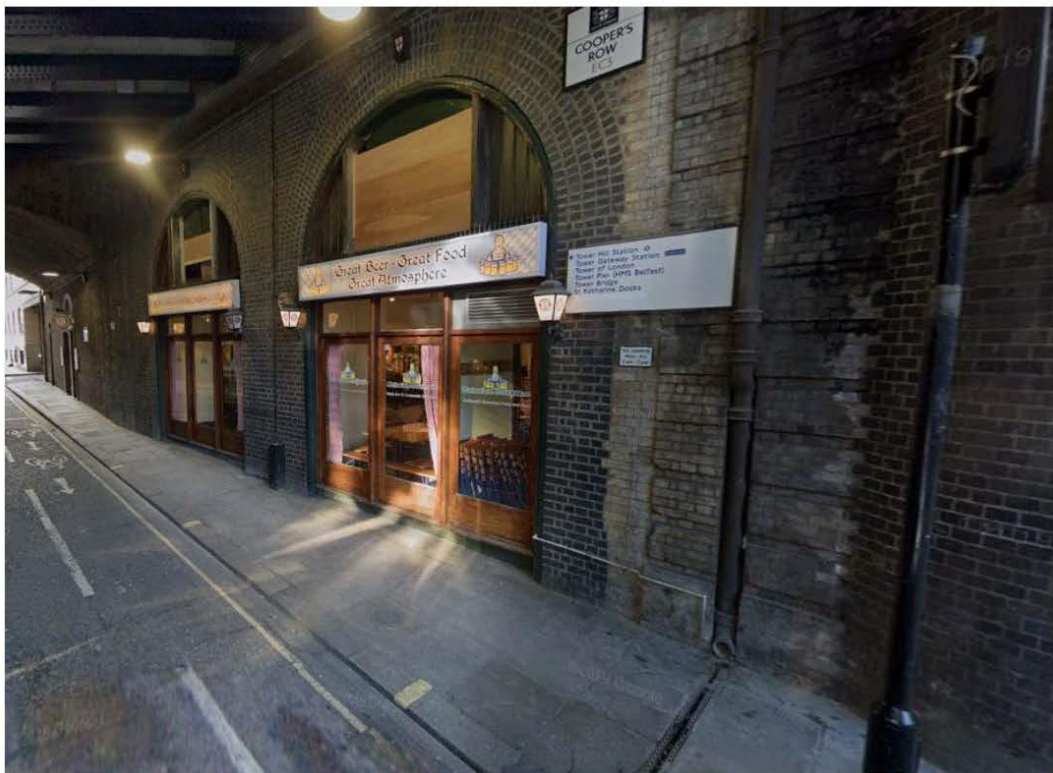
- CITY BOUNDARY
- SITE LOCATION
- LISTED BUILDINGS
- CONSERVATION AREA BOUNDARY



DEPARTMENT OF THE BUILT ENVIRONMENT



View of the entrance to 9A-9B Crutched Friars (2018)



View of the first floor windows on Coopers Row (2018)



View of the entrance to 26A Savage Gardens (Now)



View of the rear wall of the premises from the rear of 1 Pepys Street prior to works beginning

Main Report

Site

1. The site comprises two units, 26A Savage Gardens and 9A-9B Crutched Friars. These form two out of three units located on the south side of Crutched Friars within the same section of railway arches over the eastern end of the road.
2. 26A Savage Gardens' entrance is located on Savage Gardens and the unit comprises part of ground floor and first floor, previously used as a mixed restaurant and bar (sui generis), which has been vacant since 2016. 9A/9B Crutched Friars forms part of the ground floor with its entrance off Crutched Friars, previously used as a betting shop (sui generis) (110sq.m).
3. The remainder of the building is a drinking establishment (Class A4) at part ground and lower ground floor with entrances on Crutched Friars and Coopers Row. This does not form part of the application site.
4. To the rear of the arches is a yard which is bounded by the railway arches to the north, the residential buildings of 25 and 26 Savage Gardens to the west and 1 Pepys Street to the south. 25 and 26 Savage Gardens contain a total of nine residential units and 1 Pepys Street contains 90 residential units. The flank wall of 26 Savage Gardens adjoins the yard and all the residential buildings have windows overlooking it.
5. Access to the yard is via the entrance to 26A Savage Gardens along a narrow covered alleyway. This route forms a secondary means of emergency escape with all 3 units located under the arches having access to the alleyway.
6. The surrounding area is characterised by a mixture of uses, largely comprising commercial office space at upper floor levels with retail uses at ground floor, with predominantly food and drink oriented sales. The majority of residents in the area are located directly adjacent to the site as described above. There are 7 more residential units further along Crutched Friars, with two hotels located to the south and the west of the site. In addition, there are two public houses on Crutched Friars, within 100m of the site.
7. The site lies within the Fenchurch Street Station Conservation Area.

Relevant Planning History

8. On 20 September 1962 planning permission was granted for change of use from warehouse to betting office at Arches 9a & 9b Crutched Friars.
9. On 6 February 1969 planning permission was granted for the change of use of the first floor from warehouse to licensed restaurant at Arches 9A, B, C, D & E Crutched Friars (Ref: 4489K).

Proposals

10. Planning permission is sought for the change of use of 9a/9b Crutched Friars from betting office (sui generis) to a mixed use of restaurant / drinking establishment (sui generis) (110sq.m), refurbishment and internal works to allow for the combination of the two units.
11. Associated external works are proposed. These include:
 - replacement of the shopfront on Crutched Friars;
 - replacement of first floor windows on Crutched Friars and Coopers Row;
 - installation of a window on Savage Gardens;
 - replacement of first floor doors and windows fronting the rear yard with new doors and glazing under the arches;
 - installation of a green screen to the rear of the property at first floor level;
 - replacement of door and installation of windows to the rear at ground floor;
 - extension of external walkway on first floor rear elevation and replacement of external stairs for use as a means of escape;
 - installation of a fence between the external walkway and neighbouring residential properties; and
 - replacement of extract flue on the rear elevation.
12. The external works relating to 26A Savage Gardens were commenced without permission but have been stopped pending the outcome of this application.

Consultations

13. The City of London Conservation Area Advisory Committee were consulted and raised no objections.
14. The application has been advertised on site and in the local press. Two rounds of consultations have been sent to the surrounding residential premises. The second consultation followed amendments to the proposals to address concerns regarding the windows at the rear overlooking residential properties and the need to provide accessible access to the unit.
15. A total of 12 representations have been received from eight people across the two rounds of consultation objecting to the application. A summary of the issues raised is below:

Topic	Objection	Number Received	
		1 st	2 nd
Residential Amenity	• Overlooking of the residential units from the proposed rear window	3	5
	• Overlooking of the residential units from people within the rear yard	2	
	• Noise from people (including staff) using the rear yard	3	2

	<ul style="list-style-type: none"> Smoke from people smoking (including staff) within the rear yard Noise escaping from the property Rear windows / doors should not be allowed to be opened to avoid noise escaping Ventilation duct located unacceptably close to residents Light pollution to the flats The proposed fence would be visually intrusive and reduce light to residential flats 	3 3 1 1	4 2 1 1 1 3
Security	<ul style="list-style-type: none"> People having access to the rear yard presents a security risk to the flats Would significantly increase the number of late-night drinkers in the area resulting in an increase in late night foot traffic, anti-social behaviour, noise 	1 2	2 1
Access	<ul style="list-style-type: none"> Savage Gardens entrance would need significant work to make it usable as an accessible entrance Sufficient lighting for disabled access would cause light pollution 		1 1
Other	<ul style="list-style-type: none"> Application information / documents are incomplete / incorrect / conflicting No details of external materials No reference made to the Fenchurch Street Station Conservation Area SPD Excessive external signage not in keeping with the conservation area Access to the roof of the rear extension of No 26 is needed for maintenance / cleaning There is already an excess of licenced premises within the area Off sales would increase the potential number of customers Window over Savage Gardens unnecessary Green screen would not be maintained A waste management plan should be agreed in order to avoid noise and smells from the bins / collection 	3 1 2 3 1 2 2	2 1 1 1 1

16. Not all the representations above are material planning considerations. Those that are have been dealt with in this report.

Policy Context

17. The development plan consists of the London Plan, the draft London Plan, the City of London Local Plan and the Draft City of London Local Plan.

18. The 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 Local Plan as it is at an early stage prior to adoption.
19. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

20. The Corporation, in determining the planning application has the following main statutory duties to perform:-
 - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
21. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the Development Plan.
 - The impact of the proposal on neighbouring residential buildings.
 - The impact of the proposal on the Fenchurch Street Station Conservation Area.

Existing Building

22. The Crutched Friars elevation of the arches contains three arched bays. The right-hand bay provides the entrance and shopfront at ground floor level for the existing betting office. This comprises a largely glazed entrance with louvre panels and a roller shutter box above. The other two bays at ground floor level do not form part of the application site.
23. At first floor level the middle arched bay is infilled in metal, and the outer bays are partially infilled and with industrial style windows both containing (or previously containing) a round vent.
24. On Coopers Row two arched bays contain first floor windows which match the ones facing Crutched Friars. The ground floor elevations do not form part of the application site.
25. On Savage Gardens, the site comprises a two-storey infill extension between the arches and no.26. The entrance to 26A Savage Gardens sits within this infill, immediately adjacent to the residential building of No. 26. To the left of the door are a series of simple 20th-century stained glass windows above timber panels.
26. At first floor level of the infill extension there appears to be an infilled window, which has been boarded / blocked up since at least 2008.

27. The rear elevation of the site is not visible from the street but would be visible from the rear windows of the residential properties at Nos 26 and 25 Savage Gardens, and 1 Pepys Street.
28. Due to the fact that the works to the exterior of 26A Savage Gardens had commenced prior to the application being submitted, it is not entirely clear how the rear elevation was and there is some contention in this regard.
29. It is known that there was a metal walkway at first floor level, with metal stairs into the yard, forming the emergency escape from the upper level. It is believed that there were two doors at first floor level, one from the customer area under the left-hand brick arch and one from the kitchen under the right brick arch, both leading onto the walkway. It is also believed that there was a window located on either side of the right-hand door.
30. At ground floor level there is a large amount of plant equipment, running alongside the passageway / emergency escape which leads through the entrance to No. 26A and onto Savage Gardens. There is a door providing access to a room providing storage for No. 26A.
31. It is considered that the existing shopfront on Crutched Friars and the first-floor windows facing Crutched Friars and Coopers Row detract from the significance of the conservation area, both in their design and materiality. The stained-glass windows on Savage Gardens are noted within the Fenchurch Street Station Conservation Area Character Summary & Management Strategy SPD.
32. External signage indicated on the drawings does not form part of this application and will be subject to a separate application under the Advertisement Regulations

Proposed alterations

33. It is proposed to replace the shopfront on Crutched Friars. The new shopfront would have two partially glazed doors with a glazed central panel and glazing above. It has been designed to match the style of The Cheshire Cheese Public House shopfront opposite.
34. The first-floor windows on Crutched Friars and Coopers Row would be replaced with new glazing panels matching the form of the first-floor windows opposite, with solid side panels. The infilled first-floor window over the Savage Gardens entrance would be opened up and a new window of a simple style installed.
35. To the rear of the site, the doors and windows under the arches at first floor level would be removed and replaced with two new glazed doors, and the arches would be fully glazed. An extract flue on the rear wall of the property would be replaced.
36. The walkway would be extended to meet the edge of the newly glazed right-hand arch, and would be clad in timber decking. The existing metal stairs would be removed, and new stairs would be installed in a new location, heading away from the unit and adjacent to the rear of Nos. 25

and 26 Savage Gardens. The walkway and stairs would form a secondary means of escape from the first floor of the site.

37. A living green screen is proposed to be installed around the edge of the first floor walkway, providing an attractive backdrop to the unit. Fencing is proposed to be installed along the edge of the site where the external walkway and stairs immediately adjoin the neighbouring residential units (No. 26 and 25 Savage Gardens) in order to provide them with some protection people using the rear walkway and stairs in the event of an emergency.
38. At ground floor level the door to the store room would be replaced by a new door as a secondary entrance for the public to the ground floor of the unit, and new glazing would be installed adjacent to the door (underneath the walkway).
39. Due to the nature of its location under the railway arches, views of the site are limited to very oblique views of the shopfront along Crutched Friars. It is considered that the proposed new shopfront and first floor windows would be an improvement on the existing situation, being more sympathetic to the significance of the Conservation Area.
40. The extension and cladding of the rear walkway, and installation of the green screen would be an improvement on the existing industrial metal platform, and would reduce the impact of the large glazed windows. The rationalisation of plant and clearing of the yard is welcomed.
41. Final details of the shopfront, materials, flues, fences, and green screen (including its maintenance) have been reserved by condition.

Use and Residential Amenity

42. The proposals include the change of use of the ground floor unit (9a/9b Crutched Friars) from betting office (sui generis) to a mix of restaurant and drinking establishment (sui generis).
43. 26A Savage Gardens has been vacant since approximately 2016 but the previous use was considered to be a sui generis mix of restaurant and drinking establishment, and does not require a change of use. Internal alterations are proposed to support the amalgamation of the two units.
44. The site does not fall within a Principal Shopping Centre or a Retail Link as set out in the City of London Local plan. There is no objection to the loss of the betting office.
45. Local Plan Policy DM3.5 (Night-time entertainment) sets out that any proposals for new night-time entertainment will only be permitted where there is no unacceptable impact on the amenity of residents. Policy DM3.5 requires that applications for Class A4 use should include a Management Statement detailing how the amenity of nearby residents would be addressed during the operation of the premises.
46. Policy DM21.3 (Residential Environment) states that noise-generating uses should be sited away from residential uses, where possible, and that adequate noise mitigation measures must be provided and, where

required, planning conditions will be imposed to protect residential amenity.

47. The proposal would not create a new late night premises, but would extend an existing premises by combining it with 9A/9B Crutched Friars, resulting in a greater capacity for customers within the premises as a whole.
48. Concerns have been raised about the proposals, concerning that the potential for noise and disturbance from within the property, the overlooking of residential windows from the proposed rear window, and the increase in late night drinkers resulting in higher levels of late-night foot traffic, anti-social behaviour and late-night noise.
49. Uniting the two units means that the primary entrance to the premises would be on Crutched Friars, where it would add to the vitality of the street, whilst moving it away from the residential units on Savage Gardens, where the entrance to the current restaurant/bar unit (No 26A) is located. This is considered to be a benefit of the scheme. A Management Statement detailing how the amenity of nearby residents would be addressed during the operation of the premises is required by condition.
50. The proposed green screen surrounding the first-floor walkway would restrict views of residential windows from within the premises. Details of the design and maintenance of the green screen is required by condition.
51. Whilst the potential for additional noise and disturbance from the increased capacity of a restaurant/bar use adjacent to residential units is acknowledged the relocation of the main entrance away from the residential units and adherence to a suitably robust management plan should ensure that the impact on the amenities of nearby residential properties is minimised.
52. Conditions requiring double glazing and controlling the use of the rear doors, and provision of the green screening would limit the potential impact of the external alterations on residential amenity.
53. A number of concerns have been raised around the use of the rear yard. While the rear yard area is included as part of the site area for this application, it is not included within the area of change of use and is not proposed to be used. Any proposed use of the yard area would require a separate application for planning permission.

Access

54. Level access is not available into the unit. The Crutched Friars entrance requires a stepped access due to the location of the basement areas beneath the entrance. The entrance on Savage Gardens has only a small external step of less than 10cm and is proposed to provide an accessible entrance, with a call point device being located adjacent to the Crutched Friars entrance so the staff can assist with access.

55. A disabled access toilet is provided within the ground floor area, and internal alterations have been proposed such as the provision of hand rails adjacent to the stairs and entrance steps.
56. The combination of the two units and provision of the call point improves on the current situation.

Waste

57. A bin store is proposed within the rear yard, beneath the external stairs. The proposed waste storage provision would be sufficient to meet the needs of the combined site.
58. A condition restricting the hours of servicing of the unit to daytime hours on Monday – Saturday is proposed

Conclusions

59. The proposed change of use would contribute to the vitality of Crutched Friars, relocating the entrance away from Savage Gardens.
60. The proposed shopfront and external alterations are considered to improve the street scene and to enhance the character and appearance of the Fenchurch Street Station Conservation Area.
61. Conditions are proposed to protect the amenity of the surrounding residential units, including the submission and adherence to a management plan. Taking into account the fact that the proposals relate to the extension and alteration of an existing restaurant / drinking establishment, it is considered that with the proposed conditions, the proposals are in accordance with policies DM3.5 and DM21.3.
62. It is recommended that the scheme is granted planning permission subject to the conditions proposed.

Background Papers

Internal

Memo Access Team 09/05/2019

Memo Contract and Drainage Services 09/05/2019

Memo Community Facilities Manager 12/06/2019

Letter City of London Conservation Area Advisory Committee 19/06/2019

External

Design & Access Statement & Planning Statement dated April 2019

Refuse and Recycling Report dated April 2019

Letter Antic London 23/04/2019

Letter Alan Martin 15/05/2019

Email Lopa Sarkar 20/05/2019

Email Nigel Iall 22/05/2019

Email Jayne Evans 23/05/2019

Email Beverley Hurley 24/05/2019

Email Timothy Jordan 29/05/2019

Letter Antic London 04/07/2019

Online Alan Martin 22/07/2019

Online Charles Mason 06/08/2019

Online Harsha Mason 06/08/2019

Email Jayne Evans 12/08/2019

Email Timothy Jordan 12/08/2019

Letter Antic London 12/08/2019

Email Beverley Hurley 17/08/2019

Appendix A

Relevant London Plan Policies

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

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

Policy 7.6 Buildings and structures should:

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

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

Relevant Local Plan Policies

DM3.5 Night-time entertainment

- 1) Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:

- a) the amenity of residents and other noise-sensitive uses;
 - b) environmental amenity, taking account of the potential for noise, disturbance and odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.
- 2) Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.

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.

DM10.5 Shopfronts

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

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

DM10.8 Access and inclusive design

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and

refurbished), open spaces and streets, ensuring that the City of London is:

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

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

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

DM12.2 Development in conservation areas

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

commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

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.

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.

CS20 Improve retail facilities

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

CS21 Protect and provide housing

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

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

SCHEDULE

APPLICATION: 19/00292/FULL

26A Savage Gardens & 9A-9B Crutched Friars London EC3N

Change of use of part ground floor from betting office (sui generis) to a mix of restaurant and drinking establishment (sui generis) (110sq.m) and works comprising:

- (i) replacement of shopfront on Crutched Friars;**
- (ii) replacement of first floor windows on Crutched Friars and Coopers Row;**
- (iii) installation of first floor window on Savage Gardens;**
- (iv) replacement of first floor rear doors and windows fronting rear yard with new doors and glazing under the arches and installation of an external green screen;**
- (v) replacement of door and installation of windows to the rear at ground floor;**
- (vi) extension of external walkway on first floor rear elevation and replacement of external stairs for use as a means of escape;**
- (vii) installation of a fence between the external walkway and neighbouring residential properties; and**
- (viii) replacement of extract flue on rear elevation.**

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** Works shall not begin 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 development 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: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work

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

- 3 Before any works hereby permitted are begun additional details and information in respect of the following shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) detailed elevations and materials of the proposed new shopfront;

(b) details of windows and external joinery;

(c) details of the proposed bin enclosure;

(d) details and materials of the proposed boundary fences; and

(e) details of the proposed green screen.

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.

- 4 Details of a Management Statement demonstrating how the amenity of nearby residents would be addressed during the operation of 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 Statement should detail:

1. How the operator proposes to discourage noise, disturbance and anti-social behaviour;

2. What measures will be put into place to ensure any music played will not disturb neighbouring residential units;

3. A smoking control scheme relating to the supervision and control of any smoking patrons outside the premises during the hours that the premises are open to the public;

4. A scheme relating to the dispersal of patrons leaving the premises after 23:00;

5. How the operator will ensure customers will not access the rear yard (except in an emergency);

6. The circumstances and time periods, which trigger the need for a review of the visitor management plan.

The building facilities shall thereafter be operated at all times in accordance with the approved Management Statement (or any amended Management Statement that may be approved from time to time by the Local Planning Authority) for the life of the use.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM3.5, DM21.3.

- 5 Details of the design, construction, planting irrigation and maintenance regime for the proposed green screen shall be submitted to and approved in writing by the local planning authority before any works

thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM10.1, DM18.2, DM19.2.

- 6 No cooking shall take place within any 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.
- 7 (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.
- 8 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 9 No servicing of the premises shall be carried out between the hours of 21:00 on one day and 07:00 on the following day from Monday to Saturday and between 21:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and

unloading of goods from vehicles and putting rubbish outside the building.

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

- 10 There shall be no use of the external space at the rear of the premises except for emergencies or for the servicing or maintenance of the surrounding properties unless otherwise agreed in writing by the local planning authority.
REASON: To protect the amenities of neighbouring residential occupiers in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 11 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.
- 12 Unless otherwise approved by the Local Planning Authority the doors and windows at first floor level facing onto the rear yard shall be kept closed at all times. The doors may be used only in an emergency or for maintenance purposes.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 13 Self-closing mechanisms must be fitted on the doors at the rear of the premises before the sui generis use hereby approved commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 14 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.
- 15 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety

- 16 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: Location Plan, SG SP, GF 100 GA 00, GF 200 GA AA, GF 200 GA 00 Rev 3, SG-200 GA 01 Rev 2, 200 EL 01 Rev 2, 200 EL 02 Rev 2.
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 This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.
- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.
- Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

Background Papers

Internal

Memo Access Team 09/05/2019

Memo Contract and Drainage Services 09/05/2019

Memo Community Facilities Manager 12/06/2019

Letter City of London Conservation Area Advisory Committee 19/06/2019

External

Design & Access Statement & Planning Statement dated April 2019

Refuse and Recycling Report dated April 2019

Letter Antic London 23/04/2019

Letter Alan Martin 15/05/2019

Email Lopa Sarkar 20/05/2019

Email Nigel Lall 22/05/2019

Email Jayne Evans 23/05/2019

Email Beverley Hurley 24/05/2019

Email Timothy Jordan 29/05/2019

Letter Antic London 04/07/2019

Online Alan Martin 22/07/2019

Online Charles Mason 06/08/2019

Online Harsha Mason 06/08/2019

Email Jayne Evans 12/08/2019

Email Timothy Jordan 12/08/2019

Letter Antic London 12/08/2019

Email Beverley Hurley 17/08/2019

Pepys Street RTM Company Limited



Gideon Stothard
Development Division
Department of the Built Environment
City of London
PO Box 270
Guildhall, London
EC2P 2EJ

15 May 2019

Dear Sir

26A Savage Gardens & 9A-9B Crutched Friars, London EC3N
Case No. 19/00292/FULL

I refer to your letter dated 8 May 2019 regarding a planning application in respect of the above premises. I am a director of the Right to Manage Company that manages 1 Pepys Street which is a block of 90 apartments that backs onto the above premises. I am therefore writing on behalf of myself as a leaseholder and the other residents within the block who will be affected by this application.

Our main concern is the replacement of doors and windows at the rear of the property and which face the rear of 1 Pepys Street, with new doors and glazing, and the replacement of door and installation of windows to the rear at the ground level.

Residents of apartments at the rear of the property, especially those at first floor level are greatly concerned that the installation of windows and re-glazing will mean that customers and staff of the new premises will be able to look directly into living rooms and bedrooms of their apartments.

We appreciate that the new owner wishes to improve light into the premises and we also understand that the doors at ground and upper levels are to allow emergency access to Savage Gardens in the event of a fire etc.

However, we ask that:

- All windows are glazed with a frosted glass to stop customers and staff gazing into windows of our apartments which are only a few feet away.
- That these windows are not allowed to be opened to avoid noise seepage from the new premises and into nearby apartments and that the doors be fitted with crash barriers to allow emergency access only and are not allowed to be left open to stop noise seepage and the temptation of customers and staff to walk outside to smoke and drink.

Yours faithfully


Alan Martin
Director

Tel: 

Email: 

302, 1 Pepys Street
London
EC3N 2NU

From: [Stothard, Gideon](#)
To: [DBE - PLN Support](#)
Subject: FW: Planning Application
Date: 21 May 2019 12:09:11

Good afternoon

Please can the below objection be logged for planning application 19/00292/FULL.

Thanks

Gideon

From: Lopa Sarkar <[REDACTED]>
Sent: 20 May 2019 23:13
To: Stothard, Gideon <Gideon.Stothard@cityoflondon.gov.uk>
Subject: Planning Application

Hi Gideon,

Thank you for sitting down with me and discussing the planning for reference number 19/00292/FULL.

To review the main points:

1. If the arch way has a glass window with shutters the restaurant will open the shutters and there will be people looking into the flat all day and evening. We do not have air con so we have to keep the blinds up to open the windows in the summer. Thus, we will constantly have people looking into the flat.
2. Could they consider putting film over the glass so the light goes in but no one can see out of the restaurant.
3. Can the restaurant not use the back area for staff breaks as then there will still be people outside all day looking into the flat. Also if they smoke outside in the back all the smoke comes into the flat (I am very allergic) and if they stand there and have conversations due to the encapsulated area the sound carries and it sounds like they are standing inside the flat because it sounds so loud. My understanding is that they will be subject to the same conditions as ruled by licensing for this additional space. That is, nobody uses the outside space except in an emergency, even for smoking.
4. You and your colleagues are welcome to come by my flat and look out the windows so you can see the proximity to the restaurant window. The archway window looks directly into my flat. Even if people were standing on the patio at the ground level - they can still can look into my flat.

Whatever is decided about that window and back area will have a direct impact of the quality of life of the flats which overlook this courtyard.

Regards

Lopa

From: [REDACTED]
Sent: 22 May 2019 04:16
To: PLN - Comments
Subject: Reference # 19/00292/FULL



To whom it may concern:

I currently reside at 1 Pepys Street in a flat that is on the first floor directly behind 26A Savage Gardens. Over the last year or so I have been witness to the building works that have been transpiring at the location for Gremio Restaurant. I am writing in reference to the planning application 19/00292/FULL. The proposal in this application will have an immediate and restrictive impact on my daily life. My flat shares the rear outdoor space with 26A Savage Gardens and the new proposed restaurant. The restaurant's first floor looks directly into my lounge and bedroom. The distance from the rear of the building to my window is less than 5 meters. People can see clearly into my flat and I can hear people speaking at normal conversational levels. If this restaurant is allowed to have windows or an outdoor space people will see directly into my flat. My windows overlooking the courtyard are the only source of natural light for me and having to close the curtains will turn my flat into a dark cave. If people are allowed to use the external terrace or outdoor space it will contribute to excessive noise pollution for my daily living and will affect my ability to sleep. If people are smoking there it will enter my flat and pollute the air quality.

The restaurant should not be allowed to use the outdoor space for anything other than a fire escape. The windows should be replaced with solid walls to stop the visual intrusion into my flat as well as the noise pollution. It should be noted that the restaurant courtyard is surrounded by flats on all three sides so it is not only my flat that will be affected but all flats. Since we have been living here for almost three years and the flats have been here for over ten years it is not acceptable to intrude on our peaceful use of our home with a new establishment where previous ones did not have the ability to look into my flat or have customers within a few meters of my windows. This poses a very real security risk as this will provide easy access for anyone to enter our flat via the windows and cause harm to us. It also intrudes on our privacy as customers will be able to view into our personal space at all hours. In addition there will be excessive noise and we will be disturbed at all times the restaurant is in operation.

Erecting barriers will not solve for these problems and my ask is to preserve the current setup, the one that has been in existence for many years as it is the only fair outcome given residences are extremely close to the restaurant.

thanks,
nigel

Planning number 19/00292/FULL 26A Savage Gardens London EC3N 2AR

Representation by Dr. Jayne Evans 26d Savage Gardens, EC2N 3AR.

The application form has not been completed, contains an incorrect statement, and is unsigned. Several sections of the application do not appear to be visible on the Corporation portal.

As *per* the Corporation's own web page - interested parties are provided with these documents as part of the consultation process, as a statement of community involvement. The ability to contribute effectively and fairly to this process, relies entirely on the information provided in the application. I feel, in this case, important information is missing, conflicting or not correct. This renders the comments and consultation process ineffective. As a result the entire application should be called into question.

1. There is a discrepancy on page 2 of the Description of Proposal in respect to the handwritten declaration and the Public Notice. As a result I cannot ascertain the facts from the information provided.
2. On the application form immediately under this handwritten section, in answer to the question 'Has the building, work or change of use already started?' The applicant has marked X in the NO box. As the planning department, the environmental health department, the licensing department, building control and various other teams and officers within the City of London know, this is not correct. Work began in early 2018 and the extent was made apparent after residents and other parties were disturbed by works at the site. The Corporation were made aware of this and photographic evidence was collected. I do not know, from the documents presented, whether planning permission was ever obtained or whether retrospective planning permission is being sought in full. This is vital information if I am to make a considered response to this application.
3. Section 18 appears to indicate that over 100 sq metres of net internal floor space is being gained through the change of use; but no mention of what additional people capacity this would represent. The level of noise/ disturbance this may represent is impossible to gauge. How can I possibly comment on this issue when venue capacity, in terms of people, is not clear in the application?
4. The area is a conservation area. The size, placement and extent of the lighting and signage proposed, especially on Savage Gardens side, is completely out of keeping with the architectural and residential nature of that side of the street.

The area is a subtle mix of Georgian properties and neutral toned modern buildings. The area of Savage Gardens closest to the application site is paved with stone, it is pedestrian and contains several beautiful mature trees. It is exclusively residential on one side.

Such signage and lighting as proposed in the application will have a serious negative effect on the conservation area and, the lighting in particular, for me will be totally intrusive as my property windows are on Savage Gardens.

As a comparison the signage and lighting of Natural Kitchen, the Hilton and the Cheshire Cheese Pub, is at in keeping with the area. It does not overwhelm the area, and, seeing as these businesses appear to be flourishing, does not detract from its effectiveness! Even the Hilton, which is a massive operation blends into the area. I hope that the Corporation will give sufficient weight to this matter.

5. The document design statement acknowledges the Hilton, and America Square as tall buildings in the area. This is true, however the document does not refer to 3, 4, and 5 story residential buildings which form the entirety of Savage Gardens on one side and some of Pepys St. Residential buildings of Crutched Friars and Coppers Row are also not included.
6. The plot is described as 'mainly vacant' and two story. As far as I can tell the plot is entirely vacant! The Bavarian Beer House, next door, is not connected with this application and the old Betting shop was a shop and not a pub.

Furthermore, the application says that the proposed development seeks to change part of the ground and basement floor from a bank to an office. There is no bank, no basement and no office. How can I, or anyone else contribute to the planning process if we can't recognise the area from the application presented?

7. Finally, I have had considerable trouble accessing the documents on the web site. As I have a disability, and several chronic health conditions, I am not freely able to visit the Guildhall in person. As a result I feel I have not been able to access the plans in full and my ability to contribute to the consultation process has been compromised.

Jayne Evans

Partial Representation by Beverly Hurley, 26b Savage Gardens, EC2N 3AR.

The Application Form

This is very incomplete, contains a falsehood, and is unsigned. I question therefore the validity of this entire application. It is unacceptable that residents have to wade through all these documents when the applicant clearly can't even be bothered to submit a thorough application form and supporting documents that are complete and factually correct.

On page 2, Description of the Proposal, the handwriting says:

"change of use of part ground floor from financial and profesional (sic) services (x2) to drinking establishment and food (A3/A4) and works comprising: replacement shopfront /windows, extension. of external walkway. on firts(sic) floor. rear elevation and replacement stairs for use as a mean of escape., installation of a fence betweeht the external walkway. and replace. extract fuel. (see description in DX)."

However the Public Notice as something different in two key respects, viz:

(iii) replacement of first floor rear doors and windows fronting rear yard with new doors and glazing under the arches and installation of an external shutter;

(iv) replacement of door and installation of windows to the rear at ground floor.

Nothing is stated in the application form about (iv) - the replacement of a door and installation of new windows to the rear at ground floor level, nor (iii) installation of an external shutter at first floor level.

On the application form immediately under this handwritten section, in answer to the question **"Has the building, work or change of use already started?"**, the applicant has marked X in the NO box.

As all the planning department, including the case officer, the environmental health department, the licensing department, building control and various other teams and officers within the City of London know, **this is an outright lie and a complete falsehood on the application form.** All were alerted in **early 2018** when I and other residents had been disturbed by noises, people and lights late at night, and discovered that an enormous hole had been knocked through the solid brick wall of the rear of the property. This led to various inspections, meetings between the residents and the council, and objections by many of the local residents in support of my successful application to have the licencing agreement modified.

During the course of last year, this hole was infilled by glass and sets of double doors; and a small walkway alongside the top of the flat roof of Flat A 26 Savage gardens on ground floor level (and therefore a couple of metres away from my bedroom window at first floor level) had also been extended to incorporate the length of this new opening. Various pictures submitted during the appeal show the solid original brick wall, the extent and proximity of the opening, (and proposed rear ground floor drinking and eating area), and the extended walkway, to the residents of Savage Gardens.

We have been here before when the applicant lied on the application for his licence in the first place saying it was surrounded by office premises; clearly the same attitude is being displayed with this planning application.

Despite the premises being in the Fenchurch conservation area, this and other work then continued with complete disregard to planning permission of any kind. It also included the installation of a brand new window looking out over the front entrance to Savage Gardens. Retrospective Permission for this window has not been included in the application form.

On Section 5, Pre-application Advice, no answer is given.

On Section 9 relating to the type, colour and name of external materials, no information is provided regarding materials will be used to replace a rear door on ground floor level, the dimensions and thickness of glazing of any new window openings on the rear at ground floor, nor what materials will be used for the replacement of the external stairs (which go from first to ground floor level immediately adjacent to the bathroom of Flat A) and are currently made of sturdy metal. No mention is made of what materials the "fence" will be made of between the external means of escape walkway and 26 Savage Gardens.

The 'YES/NO' box under this section is unticked.

Section 14 is not accurate. The YES/NO box is unticked, the last use of the site is not described, and the answers to land contamination are not answered.

Section 18 appears to indicate that over 100 sq metres of net internal floor space is being gained through the change of use; but no mention of what additional people capacity (and therefore additional late night noise/disturbance this represents).

Section 19 is unanswered.

Section 20 is unanswered, despite the specific hours of opening being listed in an current application to extend the licence in existence for 26A Savage Gardens, and including off sales on the pavement under the arch.

Section 26 - the Declaration is unsigned. The application must therefore be invalid.

Section 27 - the contact details have not been completed for either the applicant or the agent.

Section 29 has not been completed. Parts of this site to do with the rear cannot be seen from the outside.

The Document FULL-INVALID LETTER

This document attempts to clarify some of the above. However, in Paragraph 2), it says " (iii) replacement of first floor rear doors and windows fronting rear yard with new doors and glazing under the arches and installation of an external shutter."

This is an erroneous description. When I purchased my property, there was one small window (from the Orpheus kitchen) and 2 single doors in the same vicinity. There was not an arch at all, but a solid brick wall as per photographic evidence already supplied. **There is no question of "replacement" therefore, but a complete change from a solid wall to a new, massive glazed arch and two new sets of glass doors.** (And, a NEW walkway in the same area).

The Document FULL PROPOSED GROUND FLOOR

The rear of the ground floor shows that half if not all of the wall will be glass, with a pair of opening doors (glass??). It also shows a nice area of planting. This will not be seen by anyone unless they are escaping from the premises, so it indicates that this might be an outside smoking area for either clients or staff. This is adjacent to the bathroom of Flat A 26 Savage Gardens and under my bedroom window.

The Document FULL PROPOSED EAST WEST SOUTH ELEVATION

This depicts an industrial ventilation duct from the first floor archway. Whilst there was a ventilation system there previously, the restaurant was not open at weekends, and the pub only had regular opening hours. Given the current licence permits food and alcohol to be regularly served into the early hours of the morning, this is located unacceptably near to the residents of No. 26B further adding to the noise and smell.

At the top right of this drawing there is a heading "Internal Patio". This is not mentioned anywhere in the documentation. There was no existing walkway where there is one now - obviously, as it would have been in the middle of a brick wall - the only walkway was to the edge of the downstairs of Flat A extension, allowing kitchen staff to go down the stairs to a store. So what is this "Patio"? The rear doors cannot be opened (a condition of the amended licence).

This part of the drawing indicates there are shutters parallel to the rear of 26 Savage Gardens (on the top of Flat A bathroom extension). But access would be needed to service the aircon units and clean the roof window.

On the bottom right, "KEY PLAN", it appears that the proposed fencing (indicated by the red line) is going to extend the whole length of the building (including the rear of the premises known as the Bavarian Beer House). There is no walkway in this latter area!

The bottom small drawing indicates fencing down the yard side of the stairs?

The Document FULL EXISTING FIRST FLOOR

This is erroneous.

- 1) The stairs from the 26A kitchen descend along the side of the "Neighbour" wall.
- 2) There is no delineated space such as a "Courtyard", no previous use of any of the enclosed rear space as a "Courtyard" - it remains an unused area, and previously just had a couple of grotty storage sheds.
- 3) I'd also question the location of the ladies toilets as I thought there was a void between the two buildings all the way to Savage Gardens at first floor level. Possibly they were there and have since been removed.

And of course, this document shouldn't have been called "EXISTING" - as it hasn't existed like this for 18 months.

The Document FULL PROPOSED ELEVATION 01

This area is a CONSERVATION area. The size, placement and extent of the lighting and signage, especially on Savage Gardens side, is completely out of keeping with the architectural and residential nature of that side of the street, and an antitheses to the discrete and subtle signage of the Natural Kitchen. Regardless of the outcome of whether a licencing

application or planning permission for the Ladbrokes building is given, signage and lighting of this nature cannot be allowed, it's an absolute disgrace.

There is also no reference anywhere to the window indicated above the door. Like all the rest of the works that have been carried out without planning permission, this is a brand new installation in a previously solid wall and it should be reinstated.

The Document Design and Access Statement

Finally, in the first sentence, we have an honest acknowledgement that these two buildings are going to be a "drinking establishment". Not a Tapas Restaurant and Bar. It also talks about many of the works as if they haven't already been done, and that for these, the applicant is actually asking for retrospective planning permission.

Whilst referencing the tallest building as the Hilton, and the America Square round the corner, it doesn't reference the 3, 4 and 5 storey residential buildings which form the entirety of Savage Gardens on one side, some of Pepys Street, and a significant part of the residential buildings in Crutched Friars and some in Coopers Row.





The application Plot is described as a mainly vacant two storey property with a pub at the ground floor and a restaurant on the first. **This is not true.** It is entirely vacant, and the existing (until recently) pub is the Bavarian Beerhouse, not connected to this application. The former betting shop is in the application, not the pub.

It says the main entrance of the hotel fronts directly onto Crutched Friars. **This is not true.** It fronts directly onto Pepys Street with signage, a large overhang under which there is a taxi and drop off area.

It says that the proposed development seeks to change part of the **ground and basement floor from a bank to an office!** **There is no bank! There is no basement. There is no office.**

The conclusions are obvious.

In the "Other Material Considerations" section, no mention is made or guidance taken with regard to the **Fenchurch Street Station Conservation Area Supplementary Planning Document**, which summarises the character of the area and its management strategy.

This more accurately describes the area as follows:

- a townscape with significant 18th, 19th and 20th century buildings and structures;
- _an area illustrating how early Victorian improvements were superimposed upon and integrated within the existing street pattern;

- an area harmonised by the use of brick buildings and structures enriched by a wealth of historic features and materials

Buildings on Crutched Friars and Savage Gardens are of a consistent height, rising to three or four storeys, most with additional accommodation in basements and the roof.

When under the bridge, either on Crutched Friars or in French Ordinary Court, the enclosed historic character of the area is most dramatic and surprising.

Savage Gardens is a narrow lane leading to Pepys Street before continuing south to Trinity Square on a different, wider alignment. No. 25 is a Fenchurch Street Station SPD 16 century restaurant, which is lit beneath the arch by a series of simple 20-century stained glass windows above timber panels.

Buildings and structures in the conservation area are unified by their predominant use of classical proportions and detailing. Typical of Georgian and early-Victorian architecture, this influences the general appearance of buildings in terms of their vertical hierarchy based on the Classical Orders, as well as individual elements such as pilasters, arches, cornices and other features.

Breaches of planning regulations are investigated in accordance with the City of London Enforcement Charter (updated June 2008). This sets out the manner and timescales in which issues will be investigated, and is available on the City of London website.

Planning applications will be judged against the local, regional and national policies and guidance identified above, and the loss of buildings and features that contribute to the character of the area will be resisted accordingly.

Instead, the applicant has consulted **The Crescent Conservation area document**.

The document says that the proposed total area is 363.sq metre pub/restaurant. This contradicts what is in the application form, stating 463.59 of space. Excluding the area proposed for off-sales, which is not specified in terms of space or capacity (or monitoring). Which is correct? Either way, this represents hundreds of people at any one time. At 2 am in the morning, it will be unbearable.

It talks about a "few" external and internal design alterations" "are proposed". This is a gross underestimate of what has already been carried out in 26A - as previously mentioned in this document, and at the licensing review - and is not truthful about the actuality of the works specified either.

It says the external appearance of the building will be remaining as the same. This is in contradiction to the drawing previously mentioned which shows new lighting and gross signage on Savage Gardens - not to mention the new window that has been installed above the Savage Gardens doorway.

It says that Savage Gardens will be a "secondary" entrance. So there will be increased capacity if the Ladbroke's building is given permission, and there will be increased capacity if any offsales permission is given under the arches, all of which can exit via Savage Gardens. There is no mention of any additional security at the proposed Crutched Friars entrance.

And, given the huge sign that is indicated in Savage Gardens, customers would automatically assume this was the main entrance.

It says the purpose is to provide all day and evening (no mention of till 2.30 am in the morning) **public house serving a broad spectrum of end users.**

We already have 27 licenced premises **in the immediate vicinity:**

The Minories Public House, Minories
Jamies Wine Bar, Minories
The Angel Public House, Crosswall
Revolution, America Square
The Cheshire Cheese Public House, Crutched Friars
The Crutched Friar Public House, Crutched Friars
The Paris Grill, Crutched Friars
Laurel Lounge, New London Street
The Windsor Public House, New London Street
The Ship Public House, Hart Street
Balls Brothers Wine Bar, Mark Lane
1882, Mark Lane
The Hung Drawn & Quartered Public House, Great Tower Street
All Bar One, Seething Lane
Draft House, Seething Lane - surely a mis-spelling!
The Liberty Bounds, Trinity Square - Wetherspoon
The Lampery, Seething Lane
Apex City of London Hotel, Seething Lane
Brasserie Blanc, Trinity Square
Four Seasons Hotel, Trinity Square
Citizen M Hotel, Trinity Square
The Wine Library, Coopers Row
City Hotel, Coopers Row
Novotel, Pepys Street
Doubletree Hilton, Pepys Street
Natural Kitchen, Pepys Street
Bavarian Beer Haus, Coopers Row

Some of these have several bars, such as the hotels; there is already an over-saturated choice in this historic area where commuters can get their morning coffee, and families and other 'end users' a wide range of food and drink.

These are some printable examples of what that looks like for the residents in Savage Gardens.











REPEATED UNAVAILABILITY OF DOCUMENTS

For the third time, some documents are not available "at this time" on the website. The Bank Holiday weekend, the evening of 14th May, and 22nd May.

I reserve the right to make representations on those if they do become available, but may not have time to do so within the prescribed deadline.



Timothy Jordan
Flat 1, 25 Savage Gardens
London EC3N 2AR
Phone: [REDACTED]
[REDACTED]

29 May, 2019

Department of Built Environment
City of London Corporation
PO Box 270
Guildhall
London EC2P 2EJ

RE: PT_GHS/19/00292/FULL - Proposed development works at 26A Savage Gardens & 9A/9B
Crutched Friars London EC3N

Dear Sir or Madam:

How would you feel to have a large capacity, late night drinking establishment built meters away from your home?

I refer to the planning application notice which has been posted under the bridge near the properties in question. I have been unable to view the full application, as numerous of the documents were not available on the website when I tried to review them.

The residents have had numerous interactions with the proprietors of this proposed development (Gremio De London Limited) and with the Corporation of London, and believe that the proposals continually and willfully discount the fact that this is a residential area and will significantly impact the people who live in the surrounding properties.

I have serious concerns about the current application on the basis that the proposed changes:

1. at the back of the property appear to provide a means for people to use the space which backs onto my bedroom/courtyard, meaning there is a distinct possibility of noise and cigarette smoke entering my bedrooms and living space (I have experienced this previously when the Bavarian Beerhouse staff used to smoke/drink in the area adjacent.)
2. significantly increases capacity of late night drinkers who are known to cause noise and public disorder concerns, including but not limited to:
 - a. talking loudly and shouting en-route to nearby taxi ranks at the Doubletree and Novotel hotels, or just congregating noisily in the street;

- b. urinating and vomiting on our doorsteps;
- c. committing sexual acts up against my front windows;
- d. taking drugs in the street, including substances ingested through the nose, injected and smoked;

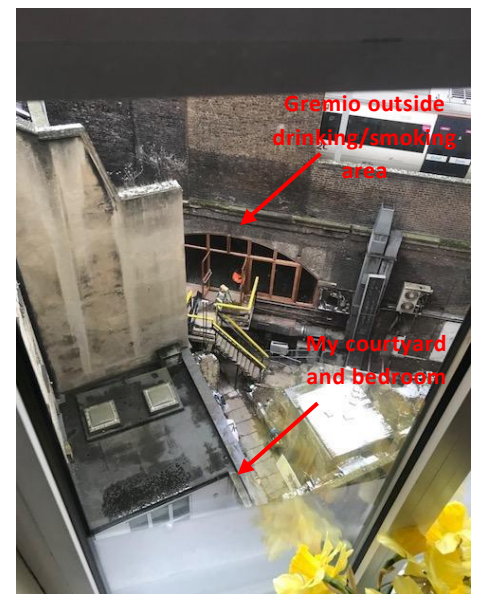
This public nuisance has significantly reduced since the Bavarian Beerhouse closed, which makes it clear that it is linked to the late night drinking establishments in the area, and the problem is likely to be compounded by the proposed changes by Gremio.

- 3. extending the property to the former Ladbroke's office on Crutched Friars includes the plan to offer off-license sales and eating/drinking outside under the railway bridge. This is concerning as it will further compound the problems noted above, but also continually escalate the level of noise/echo that comes from under the bridge already.

The property in question, along with my own property, is part of the Fenchurch Street Conservation area and there are numerous proposed changes to the existing building (eg external signage) that is not in keeping with the residential nature of the area, especially Savage Gardens.

I purchased my property (Flat 1 of 25 Savage Gardens) – a ground floor plus basement conversion in 2012, and have been resident in the property for those seven years. Over that time, I had no problem with noise, smoke or any other issue emerging from the property in question, as it was predominately occupied throughout daylight hours and business contained to within the inside of the property. I have, however, had problems with the former Bavarian Beerhouse which gives me confidence to predict that any use of the front or back of the Gremio properties as planned, plus serving hundreds of customers at a time, will reinforce the issues I have noted above.

As neighbors of the Gremio de Fenchurch site, we are continually having to fight their plans to develop the property that is adjacent to 26 and 25 Savage Gardens (and backing on to 25 Savage Gardens, 26 Savage Gardens and 1 Pepys Street). The plans continue to evolve to make residents increasingly concerned about the ability to contain noise, smoke, late night foot traffic, anti-social behavior and fire escape access/safety. We have little faith in Gremio's willingness to be considerate of anything beyond their own commercial considerations, including the lifestyle of residents and conservation of the area. They have consistently included incorrect or



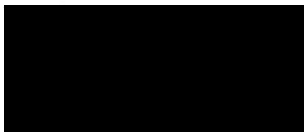
incomplete information on applications including this one, which demonstrates inappropriate due diligence and lack of intent to “do the right thing”.

We are a resilient community, having already to cope with the problems and antisocial behavior generated by drinking establishments on our doorstep (such as the Bavarian Beerhouse, Sky Bar, Cheshire Cheese, Keepers Lounge, Isis Bar, Crutched Friar); as well as venues that are slightly further afield that capture a late night crowd (often cutting through from late night bars such as Dirty Martini and Revolution to access Fenchurch Street station or other transport options).

I have no issue with Gremio de Fenchurch restaurant opening up at 26A Savage Gardens and in Crutched Friars, however there needs to be sensible controls put in place to protect the residents who will be directly impacted by the development. It is not unreasonable as a resident to expect to be able to maintain the peace and quiet of their respective properties as purchased and/or occupied; and not suffer from issues created by having a large number of people drinking inside and outside this establishment, and next to our bedrooms in this case.

In particular, I request you review both the development and use of any external space at the front and back of the property, as well as the capacity of the venue which will impact the peaceful lifestyle of all residents at any time of the day or night.

Sincerely,

A solid black rectangular box used to redact the signature of Timothy Jordan.

Timothy Jordan

Comments for Planning Application 19/00292/FULL

Application Summary

Application Number: 19/00292/FULL

Address: 26A Savage Gardens & 9A-9B Crutched Friars London EC3N

Proposal: Change of use of part ground floor from betting office (sui generis) to a sui generis mix of restaurant / cafe and drinking establishment (Class A3/A4) and works comprising: (i) replacement of shopfront on Crutched Friars; (ii) replacement of first floor windows on Crutched Friars and Coopers Row; (iii) replacement of first floor rear doors and windows fronting rear yard with new doors and glazing under the arches and installation of an external green screen; (iv) replacement of door and installation of windows to the rear at ground floor; (v) extension of external walkway on first floor rear elevation and replacement of external stairs for use as a means of escape; (vi) installation of a fence between the external walkway and neighbouring residential properties; and (vii) replacement of extract flue on rear elevation.

RECONSULTATION DUE TO REVISED DRAWINGS SUBMITTED

Case Officer: Gideon Stothard

Customer Details

Name: Mr Alan Martin

Address: Flat 302 1 Pepys Street London

Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

- Other

Comment: I am a Director of Pepys Street RTM Company Limited which manages the block of 90 apartments at 1 Pepys Street and which backs on to the applicant's premises. I therefore represent all leaseholders/residents within the block and especially those that face the rear of the applicant's premises.

Having viewed the revised plans etc, it appears that the applicant has taken notice of our previous concerns that were raised at the recent Licensing Committee and note in particular the applicant's plan to install green screening at the rear of their property, which is very welcome.

However, I'd like the Planning Committee to ensure that the glazing on all windows and doors that face the rear of 1 Pepys Street are glazed (or covered) in such a way as to stop customers/staff peering into the bedrooms and living rooms of the adjacent properties.

In addition, all doors and windows must be kept closed during business activity to avoid noise from the premises leaking across to the adjacent residential apartments - especially late at night since

most of these properties are occupied by business people who need a good night's sleep.

Thank you

Alan Martin

Director

Pepys Street RTM Company Limited

Comments for Planning Application 19/00292/FULL

Application Summary

Application Number: 19/00292/FULL

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RECONSULTATION DUE TO REVISED DRAWINGS SUBMITTED

Case Officer: Gideon Stothard

Customer Details

Name: Mr Charles Mason

Address: The Parsonage, School Road Waltham St Lawrence READING

Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: I am the landlord of a flat at the rear of 1 Pepys Street, which faces the rear of the subject premises. My concern is for my tenants and my own economic interests in terms of the future lettability of the flat.

Item (iii) of the proposal is a threat to the privacy of the flat, as people in the restaurant will be able to look straight into the living area, unless some kind of obscured glass is fitted, and this is not mentioned in the application.

Item (v) is likely to result in off-duty staff and smokers spending time on the walkway, and because of the confined nature of the space, even ordinary conversation will be clearly audible in the flat, and the smell of smoke will drift in. Keeping the windows shut is not an option, as the flat has no air conditioning.

Item (vi): the proposed fence, right outside the flat windows, will be visually intrusive, and deprive the flat of what little natural light it currently enjoys.

In summary, the proposed development will be significantly injurious to the residents of my flat and indeed of the several other flats which share its aspect. I earnestly request the City of London to reject the application.

Comments for Planning Application 19/00292/FULL

Application Summary

Application Number: 19/00292/FULL

Address: 26A Savage Gardens & 9A-9B Crutched Friars London EC3N

Proposal: Change of use of part ground floor from betting office (sui generis) to a sui generis mix of restaurant / cafe and drinking establishment (Class A3/A4) and works comprising: (i) replacement of shopfront on Crutched Friars; (ii) replacement of first floor windows on Crutched Friars and Coopers Row; (iii) replacement of first floor rear doors and windows fronting rear yard with new doors and glazing under the arches and installation of an external green screen; (iv) replacement of door and installation of windows to the rear at ground floor; (v) extension of external walkway on first floor rear elevation and replacement of external stairs for use as a means of escape; (vi) installation of a fence between the external walkway and neighbouring residential properties; and (vii) replacement of extract flue on rear elevation.

RECONSULTATION DUE TO REVISED DRAWINGS SUBMITTED

Case Officer: Gideon Stothard

Customer Details

Name: Mrs Harsha Mason

Address: The Parsonage, School Road Waltham St Lawrence READING

Comment Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: Jointly with my husband, I am the landlord of a flat at the rear of 1 Pepys Street, which faces the rear of the subject premises. My concern is for my tenants and my own economic interests in terms of the future lettability of the flat.

Item (iii) of the proposal is a threat to the privacy of the flat, as people in the restaurant will be able to look straight into the living area, unless some kind of obscured glass is fitted, and this is not mentioned in the application.

Item (v) is likely to result in off-duty staff and smokers spending time on the walkway, and because of the confined nature of the space, even ordinary conversation will be clearly audible in the flat, and the smell of smoke will drift in. Keeping the windows shut is not an option, as the flat has no air conditioning.

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In summary, the proposed development will be significantly injurious to the residents of my flat and indeed of the several other flats which share its aspect. I earnestly request the City of London to reject the application.

I would like to comment on the revised plans for Gremio de London.

Changes to the arches and rear outside space.

I am unsure whether the installation of the glass arch, windows and doors was ever subject to planning consideration or consent. In the light of this, I would ask the planning authority to be vigilant in their consideration now.

The rear to the Gremio property is bordered directly by 9 flats. There is no space between the outside area and the flats. While the provision of a 'green screen' offers some solution to the issue of overlooking, the revised plans do nothing to dampen the noise, smell and light disturbance to the flats, particularly on Savage Gardens.

The outside area is, at present, very quiet and any noise, smell, or light, which does emanate is amplified and funnelled up the surrounding flats.

I suggest the following.

- That the windows and doors are shut at all times, unless for emergency use. This will minimise noise and smell.
- Windows and doors are frosted so as to cut down the potential viewing intrusion, but also diffuse some of the light intrusion.
- A sound curtain is instantiated at the windows and doors to limit noise. Sound curtains or other dampers are common in pubs and bars and are designed for places where noisy businesses operate alongside residential areas. The proposed operation at Gremio is a prime example of where a sound curtain would facilitate the needs of two areas and allow them to co -exist.
- The idea of a green screen seems promising as an environmental solution to an overlooking problem. I'm assuming this is a living plant based thing. I am concerned that it will not be maintained and watered and will die in winter. Then it will not work as a green screen. Furthermore, the dead bits may fall off and become nesting material for vermin. The outside area already has a serious vermin problem. If one is installed, it should be fit for purpose environmentally suitable for the area and a clear maintaining plan agreed and monitored prior to installation.

The emergency walkway.

- I welcome the use of the walkway as emergency only. I ask that this is enforced and that it does not become a place for smoking, drinking or talking- for both staff and customers.
- I would ask that the fence between the walkway and residents windows be of a nature that does not interfere with residents' light.

Extractor fan system.

I request that this of a high standard, well maintained and position that minimises the noise and smell disturbance to the flats. My flat is on the 2nd floor and my bedroom backs directly onto the outside area

of Gremio. I worry that I will not be able to open my bedroom window at all, due to smell and noise. I am also worried the noise will keep me awake at night.

Refuse and recycling.

I welcome the report requesting that refuse and recycling be kept in bins within the Gremio space and removed to the kerbside on the day it is to be collected. In principal, this seems a good compromise. I request that the planning department ensure that the position and use of the bins, within the Gremio site does as much as possible to prevent noise and smell disturbance to the residents whose flats back onto the rear outside area. I request that a clear plan is agreed and monitored in respect to position, maintenance, time of use and emptying of the bins,

Accessible Access.

I welcome accessible access that is fit for purpose and accessible to as many people as possible.

I am concerned that the proposed position of this access at Savage Gardens will not be fit for purpose. Furthermore, I am concerned that its use may have a deleterious effect on the residential properties in Savage Garden. I have included a picture of the Savage Garden door.





- The door at Savage Gardens is not level and it adjoined directly onto a sloping public highway. There is a step of a few inches. The door is also an old type narrow swing door. The surface would need work to make it level both to the door and to the highway. I do not see how this can be achieved satisfactorily without disturbance to the nature of the highway. It would need a textured surface to ensure people with sight impairment to access the door safely.
- I am concerned about lighting for a disabled door at Savage Garden. Particularly any coloured or fluorescent light required by health and safety. The door is a couple of yards from the windows of residential properties, the pale grey wall that you can see in the picture is the front to a residential property and not part of the proposed Gremio site. The Gardens are quite sheltered and any bright light, required for a disabled access may well cause light pollution to these residences. I ask planning committee to be mindful of this when making a decision.
- As the report indicates, the door needs to be power assisted and operated by a push buzzer attached to the main entrance at Cruched Frias. This is particularly important for the safety of private properties and of customers. The Savage Gardens door leads directly to the outside space, this leads directly to the rear of residential properties. If the disabled door were to be unlocked, and hence freely accessible, our residential windows and skylights would be vulnerable to break in from trespassers.
- A locked access door at Savage Gardens would also decrease the chances of theft from the bar and neighbouring bar, as it would block off a sneaky exit for bag thefts. I know that bars with unlocked side door (i.e. not a main exit) are particularly vulnerable to thefts.

In the light of these comments, would it not be better to investigate the positioning the accessible access at Cruched Frias by using a chair lift? Many modest bars buildings do this.

Signage and the work to the Savage Garden elevation.

I welcome the development of the proposed site as it is currently an eyesore a focus for fly tipping, illegal activity and dangerous. The Corporation is aware of this and have been alerted to this problem by the Ward Councillor, Marianne Fredericks, and at the recent licencing hearing. There is considerable contemporaneous evidence to support the need for redevelopment.

However, in making their current planning applications, I am disappointed that Gremio are still not giving an accurate account of the local area in which they propose to operate.

In the planning document, dated April 2019, Gremio refer to Savage Garden as 'passage'. It is not! It is a sheltered, pedestrianised residential 'Gardens'. It has mature and much loved trees, and is entirely residential at in the area closest to Gremio, see photo below.



Savage Gardens is a conservation area. This is not documented by Gremio and needs to be taken into consideration when making planning decisions.

Gremio refer to the vibrant nature of the area as well as the businesses and cultural surroundings. At no point do they refer to immediate residential neighbours! The area is a mixed residential/business/cultural area. Furthermore, it has been my sole home for many years. I urge the planning committee to be sensitive to this when making their recommendations.

Gremio refer to the City Development Plan and indicate that their proposal is 'in full accordance' with this plan. As they do not seem to give a reference to this original document, it is hard to comment

accurately. I was able to access a copy of 'The City Plan 2036' so I will use that as my reference for my comments.

The City Plan 2036 refers to supporting the economy through retail cultural and nighttime activity. However, it also places a great emphasis on the residential needs of the City and Health. In this respect minimising light, noise environmental pollution and physical and mental wellbeing of residents and other users are highlighted. The Tower Ward area is highlighted for regeneration.

In making their decision I urge the Planning committee to take this document into consideration as a whole and to make the needs of residents as important as business and culture.

- Sinage needs to be sensitive to the conservation area and to light pollution affecting residents. I welcome the removal of the old Orphous sign and the removal of the horrid paper Gremio flyers in Savage Gardens.



I appreciate that Gremio wish to advertise their business. I urge the planning committee to recommend advertising of a similar nature to the businesses already in operation, i.e. muted colours or classical, low or no lighting. I have given some examples below.



- I request that bright lights and any florescent lights are not permitted, particularly in Savage Garden as they will cause serious light disturbance to the residents and also to the trains which run directly over the bridge. In any case I think they are not allowed near railway bridges because they can hide or confuse the train track signal lights.
- I request that the entire Gremio exterior site is painted and refurbished in a way that compliments the conservation area. Also, any windows are designed to fit in with the adjoining architecture and are not able to be opened at all.

Timothy Jordan
Flat 1, 25 Savage Gardens
London EC3N 2AR
Phone: [REDACTED]
[REDACTED]

10 August 2019

Department of Built Environment
City of London Corporation
PO Box 270
Guildhall
London EC2P 2EJ

RE: 19/00292/FULL - Proposed development works at 26A Savage Gardens & 9A/9B Crutched Friars London EC3N

Dear Sir or Madam:

I refer to the (multiple times) revised planning application that has been submitted with respect to the property noted above. I would also like to refer to my previous objections which were made in one of the previous applications in May of this year. Further, I would like to echo the points made in the representation by my neighbor, Jayne Evans, who has put a lot of thought and research into this planning application.

The residents have had numerous interactions with the proprietors of this proposed development (Gremio De London Limited) and with the Corporation of London, and believe that the proposals continually and willfully discount the fact that this is a residential area and will significantly impact the people who live in the surrounding properties.

I have serious concerns about the current application on the basis that the proposed changes:

1. at the back of the property appear to provide a means for people to use the space which backs onto my bedroom/courtyard, meaning there is a distinct possibility of noise and cigarette smoke entering my bedrooms and living space (I have experienced this previously when the Bavarian Beerhouse staff used to smoke/drink in the area adjacent.)
2. significantly increases capacity of late night drinkers who are known to cause noise and public disorder concerns, including but not limited to:

- a. talking loudly and shouting en-route to nearby taxi ranks at the Doubletree and Novotel hotels, or just congregating noisily in the street;
- b. urinating and vomiting on our doorsteps;
- c. committing sexual acts up against my front windows;
- d. taking drugs in the street, including substances ingested through the nose, injected and smoked;

This public nuisance has significantly reduced since the Bavarian Beerhouse closed, which makes it clear that it is linked to the late night drinking establishments in the area, and the problem is likely to be compounded by the proposed changes by Gremio. The new Bierschenke Bierkeller which has recently opened in this premises has avoided these issues by significantly limiting late night drinking to close no later than 12pm (or earlier).



- 3. extending the property to the former Ladbroke's office on Crutched Friars includes the plan to offer off-license sales and eating/drinking outside under the railway bridge. This is concerning as it will further compound the problems noted above, but also continually escalate the level of noise/echo that comes from under the bridge already.
- 4. Providing an unsupervised and unsecured entrance on Savage Gardens for accessibility and fire escape purposes. Whilst I have no issue with it being used for either of these purposes, it is not unreasonable to expect that access is secured in such a way that it does not provide unsupervised access to the rear courtyard, which many of the local residents adjoin.
- 5. The security, noise prevention and privacy protection previously offered by the arch facing the courtyard, which has been recently demolished as part of the current renovation (as I understand, without planning consent), will be replaced by windows and a green screen, which feels insufficient to meet these needs.

The property in question, along with my own property, is part of the Fenchurch Street Conservation area and there are numerous proposed changes to the existing building (eg external signage) that is not in keeping with the residential nature of the area, especially Savage Gardens.

I purchased my property (Flat 1 of 25 Savage Gardens) – a ground floor plus basement conversion in 2012, and have been resident in the property for those seven years. Over that time, I had no problem with noise, smoke or any other issue emerging from the property in question, as it was predominately occupied throughout daylight hours and business contained to within the inside of the property. I have, however, had problems with the former Bavarian Beerhouse which gives me confidence to predict that any use of the front or back of the Gremio properties as planned, plus serving hundreds of customers at a time, will reinforce the issues I have noted above.



As neighbors of the Gremio de Fenchurch site, we are continually having to fight their plans to develop the property that is adjacent to 26 and 25 Savage Gardens (and backing on to 25 Savage Gardens, 26 Savage Gardens and 1 Pepys Street). The plans continue to evolve to make residents increasingly concerned about the ability to contain noise, smoke, late night foot traffic, anti-social behavior and fire escape access/safety. We have little faith in Gremio's willingness to be considerate of anything beyond their own commercial considerations, including the lifestyle of residents and conservation of the area. They have consistently included incorrect or incomplete information on applications including this one, which demonstrates inappropriate due diligence and lack of intent to "do the right thing".

We are a resilient community, having already to cope with the problems and antisocial behavior generated by drinking establishments on our doorstep (such as the Bavarian Beerhouse, Sky Bar, Cheshire Cheese, Keepers Lounge, Isis Bar, Crutched Friar); as well as venues that are slightly further afield that capture a late night crowd (often cutting through from late night bars such as Dirty Martini and Revolution to access Fenchurch Street station or other transport options).

I have no issue with Gremio de Fenchurch restaurant opening up at 26A Savage Gardens and in Crutched Friars, however there needs to be sensible controls put in place to protect the residents who will be directly impacted by the development. **I believe that this is a key objective of 'The City Plan 2036'**. It is not unreasonable as a resident to expect to be able to maintain the peace and quiet of their respective properties as purchased and/or occupied; and not suffer from issues created by having a large number of people drinking inside and outside this establishment, and next to our living rooms and bedrooms in this case.

In particular, I request you review both the development and use of any external space at the front and back of the property, as well as the capacity of the venue which will impact the peaceful lifestyle of all residents at any time of the day or night.

Sincerely,



Timothy Jordan

The proposed first floor drawing submitted on 8th July does not appear to provide for a timber screen (including a door for access to the roof light for cleaning and aircon servicing) parallel to No. 26, just the side section along the walkway - although it does seem to indicate this on the proposed elevations O2 drawing.

The Response to Planners comments do not respond adequately to the request for a sash window to be installed in Savage Gardens to harmonise with those in our property. I object to there being a new window installed at all - there is no need for one, and there was not one previously.

Why is this applicant being allowed to flout all the Conservation area and planning rules and regulations without being challenged on any single matter - it is as if, having done all the external works, including knocking out the solid brick wall for the installation of the massive glass windows and doors, without a by your leave to any kind of authority, they are just going to be allowed to simply get away with it. It appears, from the questions asked of the applicant, that now it is all down to Corporation 'making the best of a bad job' with a few minor adaptations - put a screen up, some rails for the disabled access etc etc.

Why is this applicant, a non-resident and simply a speculative businessman, who has lied consistently in his paperwork, and absolutely flouted the planning laws, being treated with such generosity? Gremio continue to make an absolute and total mockery of the whole system, starting with the granting of the licence in the first place.

I note nothing has changed regarding the unacceptably large signage on the Savage Gardens side, which is entirely not in keeping with the residential nature of this street, nor has there been an updated Design and Access Statement, so we're still talking here about converting from a bank to a drinking establishment. ... My previous comments on these and other matters therefore still stand.

Committees: Planning and Transportation [for decision] Projects Sub [for decision] Culture, Heritage and Libraries Committee [for information]	Dates: 01 October 2019 16 October 2019 11 November 2019
Subject: Tower Bridge HV System Replacement and Increasing Electrical Resilience Unique Project Identifier: 11520 CS report Number: CS 395/19	Gateway 3: Outline Options Appraisal (Complex)
Report of: City Surveyor Report Author: Ruby Raw	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Description: <p>In January 2016, your committees approved a GW 1-2 report to undertake a detailed feasibility study into upgrading the High Voltage (HV) and Low Voltage (LV) electrical infrastructure at Tower Bridge and increase its power resilience (i.e. the secondary source of power in the event of a power failure). The existing secondary supply can only power bridge lifts at half speed, subject to complex adjustments to driving machinery, and essential functions.</p> <p>In addition, the secondary power supply is used for River signal and navigation lights, public and safety lighting, and more critically, the security CCTV camera provision across the bridge. This affects the ability to complete bridge lifts as covered under the Corporation of London (Tower Bride) Act 1885. Therefore, it is imperative that the backup power supply provides secure power resilience to these functions.</p> <p>The feasibility study set out to explore the viability and implications of 5 options proposed by the City Surveyors Engineering team to replace existing infrastructure and increase the backup power capacity to carry out bridge lifts at full speed as well as allowing the exhibition and income-generating venue hire activities (£6.5m per annum) to remain open in the event of a power outage. This reduces the existing risk of reputational damage and loss of income in the event of a power outage.</p>
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	<p>The feasibility reconfirmed study that the Bridge is currently at risk of power failure due to the existing electrical network and switchgear being over 40 years old. There is currently no reliable source of back up supply due to the age and condition of the infrastructure and parts to carry out repairs to the switchgear are difficult to source as they are no longer readily available. In addition, current legislation requires high voltage and low voltage switchgear to be segregated and we are therefore not compliant as the main switch panel is in the same location as the high voltage transformers and low voltage panel.</p> <p>To highlight this problem, Tower Bridge suffered power issues due to a faulty breaker over the 2019 August Bank Holiday weekend which resulted in the cancellation of 10 bridge lifts. This also resulted in the late opening of the exhibition impacting on income and will continue to present an increasing likelihood of failure;</p> <p>This feasibility study focused on assessing the constraints and condition of the building and viability of the 5 options as outlined in Gateway 1-2 report.</p> <p>The findings from the feasibility study revealed that the 5 suggested options would neither be logistically possible or would fail to fulfil all the brief requirements, in addition this would result in long periods of power down time resulting in severe impact on bridge operations.</p> <p>Therefore 2 further alternative proposals were developed which fulfilled the brief and will allow the bridge to function to full capacity during the works. These 2 options are appraised below, with Option B recommended for approval.</p> <p>A more detail rationale for dismissing the 5 options in GW 1-2 is listed at the end of this report.</p> <p>RAG Status: None reported at last report committee. Current RAG status Red against original programme and budget estimate</p> <p>Risk Status: Medium (at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk) at GW1-2: £250K- £5m cost option approved.</p> <p>Change in Total Estimated Project Cost (excl. Risk): £800K.</p> <p>New Total Estimated Project Cost (excl. Risk): £5.8m</p> <p>Spend to Date: £26,059.</p> <p>Costed Risk Provision Utilised: £0</p> <p>Costed Risk Register was not included in the previous report and therefore nothing has been drawn down since the last report.</p>
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	<p>Slippage:</p> <p>44 months to the latest programme.</p> <p>An additional 3 months of additional work to the feasibility report was needed to explore construction logistics to arrive at a more robust project programme, cost and risk assessment.</p> <p>41 months delay is due to the project being put on hold after the officer responsible for the project left the department and allocation of a new internal resource.</p>								
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 4: Detailed Options Appraisal</p> <p>Next Steps:</p> <ul style="list-style-type: none">• Appointment of consultant team to develop designs, project costs, risks, programme.• Undertake Surveys to inform the design, mitigate the risk register, cost plan and project programme.• Develop designs to RIBA stage 3 with input from contractors to advise on buildability and logistics of construction.• Consult and seek advice from statutory authorities on approvals such as Listed Building Consent and Planning Approval. <p>Requested Decisions:</p> <ol style="list-style-type: none">1. Approve recommend Option B2. Approve budget of £303,000 to reach the next Gateway.3. Note the revised project budget at £5.8m (excluding risk);4. Note the Costed Risk Provision in the total sum of £2,600,0005. Note the revised project timeline changes from GW 1-2								
<p>3. Resource requirements to reach next Gateway</p>	<p>Required for recommended Option B up to Gateway 4</p> <table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Consultant Fees: Building Surveyor MEP Engineer Project Manager Principle Designer</td><td>To develop design stages RIBA 2-3</td><td>Bridges Repairs, Maintenance and Major Works Fund</td><td>£164,500</td></tr></table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Consultant Fees: Building Surveyor MEP Engineer Project Manager Principle Designer	To develop design stages RIBA 2-3	Bridges Repairs, Maintenance and Major Works Fund	£164,500
Item	Reason	Funds/ Source of Funding	Cost (£)						
Consultant Fees: Building Surveyor MEP Engineer Project Manager Principle Designer	To develop design stages RIBA 2-3	Bridges Repairs, Maintenance and Major Works Fund	£164,500						

	Structural Engineer/ Building Surveyor			
	Staff costs	For CoL project manager time	As above	£18,000
	Surveys	To inform the design and risk register	As above	£95,500
	Statutory Fees	For formal application advice and submissions	As above	£20,000
	CoL internal re-charge legal fees	To undertake any legal documents on behalf of the City	As above	£5,000
	Total			£303,000
Costed Risk Provision at this Gateway is £2,600,000 (Appendix 2)				
4. Overview of project options	<p>The existing consultant team was appointed to undertake a viability exercise based on the 5 options listed in the GW 1-2 report. These were discounted during early stages of the exercise. The reasoning for each option is outlined below at the end of this report.</p> <p>The feasibility produced 2 new viable options;</p> <p>A. HV & LV Switchgear and transformer replacement; segregate HV and LV services to comply with H&S legislation (via switch room on new mezzanine floor), replacement of HV cables; replace existing generator.</p> <p>B. Replace HV & LV switchgear and transformers; segregate HV & LV services (via switch room on new mezzanine floor); replacement of existing HV cables; remove existing generator; provide new secondary HV supply; provide generator plug in connection point</p>			
5. Recommendation	Option B.			
6. Risk	Option B is considered to have the lowest risk of impacting on the Bridge's operations due to disruption from power shutdowns whilst achieving all requirements of the brief.			

	<p>No costed risk was provided at Gateway 1 / 2 and therefore nothing has been spent.</p> <p>Given the complexity of this project a Risk Workshop was held 16 September and a priced Risk Register developed. Further (Appendix 2)</p> <p>It should be further noted that this project has a high number of risks associated with to the complexities and dependencies involved in obtaining necessary permissions, the physical and logistical constraints of working on the Bridge and the impact which result from the risks, should they manifest.</p>
7. Procurement approach	<p>The team listed below will be appointed services to develop designs up to the next Gateway; GW4. The team comprises:</p> <ul style="list-style-type: none"> • Project Manager • MEP engineer • Structures / Building Surveyor • QS • Principal Designer <p>The appointments will be made via a Framework or compliant tender process.</p> <p>The consultant appointments will be in line with the City's Procurement Code.</p> <p>The procurement for the Main Contractor and contract route will be defined at GW4.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register (for recommended option)

Contact

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Telephone Number	0207 332 3056

Options Appraisal Matrix

Option Summary	Option A	Option B
1. <u>Brief Description</u>	HV & LV Switchgear and transformer replacement; segregate HV and LV services to comply with H&S legislation (via switch room on new mezzanine floor), replacement of HV cables; replace existing generator	Replace HV & LV switchgear and transformers; segregate HV & LV services (via switch room on new mezzanine floor); replacement of existing HV cables; remove existing generator; provide new secondary HV supply; provide generator plug in connection point.
2. <u>Scope and Exclusions</u>	<ul style="list-style-type: none"> • An inflated allowance for out of hours working, deliveries etc, off site welfare • This includes the construction of a new mezzanine floor and a new switchroom which would provide the logistical ability to install new services and disconnect old without affecting bridge lifts and operations. • This includes replacement of a generator. However, it is not possible to increase capacity to meet 100% demand of all commercial functions and bridge lifts at full speed. <u>This would not increase resilience more than existing conditions allow for.</u> 	<ul style="list-style-type: none"> • This includes the construction of a new mezzanine floor and a new switchroom which would provide the logistical ability to install new services and disconnect old without affecting bridge lifts and operations. • This option will provide a new back up HV supply and the generator point as a secondary back up should both HV supplies fail. • This removes the generator altogether with only the provision of a plug-in point
3. Programme and key dates	Surveys & Procure Consultants: Oct-Dec 2019 Develop designs: Jan -May 2020 GW4: May 2020 Utility and planning applications: May- Aug 2020 Tender contractor: Sept-Nov 2020 GW5: Nov-Dec 2020 Start on site: Jan 2021 Complete: December 2021* *A completion date will be clarified once designs and a scope of works are defined in more detail.	Surveys & Procure Consultants: Oct-Dec 2019 Develop designs: Jan -May 2020 GW4: May 2020 Utility and planning applications: May- Aug 2020 Tender contractor: Sept-Nov 2020 GW5: Nov-Dec 2020 Start on site: Jan 2021 Complete: December 2021* *A completion date will be clarified once designs and a scope of works are defined in more detail.
4. Risk implications	Low Risk.	Low Risk.

	<ul style="list-style-type: none"> • Unlikely to impact on Bridge operations • Low Risk to obtain planning and LBC approval. • Low H&S risk for installation of works 	<ul style="list-style-type: none"> • Unlikely to impact on Bridge operations • Low Risk to obtain planning and LBC approval. • Low H&S risk for installation of works
5. Stakeholders and consultees	<p>External stakeholders: Transport for London, London Borough of Tower Hamlets, London Borough of Southwark, Historic England, Port of London Authority, UKPN, local businesses and residents</p> <p>Internal Stakeholders: Tower Bridge, Department of Built Environments, Chamberlain's department (Finance, Procurement, Insurance),</p>	
6. Benefits of option	<ul style="list-style-type: none"> • This will reduce the risk of power failure due to poor condition / age of infrastructure. • This will meet H&S legislature (segregation of HV & LV) • This proposal will enable Bridge operations to continue as usual during the works. 	<ul style="list-style-type: none"> • This meets all requirements of the brief; • This will reduce the risk of power failure due to poor condition / age of infrastructure. • This will meet H&S legislature (segregation of HV & LV) • The secondary supply will meet 100% of demand • Increases resilience to almost no risk of power failure as the chances of both HV supplies suffering a power outage is extremely unlikely. In the event that this occurs, a generator can be plugged in to provide power. • This proposal will enable Bridge operations to continue as usual during the works.
7. Disbenefits of option	<ul style="list-style-type: none"> • This will not increase resilience capacity of backup supply; a new generator cannot be upgraded to meet 100% of the demand due to space constraints. Therefore, the backup supply will power bridge lifts at half speed and essential functions only. • The closure of venue hire and exhibition rooms will have an impact on revenue 	<ul style="list-style-type: none"> • The most expensive option of the two.

	<ul style="list-style-type: none"> • The cancellation of Bridge Lifts (due to ability to undertake these at half speed) will result in reputational damage. 	
8. Total estimated cost	<p>Estimated Construction cost (excluding risk): £5.030m (including fees, surveys costs)</p> <p>Anticipated lifetime cost to deliver this project are unknown at this point and will be developed during the next stages of the project.</p>	<p>Estimated Construction cost (excluding risk): £5.830m (including fees, surveys costs)</p> <p>Anticipated lifetime cost to deliver this project are unknown at this point and will be developed during the next stages of the project.</p>
9. Funding strategy	Funding Source: Bridges Repairs, Maintenance and Major Works Fund. This will provide funding for the entire project	
10. Investment appraisal	None	None
11. Estimated capital value/return	None	None
12. Ongoing revenue implications	<ul style="list-style-type: none"> • This will allow the operations at Tower Bridge to function as usual during construction and therefore should not impact on income generation during the works • The replacement of circuit breakers is likely to increase maintenance costs for this element. 	
13. Affordability	This scheme is fully funded from the Bridge House Estates Repairs Fund and is included in the forecast for the 50-year plan	
14. Legal implications	<ul style="list-style-type: none"> • Tower Bridge is a Grade 1 listed Structure. All works undertaken on the bridge will require listed building consent. Any changes to facades / structure and highways will require statutory approval • Periods of power down time during construction is unlikely but could affect the ability to complete bridge lifts as covered under the Corporation of London (Tower Bridge) Act 1885. • The land demised to substations under control of UKPN is often demised as Freehold. It may be necessary for the legal team to investigate/ agree and complete legal status of the land for a new substation as proposed in Option B. 	
15. Corporate property implications	<p>This proposal aligns with the Objectives of the Corporate Asset Management Strategy that:</p> <ul style="list-style-type: none"> • Operational assets remain in good, safe and statutory compliant condition 	<p>This proposal aligns with the Objectives of the Corporate Asset Management Strategy that:</p> <ul style="list-style-type: none"> • Operational assets remain in good, safe and statutory compliant condition

		<ul style="list-style-type: none"> Operational assets are fit for purpose and meet service delivery needs Capital and revenue projects are affordable, sustainable, prudent and directed to the highest corporate priorities To seek to improve the efficiency and sustainability of operational assets in accordance with corporate objectives and statutory requirements (new)
16. Traffic implications	The works will likely involve at least a pavement closure on one or both sides of the road. A construction logistics plan will consider the delivery of materials and machinery required to carry out the works which may impact on vehicular and pedestrian traffic.	
17. Sustainability and energy implications	<ul style="list-style-type: none"> New efficient transformers will deliver less energy losses and reduce the carbon footprint of the bridge New electrical metering system will allow for deeper analysis of the carbon footprint and enable future carbon reductions to be identified and measured. 	<ul style="list-style-type: none"> New efficient transformers will deliver less energy losses and reduce the carbon footprint of the bridge New electrical metering system will allow for deeper analysis of the carbon footprint and enable future carbon reductions to be identified and measured. Improved air quality by the omission of a generator
18. IS implications	N/A	
19. Equality Impact Assessment	Access to operate and maintain electrical infrastructure is restricted by the constructed layout of the building. The Grade 1 listed status of this building prevents alterations to make disabled access possible. Therefore, all engineers and operatives will need to be able bodied persons to access this infrastructure once complete. This is not a change from existing circumstances.	
20. Data Protection Impact Assessment	N/A	
21. Recommendation	Not Recommended	Recommended

Discounted options (GW1-2)		Reason;
1	HV Switchgear replacement only	This would not achieve any of the brief requirements; <ul style="list-style-type: none"> This will remain non-compliant with H&S legislative requirements

		<ul style="list-style-type: none"> • This will not reduce the risk of a power outage due to poor condition and age of the infrastructure and therefore, • This will not reduce the risk of failure of secondary and tertiary supplies in the This will not increase resilience capacity to meet 100% demands of bridge operations in the event of a power outage
2	HV Switchgear replacement, including segregating HV and LV services to comply with H&S legislation (via containment),	<ul style="list-style-type: none"> • This would result in long periods of power down time due to the construction logistics involved in doing this work. It would therefore impact on the operations of the Bridge, CoL reputation and income generation • This will not increase resilience capacity to meet 100% demands of bridge operations in the event of a power outage • This does not propose to replace existing cables and therefore will not reduce the risk of a power outage due to poor condition and age of the infrastructure and therefore, • This will not reduce the risk of failure of a backup supply in the event of power outages
3	HV Switchgear replacement, including segregating HV and LV services to comply with H&S legislation, (via containment). replace existing generator to increase the capacity of services that are protected.	<ul style="list-style-type: none"> • As above, and; • The space restrictions of cable routes and plant room mean that the LV supply and generator cannot be upgraded to provide additional capacity without building a new plant room and adding new large containment structures for the cables. Given the Grade 1 listed status of this structure, Listed building consent and Planning permission will not be granted.
4	<p>HV switchgear replacement, including segregating HV and LV services, replace existing generator to increase the capacity of services that are protected.</p> <p>LV installations: provide both North and South Towers with a separate LV electric supply complimented by a generator back up.</p> <p>Install new main LV switch panel which will service new sub mains panels located in both Towers of the bridge. These panels will service the existing electrical services.</p>	<ul style="list-style-type: none"> • As above, and; • Upgrading both HV and LV in one project would expose the Bridge to disruption to operations as the HV would have to be sequenced before the LV, resulting in a long programme. Certainty of the scope of works to upgrade the LV infrastructure would be dependent and be determined by the undertaking of the HV works • Therefore, these works are proposed as a separate project to be undertaken after the completion of this one recommended for approval.

	Install a new cable link between North and South Towers to allow essential services to be maintained from the opposite side of the bridge in the event of a total failure of either North and South supplies.	
5	Disconnect / remove HV services and transfer to new LV installations and replace the existing generator to increase capacity of services that are protected.	<ul style="list-style-type: none"> The space restrictions of cable routes and plant room mean that the generator, acting as a backup supply, cannot be upgraded to provide additional capacity without building a new plant room and adding new large containment structures for the cables. Given the Grade 1 listed status of this structure, Listed building consent and Planning permission will not be granted.

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Project Coversheet

[1] Ownership & Status

UPI: 11520

Core Project Name: Tower Bridge HV replacement & increased resilience

Programme Affiliation (if applicable): Bridge House Estates 50-year plan

Project Manager: Ruby Raw

Definition of need: Existing infrastructure is not compliant and is at high risk of failure due to age and condition. The backup power supply is also at high risk of failure due to age and condition and does not provide enough capacity for the Bridge to maintain operations as usual. This impacts on revenue, bridge operations and reduces the ability to complete bridge lifts as required under the Corporation of London (Tower Bridge) Act 1885.

Key measures of success:

1. Achieve statutory compliancy of segregation of switchgear
2. Reduce likelihood of power failure due to age and condition of existing electrical infrastructure.
3. Increase power resilience in the event of a power outage
4. Maintain power and bridge operations during works

Expected timeframe for the project delivery: Original timescales projected GW 1-2:

October 2015,

GW 3-4 January 2016,

GW5 April 2016.

No completion date was provided in the GW1-2.

Key Milestones:

Surveys: Oct 19 - Dec 19

Procure consultants: Oct 19 - Dec 19

Design Development: Dec 20 - May - 20

GW 4: May 20

Planning/ LBC - May - Aug 20

Tender: Aug 20- Oct 20

GW5: Nov 20

Construction: Dec 20-Aug 21

Are we on track for completing the project against the expected timeframe for project delivery? No

44 months to the latest programme.

An additional 3 months of additional work to the feasibility report was needed to explore construction logistics to arrive at a more robust project programme, cost and risk assessment.

41 months delay is due to the project being put on hold after the officer responsible for the project left the department and allocation of a new internal resource.

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

No public or media impact.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Committees approved to explore the feasibility of 5 options proposed by City of London Engineers to fulfil the requirements of this project with the appointment of a consultant team. These options have been discounted as non-workable solutions and two alternative viable proposals have been put devised to

‘Project Briefing’ G1 report: approved in Jan 2016 (after initially being refused and re-issued as GW1 issue report in Sept 2015)

- Total Estimated Cost (excluding risk): £0.5 -£5m
- Costed Risk Against the Project: none reported
- Estimated Programme Dates: (reported in initial GW1-2 report in Sept 2015)
GW 3-4 Jan 2016
Start on site May 2016

Scope/Design Change and Impact:

‘Project Proposal’ G2 report: - as above.

- Total Estimated Cost (excluding risk): - as above.
- Resources to reach next Gateway (excluding risk): £35K
- Spend to date: none reported
- Costed Risk Against the Project: none reported
- CRP Requested: none reported
- CRP Drawn Down: none reported
- Estimated Programme Dates: - as above.

Scope/Design Change and Impact:

‘Options Appraisal and Design: G3 report to be approved in October 2019

- Total Estimated Cost (excluding risk): £5.8m
- Resources to reach next Gateway (excluding risk): £303K
- Spend to date: £26,059
- Costed Risk Against the Project: £2.66m
- CRP Requested: £165K
- CRP Drawn Down: £0K
- Estimated Programme Dates:

Surveys & Procure Consultants: Oct-Dec 2019

Develop designs: Jan -May 2020

GW4: May 2020

Utility and planning applications: May- Aug 2020

Tender contractor: Sept-Nov 2020

GW5: Nov-Dec 2020

Start on site: Jan 2021

Scope/Design Change and Impact:

‘Authority to start Work’ G5 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:

This document can only be considered valid when viewed via the CoL Intranet website. If this is printed into hard copy or saved to another location, you must check that the effective date on your copy matches that of the one on-line.

- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]:<Current Range>
Programme Affiliation [£]:<(If applicable) What is the estimated total programme cost including this project:>

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City of London: Projects Procedure Corporate Risks Register

Project Name:		Tower Bridge HV Replacement		PM's overall risk rating:		High		CRP requested this gateway		£ 165,000		Average unmitigated risk		7.9		Open Risks		68	
Unique project identifier:		72800014		Total estimated cost (exc risk):		£ 5,800,000		Total CRP used to date		£ -		Average mitigated		4.8		Closed Risks		0	

General risk classification												Mitigation actions						Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised &	Comment(s)
R1	5	(10) Physical	Terrorism	Terrorist attack affecting site, ability to get to site, affecting planned or completed works. Risk of 4-6 weeks delay. Cost of works, prelims, damage, restarting.	Possible	Extreme	24	£150,000.00	N	D – Very Uncomfortable	part of existing CoL counter terrorism policy - no additional action for this project	£0.00	Possible	Major	£0.00	12	£0.00						
R2	4	(1) Compliance/Regulatory	Not obtaining or delay in Listed Building Consent	delay / redesign fees and application costs. Incurring increased risk of power failure due to delay	Likely	Serious	8	£350,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	early engagement with Historic England, LB Southwark and LB Tower Hamlets	£15,000.00	Possible	Serious	£50,000.00	6	£0.00						
R3																							
R4	4	(1) Compliance/Regulatory	Failure to obtain Statutory Approvals	Number of approvals required that could delay works including: TFL (adopted Highway), PLA, Licenses required etc.	Possible	Major	12	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	early engagement with TFL, PLA to agree proposals	£0.00	Possible	Major	£25,000.00	12	£0.00						
R5	4	(1) Compliance/Regulatory	Reliance on Third Party Statutory Works e.g. UKPN	Time and cost (extension of time claims from contractor and design team)	Possible	Major	12	£150,000.00	N	C – Uncomfortable	Early engagement and appointment of UKPN.	£0.00	Possible	Serious	£50,000.00	6	£0.00						
R6	5	(3) Reputation	Disturbance to neighbours during construction works resulting in negative reputation of project and client, increased costs and delays to programme.	Reputation	Possible	Serious	6	£0.00	N	B – Fairly Confident	ensuring that logistics plan and environmental health requirements are met by the contractor	£0.00	Unlikely	Serious	£0.00	4	£0.00						
R7	5	(3) Reputation	Disturbance or effect on Business As Usual Activities of Tower Bridge	Revenue impact (est £420K per month)	Unlikely	Major	8	£0.00	N	B – Fairly Confident	included in the project proposal design (sequence of works, out of hours working and back up supply)	£0.00	Rare	Major	£0.00	4	£0.00						
R8	4	(9) Environmental	Poor consultant / contractor Team Performance	Time and cost for disputes, delays or replacement of resource	Possible	Serious	6	£600,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	close Team management in place - high quality weighting for tender assessment and KPIs during appointment etc	£0.00	Unlikely	Serious	£400,000.00	4	£0.00						
R9	5	(3) Reputation	Negative Press	Reputation	Unlikely	Serious	4	£0.00	N	C – Uncomfortable	Liaison with TB Marketing/ CoL press office ahead of commencement of works.	£0.00	Rare	Serious	£0.00	2	£0.00						
R10	5	(3) Reputation	Local transport disruption caused by construction traffic	Reputation	Likely	Minor	4	£0.00	N	C – Uncomfortable	highlight traffic management sensitivities to UKPN on engagement	£0.00	Possible	Minor	£0.00	3	£0.00						
R11	5	(10) Physical	Delays during construction - Unable to achieve practical completion as programmed	Time and Cost (consultant TA fees, staff costs)	Possible	Serious	6	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Project management and good supervision of contractor and Tas	£0.00	Possible	Minor	£50,000.00	3	£0.00						
R12	4	(10) Physical	The site presents space constraints for construction, access and logistics.	Site logistics impacting on cost, time and quality of completing the works	Possible	Major	12	£500,000.00	N	C – Uncomfortable	site logistics plan will be developed and included in tender docs. Briefing to project team and Contractor to be clear, with options, access and logistics discussed.	£0.00	Unlikely	Major	£150,000.00	8	£0.00						
R13	5	(10) Physical	Unavoidable or un-anticipated bridge activities affecting these works	Time and Cost - extension of time	Likely	Minor	4	£250,000.00	N	C – Uncomfortable	lase closely with contractor on programme	£0.00	Possible	Minor	£150,000.00	3	£0.00						
R14	3	(1) Compliance/Regulatory	Delay due to CoL Committee Approval Process	Time and Cost	Unlikely	Minor	2	£50,000.00	N	C – Uncomfortable	include committee processes into programme. Breifing chairmen on early warnings and issues	£0.00	Unlikely	Minor	£15,000.00	2	£0.00						
R15	5	(1) Compliance/Regulatory	Works could be subject to change further to Statutory requirements. This includes English Heritage etc.	Staff costs, re-design fees and application fees	Possible	Major	12	£150,000.00	N	B – Fairly Confident	Early engagement with statutory authorities and thorough understanding of any conditions which require discharge	£0.00	Unlikely	Major	£60,000.00	8	£0.00						
R16	4	(1) Compliance/Regulatory	Change in Regulations for HV or LV during project	Additional time and possible cost required to make to standards and potential impact on quality	Rare	Serious	2	£150,000.00	N	C – Uncomfortable	ensure that all regulations are complied with at design development stage	£0.00	Rare	Serious	£0.00	2	£0.00						
R17	5	(10) Physical	Long Lead on specialist / Material Services not accounted for in contractors programme / not anticipated	Time	Possible	Serious	6	£150,000.00	N	C – Uncomfortable	Early placement of orders for long lead items, even in advance of appointment of contractor.	£0.00	Unlikely	Serious	£50,000.00	4	£0.00						
R18	5	(10) Physical	Specialist knowledge/ continuity of staff.	Heavy reliance on External Consultants and internal technical expertise - potential cost, knowledge reliance may occur	Possible	Minor	3	£0.00	N	C – Uncomfortable	Knowledge share with several people holding crucial information in the team to provide resilience	£0.00	Unlikely	Minor	£0.00	2	£0.00						
R19	3	(10) Physical	Procurement strategy of Professional Team to suit project requirements. This may not comply with the 'norm' procurement approach	Time (staff time and costs) and Quality	Possible	Serious	6	£15,000.00	N	C – Uncomfortable	explore procurement routes for design team appointment, discuss internally and alter internal requirements as necessary	£0.00	Unlikely	Minor	£0.00	2	£0.00						
R20																							
R22	3	(10) Physical	Insuficent Record Information	Impact on design	Likely	Serious	8	£250,000.00	Y - for mitigation costs	C – Uncomfortable	Allowance in budget needs to be available to accommodate unknowns. Also complete necessary surveys and accounted for in works	£0.00	possible	Minor	£50,000.00	3	£0.00						
R23																							

R24	4	(10) Physical	Poor existing condition or works / working area	Additional works or remedial works required which were unplanned	Possible	Serious	6	£250,000.00	Y - for mitigation costs	C – Uncomfortable	Early surveys, contractor engagement and site set up	£50,000.00	Unlikely	Serious	£50,000.00	4	£0.00						
R25	5	(5) H&S/Wellbeing	Uncovering of unknown hazardous materials (Lead Paint, Asbestos, any other hazardous material)	Time impact if works stopped, additional cost if further surveys or works required	Likely	Serious	8	£100,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Surveys are included in the project strategy and budget	£25,000.00	possible	Serious	£50,000.00	6	£0.00						
R26	4	(3) Reputation	Excessive or Unclear Insurance Requirements	Additional Cost or self insured route required	Likely	Major	16	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Consultation with Insurance Team required ahead of surveys and contractor appointment	£0.00	possible	Serious	£25,000.00	6	£0.00						
R27	5	(10) Physical	Unintentional connection issues	Inability for BAU of the Bridge	Unlikely	Minor	2	£0.00	N	C – Uncomfortable	ensure that works information is clear in the tender and communication channels are kept open for emergency procedures, ensure regular updates form the contractor are planned and carried out	£0.00	rare	Minor	£0.00	1	£0.00						
R28	3	(10) Physical	Existing equipment expires before project completed	Poor condition of existing infrastructure not lasting until project completion this may impact completion for this project	Possible	Major	12	£300,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Include requirements for the contractor to work in insolation of the existing infrastructure as much as possible. A generator is also included in the scope of works as a back up power supply	£0.00	Unlikely	major	£100,000.00	8	£0.00						
R29																							
R30	4	(10) Physical	Risk of failure of existing back up supplies prior to commencing work	delay to works to fix a temporary back up supply	Possible	minor	3	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	back up supply included in the scope of works by means of a temporary generator	£0.00	Unlikely	Minor	£25,000.00	2	£0.00						
R31																							
R32								£0.00				£0.00			£0.00		£0.00						
R33	5	(10) Physical	Services to neighbouring sites disrupted during construction.	Time	Possible	Serious	6	£250,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Phasing of the works, timescales and costs to be considered to allow for transition. Inform Contractor of no downtime to existing services to neighbouring sites.	£0.00	Unlikely	Serious	£30,000.00	4	£0.00						
R34	4	(10) Physical	Statutory Authorities can not reserve capacity which may impact design	Time and cost impact to redesign solution	Possible	Extreme	24	£350,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	early engagement and order placed with UKPN to ensure that capacity is secured	£150,000.00	rare	extreme	£0.00	8	£0.00						
R35																							
R36	4	(2) Financial	Estimated high level costs only allowed for. Actual costs may be more	Cost Increase	Possible	Serious	6	£300,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	design to be developed in detail with input for QS services and early contractor advice included in project plan	£0.00	possible	Serious	£200,000.00	6	£0.00						
R37	5	(10) Physical	Ground Conditions (sub-station)	Cost and Time	Possible	Serious	6	£300,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	undertake ground surveys already included in project plan	£0.00	Unlikely	serious	£150,000.00	4	£0.00						
R38	4	(1) Compliance/Regulatory	Timely manner of discharging conditions	Time (may affect works starting)	Possible	serious	6	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Ensure that contractor is fully aware of conditions they are liable to discharge. Condition tracker is already apart of project plan	£0.00	Unlikely	Serious	£80,000.00	4	£0.00						
R39	4	(10) Physical	Works outside of the site boundary not accounted for	Legal, licenses, authority implications	Possible	Major	12	£350,000.00	Y - for mitigation costs	C – Uncomfortable	Works to be developed in detail in conjunctino with legal/ asset managers and statutory powers to determine site demise. This is already part of the project plan	£0.00	Unlikely	major	£50,000.00	8	£0.00						
R40	4	(3) Reputation	Buy-in from all stakeholders	Various stakeholder buy-in required - impact on time	Possible	Serious	6	£0.00	N	C – Uncomfortable	consultation with stakeholders will take place during design and construction phases. Already part of project plan	£0.00	Unlikely	Serious	£0.00	4	£0.00						
R41	5	(1) Compliance/Regulatory	Completing works in line with legal bridge lifting constraints	Breach of condition. Possible cost and time if affects planned Contractors contract works - extension of time claims	Possible	serious	6	£250,000.00	N	C – Uncomfortable	ensure that contractors are aware of the need to work around Bridge lifts. Set out agreement ahead of construction to agree how these are dealt with in terms of programme and costs	£0.00	possible	serious	£25,000.00	6	£0.00						
R42	5	(5) H&S/Wellbeing	Working around public and tourists	Impact on completing works and associated costs	possible	Major	12	£150,000.00	Y - for costed impact post-mitigation	D – Very Uncomfortable	Ensure that sensitivities are included in the tender pack for contractors, ensure that contractor. Appointment of PD during the project to ensure H&S considerations are taken into account and implemented. This is included in the project plan	£0.00	possible	serious	£50,000.00	6	£0.00						
R43	4	(10) Physical	Temporary ticket office required should closure be required to facilitate works	Cost and Impact on existing BAU.	Possible	Serious	6	£250,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Consider this during design development. Should it be needed, it will be incorporated into the works for the tender pack for the contractor and therefore should not affect BAU	£250,000.00	Unlikely	serious	£0.00	4	£0.00						
R44	5	(10) Physical	Revised management / restricted visitor numbers if fire routes amended	this may affect ticket sales, ability to let out venue, require training on different emergency procedures	Possible	Serious	6	£150,000.00	N	C – Uncomfortable	The logistics and fire strategy will be considered in the design stages and worked throgh with the contractor which should mean that any impact on exsiting fire strategies will not impact BAU	£0.00	Unlikely	serious	£0.00	4	£0.00						
R45	4	(10) Physical	Additional surveys required	Cost	Possible	Minor	3	£25,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Allowance to remain on risk register for unplanned surveys	£0.00	possible	Minor	£25,000.00	3	£0.00						

R46	5	(10) Physical	Valid Extension of Time request from Contractor	Cost	Likely	Serious	8	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	continue to assess risks and buildability during development of design to ensure that issues are addressed prior to construction as far as possible	£0.00	possible	serious	£50,000.00	6	£0.00						
R47	4	(10) Physical	Valid additional fee requests from Professional Team	Cost	Possible	serious	6	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Ensure that programme takes account of risks with float to deal with any unforeseen issues prior to tendering consultant fee	£0.00	possible	serious	£25,000.00	6	£0.00						
R48	4	(1) Compliance/Regulatory	Issues obtaining Planning approval	Time - Dual boundary application both outside of Col remit. Possible delay to project	possible	serious	6	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Early engagement with statutory authorities to devise an agreed route for approval	£0.00	possible	serious	£25,000.00	6	£0.00						
R49																							
R52																							
R55	4	(10) Physical	BREXIT,market uncertainty, increased goods costs and labour shortages.	Cost & Time	Likely	Serious	8	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Use Contractor knowledge to mitigate	£0.00	possible	serious	£25,000.00		£0.00						
R56	4	(9) Environmental	Lack of interested from the market for tender contract	time delay and cost incurred from extensions of time, re-design, re applications etc	Possible	Serious	6	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	engage early with contractors and liaise with team to identify any specialist knowledge contractors to target	£0.00	Unlikely	serious	£25,000.00	4	£0.00						
R57	5	(10) Physical	Archaeological finds	Cost & Time	Possible	Major	12	£250,000.00	Y - for costed impact post-mitigation	D – Very Uncomfortable	Desktop study to be completed and contingency amount held. Cost of surveys included in the project	£0.00	Unlikely	serious	£50,000.00	4	£0.00						
R58	3	(3) Reputation	Poor stakeholder communication	Time	Possible	Serious	6	£0.00	N		Early consultation to manage expectations.	£0.00	Unlikely	serious	£0.00	4	£0.00						
R59	3	(10) Physical	Scope creep	Cost	Unlikely	Minor	2	£0.00	N		Establish capacity of existing scope of project, record any change requests through governance system	£0.00	rare	minor	£0.00	1	£0.00						
R61	4	(1) Compliance/Regulatory	Environmental Agency issuing Permits & Licenses	Time and cost	Possible	Serious	6	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Assessment to be undertaken to determine permits & license requirements during the design stage which will be incorporated into the project programme	£0.00	rare	Serious	£20,000.00	2	£0.00						
R63	5	(10) Physical	Contamination	Time and Cost	Possible	Serious	6	£300,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Surveys to be undertaken as part of project plan	£0.00	Unlikely	serious	£15,000.00	4	£0.00						
R64	5	(9) Environmental	Ecological site constraints	Legal, reputational, cost and time	Unlikely	Serious	4	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Ecological surveys to be undertaken	£0.00	Unlikely	Serious	£10,000.00	4	£0.00						
R66	5	(10) Physical	Site Constraints - additional costs for provision of Contractors space and welfare	City must allow to provide for contractors facilities under CDM regs but may not be able to given the site constraints	Possible	Serious	6	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Welfare site location will be considered as part of the design development for tender documentation	£0.00	possible	serious	£25,000.00	6	£0.00						
R67	4	(10) Physical	Road closures approval refused	Applications (and time allowances) need be made if road clousres required	Possible	Serious	6	£0.00	N		Working methodology to be assessed. Highway authorities to be engaged early to consult on traffic management plan which will be develop during design stage	£5,000.00	possible	serious	£0.00	6	£0.00						
R68	4	(2) Financial	Project exceeding budget	Cost	Possible	Serious	6	£500,000.00	Y - for costed impact post-mitigation	D – Very Uncomfortable	Pre-tender estimate and QS feedback throughout the design.	£0.00	possible	serious	£150,000.00	6	£0.00						
R69	5	(4) Contractual/Partnership	Contractual disputes/ team disagreements	Cost and Time	Unlikely	Serious	4	£150,000.00	N		Clear lines of communication, RACI put in place as part of project plan	£0.00	rare	Serious	£0.00	2	£0.00						
R70	5	(10) Physical	Inclement weather construction	Adverse weather affecting works being able to go ahead / completed	Possible	Serious	6	£25,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	no mitigation actions can be taken. Provision requested if event occurs	£0.00	rare	minor	£10,000.00	1	£0.00						
R71	5	(10) Physical	Other projects impacting this project	Time and Cost	Possible	Major	12	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Review of works programme to be undertaken including planned maintenance	£0.00	rare	minor	£10,000.00	1	£0.00						
R73	4	(10) Physical	Damage to Bridge during works by contractor	Cost and Quality	Possible	Serious	6	£0.00	N	D – Very Uncomfortable	Listed Building: Grade 1 - Contractors / Survey Contractors need be made aware. Cost would be to contractor	£0.00	Unlikely	serious	£0.00	4	£0.00						
R74	5	(10) Physical	Unforeseen technical problems during installation	Problems with fixings / fittings, infrastructure	Possible	Major	12	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Pre-survey and contain contingency amount.	£0.00	unlikely	Major	£50,000.00	8	£0.00						
R75	5	(10) Physical	Additional Requirements for working in live environment	Cost	Possible	Serious	6	£50,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	Security requirements and any other additional requirements to be known.	£0.00	unlikely	Serious	£30,000.00	4	£0.00						
R76	5	(10) Physical	Current infrastrucutre feeds river traffic lights and CCTV	reputational - CCTV impact, river traffic chaos	Possible	Major	12	£0.00	N	C – Uncomfortable	Surveys of exact infrastructure to be known and liaison with parties undertaken	£0.00	Unlikely	major	£0.00	8	£0.00						
R77	5	(10) Physical	Sporting Events	Time	Rare	Minor	1	£0.00	N	C – Uncomfortable	Sporting events (World Cup, Wimbledon, Rugby) disrupting work on site	£0.00	rare	minor	£0.00	1	£0.00						
R79	5	(3) Reputation	Local transport disruption caused by consequence of project	Reputational, Cost & Time	Likely	Major	16	£0.00	N	D – Very Uncomfortable	Early communication with highways. TFL and detailed Construction Level Traffic Management Plan sto be provided.	£0.00	Unlikely	Serious	£0.00	4	£0.00						
R80																							
R81																							

R82	5	(1) Compliance/Regulatory	Requirement for replacement of LV cables should they not pass certification prior to being connected to new HV	Time & cost	Likely	Serious	8	£50,000.00	N	C – Uncomfortable	Provision for this has been included in the project plan and ways of working	£0.00	Unlikely	Serious	£5,000.00	4	£0.00						
R83																							
R84	4	(1) Compliance/Regulatory	UKPN costs for their works are higher than initial estimate	Time and cost (extension of time claims from contractor and design team)	Possible	Major	12	£150,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	early engagement and order placed prior to contractor appointment	£0.00	possible	serious	£60,000.00	6	£0.00						
R85	5	(1) Compliance/Regulatory	UKPN works delayed	delay the project programme, resulting in incurring extension of time	Possible	Serious	6	£60,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	early engagement and order placed prior to contractor appointment	£0.00	possible	serious	£30,000.00	6	£0.00						
R86	5	(1) Compliance/Regulatory	Contractors works delay UKPN works/ connection work	delay the project programme, resulting in incurring extension of time	Possible	Serious	6	£60,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	early engagement and order placed prior to contractor appointment	£0.00	possible	serious	£30,000.00	6	£0.00						
R87	5	(1) Compliance/Regulatory	UKPN cannot provide the supply for the new HV capacity	redesign of solution	Unlikely	Extreme	16	£250,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	early engagement with UKPN and early placement of order is in project plan	£0.00	rare	extreme	£100,000.00	8	£0.00						
R88	5	(10) Physical	Time delay due to Bridge House Estates/ CoL do not agree to transfer freehold/ come to a legal agreement for the new substation land	Programme delay and costs for design team on hold/ additional design work and extensions of time. Additional staff costs	Possible	Major	12	£250,000.00	Y - for mitigation costs	C – Uncomfortable	Engage with CoL legal Team to undertake work to resolve land ownership with UKPN.	£15,000.00	possible	Serious	£5,000.00	6	£0.00						
R89	5	(10) Physical	Delay to Existing substation (owned by UKPN) is not within UKPN's freehold. This may be required for future maintenance	Programme delay and costs for design team on hold and extensions of time. Additional staff costs	Possible	Major	12	£75,000.00	Y - for mitigation costs	C – Uncomfortable	Engage with CoL legal Team to undertake work to resolve land ownership with UKPN. Part of Project Plan	£0.00	Unlikely	Major	£0.00	8	£0.00						
R90	5	(10) Physical	capacity / routes of existing cable routes is not sufficient for routing new HV cables prior to removing existing	re-design costs and unforeseen works costs. Programme delays	Possible	Major	12	£300,000.00	Y - for mitigation costs	C – Uncomfortable	Survey and enabling works to ascertain whether there is capacity for existing routes for new HV and LV cables as proposed. Included in project plan	£0.00	Unlikely	Major	£0.00	8	£0.00						
R91								£0.00				£0.00			£0.00		£0.00						
R92								£0.00				£0.00			£0.00		£0.00						
R93								£0.00				£0.00			£0.00		£0.00						
R94								£0.00				£0.00			£0.00		£0.00						
R95								£0.00				£0.00			£0.00		£0.00						
R96								£0.00				£0.00			£0.00		£0.00						
R97								£0.00				£0.00			£0.00		£0.00						
R98								£0.00				£0.00			£0.00		£0.00						
R99								£0.00				£0.00			£0.00		£0.00						
R100								£0.00				£0.00			£0.00		£0.00						

Committee(s)	Date:
Planning & Transportation Committee	1 October 2019
Subject: Wind Microclimate Guidelines	Public
Report of: Annie Hampson, Chief Planning Officer and Development Director	For Decision

Summary

The Wind Microclimate Guidelines are a result of officers working with the Wind Engineering community to establish a more robust and rigorous methodology for Wind assessments accompanying planning applications for new schemes.

Main Report

Background

The City of London Local Plan 215, Policy DM10.1, requires that the design of new development should avoid unacceptable wind impacts at street level. In 2017, the City Corporation published Planning Advice Notes on wind, solar glare, solar convergence and sunlight to provide guidance to City developers.

New development in the City is required to provide a microclimate assessment, addressing wind impacts. Where there is likely to be a wind impact, for example in relation to tall buildings, a wind tunnel test and Computer fluid modelling would normally be expected culminating in a report demonstrating the degree of change in conditions.

To provide further guidance to developers on the wind evidence required to support development proposals, the City Corporation has now published new guidelines. The Wind Microclimate Guidelines are the UK's first such guidelines and establish a more robust methodology to Wind Assessments and raises the benchmark for acceptable wind conditions resulting from new development proposals in the City. The Guidelines are a result of a consensus from the Wind Engineering community and are intended to ensure the comfort and safety of pedestrians and cyclists.

The document is a Technical guidance to Wind Engineering practitioners and complements the City's Transport Strategy and Local Plan which aim to prioritise pedestrians, promote cleaner and healthier ways to travel, and increase the amount of high-quality public space in the City.

The Wind Microclimate Guidelines will establish a robust and rigorous methodology for carrying out Wind assessments to accompany relevant planning applications. The Guidelines are innovative and will assist in securing the best possible wind microclimate conditions resulting from new development. The Guidelines support the City's microclimate policy and have been prepared in conjunction with the wind engineering community.

Key elements of the guidelines include:

- A more robust framework for assessing the impact of planning applications on wind conditions. In particular, previously acceptable 'business walking conditions' are now reclassified as 'uncomfortable', and to be avoided other than in exceptional circumstances of limited public access.
- Require that wind impacts are tested at the earliest point of a scheme's design development (e.g. height and massing) to avoid the need to retrofit wind mitigation measures
- Ensure more micro-level assessments of wind directions are carried out in wind tunnel testing including testing roadways as well as pavements
- Apply a new rigorous code of practice in the use of Computational Fluid Dynamics (CFD)
- Require the commissioning of two separate consultants, one to carry out wind tunnel testing and the other CFD, and interrogate any discrepancies between both sets of results
- Assess the variation of mean and gust wind speed and height
- Introduce the UK's first criteria to ensure the safety and comfort of cyclists
- Highlight the need for wind testing to take account of more vulnerable groups in society (such as the very young elderly and those with

Given technological advancements in Wind Engineering (particularly in the use of CFD), there will be a need to periodically revise and update the Guidelines

The Guidelines establish a more rigorous and robust approach to the methodology and techniques of Wind testing of proposed developments in the City and raises the benchmark of acceptable wind conditions. In this respect, the Guidelines will greatly assist the City in ensuring the best possible wind microclimate conditions results from new development.

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Introduction

This document provides general guidelines for wind microclimate studies required as part of the planning applications of new development proposals in the City of London (CoL).

Good wind microclimate conditions are necessary for creating outstanding public spaces in the City for all. Adverse wind effects can reduce the quality and usability of outdoor areas, and lead to safety concerns in extreme cases. These guidelines focus on the primary factors that affect the quality and consistency of wind microclimate studies.

Other factors such as temperature, sunlight, air quality and noise also have an influence on outdoor comfort, and some of these factors may be incorporated in a future edition of these guidelines.

The guidelines cannot cover every eventuality that may arise in such studies. Therefore, expert judgement from an experienced wind engineer will always be required in wind microclimate studies, particularly for issues that are not explicitly covered by these guidelines.

Developers are encouraged to address wind microclimate matters at an early stage before their designs are finalized. Using these guidelines, appointing experienced consultants, having dialogue with officers of the City and commissioning early-stage studies to quantify the wind microclimate conditions will help ensure good pedestrian comfort conditions around proposed development sites.

These guidelines may be updated from time to time, so users should check the City of London web site to ensure that the latest version of the guidelines are being used.

Wind studies may also be required for other purposes, such as obtaining loading conditions for the structure or for local fixings of facades and canopies. These issues are dealt with under the Building Regulations, and advice can be sought from the City's District Surveyor.





Recommended approach for wind microclimate studies

The table below outlines the general expectations for the types of wind microclimate studies required for various building heights.

This table is specifically tailored for building proposals in the City of London. This table may not be suitable in other parts of London or in other cities where the height of general surroundings is lower than the typical building stock in the city.

Also, this table may not cover all possible eventualities and cases. Developments that feature highly sensitive pedestrian activities or affect more vulnerable groups (e.g. transport hubs, hospitals, elderly people's homes, schools, nurseries, parks etc.) or those that are located near known windy or exposed areas (e.g. edge of Thames) may require more detailed checks. The wind consultant should use his/her judgement in consultation with the planning officers who have detailed local knowledge to determine whether the project they are working on has features that require extra care and attention.

Building Height	Recommended Approach to Wind Microclimate Studies
Similar or lower than the average height of surrounding buildings Up to 25m in CoL	Wind studies are not required, unless sensitive pedestrian activities are intended (e.g. around hospitals, transport hubs, etc.) or the project is located on an exposed location (e.g. edge of Thames, near a tall building)
Up to double the average height of surrounding buildings 25m to 50m in CoL	Computational (CFD) Simulations OR Wind Tunnel Testing
Up to 4 times the average height of surrounding buildings 50m to 100m for CoL	Computational (CFD) Simulations AND Wind Tunnel Testing
High-Rise Above 100m	Early Stage Massing Optimization: Wind Tunnel Testing OR Computational (CFD) Simulations Detailed Design: Wind Tunnel Testing AND Computational (CFD) Simulations to demonstrate the performance of the final building design

Where both wind tunnel and CFD are required, the two wind modelling approaches must be carried out by independent consultants.

Where there are differences between wind tunnel and CFD results, a report should be prepared to identify potential reasons for differences, sensitivity checks (e.g. grid sensitivity, surround extend sensitivity, turbulence generation in the wind tunnel, etc.) and a summary of the most representative set of wind conditions around the proposed scheme.

General technical requirements

The wind study should include the evaluation of pedestrian level wind conditions for following scenarios;

- Existing site,
- Proposed scheme with existing surroundings,
- Proposed scheme with planning consented schemes,
- Existing site with planning consented schemes, should the wind conditions for the previous case exceed the required Lawson comfort or safety categories,
- (If mitigation measures are required) the cases above with wind mitigation or improvement features,
- (If applicable or requested by CoL) proposed scheme with a likely future scenario, including buildings that may not be consented but are being designed at the time of planning submission. Discussion with planning officers can help identifying such future buildings.
- (If applicable or requested by CoL) the construction scenario with a demolished (vacant) site, especially if the existing building is taller than 40m in height.

When choosing the planning consented or future schemes for inclusion in the studies, the planning consultants should liaise with CoL, and use the following guidelines;

- Consented/future buildings that are immediately around the proposed development must be included, regardless of their height,
- Consented/future buildings that are taller than the average height of surrounding buildings and are within 300m of the site need to be included.

Information for consented buildings is publicly available at the CoL planning portal or could be requested from the relevant design team. CoL planning officers can provide guidance on future schemes and assist in obtaining information for such schemes (if any).

There are four key steps to a successful wind microclimate study;

1. Selecting appropriate wind statistics for the site (see Annex A for City of London wind statistics),
2. Determining the impact of the proposed development, through computational fluid dynamics (CFD) tools and/or wind tunnel testing, which provide a set of 'speed-up' ratios,
3. Combination of speed-up ratios with wind statistics to obtain comfort ratings,

4. Comparison of comfort ratings with intended pedestrian activities using the criteria provided in this guideline, as well as interpretation and presentation of results as covered separately in chapter 6.

Wind characteristics: statistical properties of wind climate are typically characterized by a Weibull probability density function. Annex A provides seasonal Weibull coefficients that can be used for projects in the heart of City of London (i.e. Terrain corrected for City of London). For projects on more exposed parts of the city – e.g. next to river Thames – an adjustment to these coefficients is required to take account of the site exposure, as described in Annex A. **These climate properties have been calibrated for City of London, and may not be appropriate for other parts of London or other cities.**

Number of wind directions: all wind studies should be carried out for 36 equally spaced wind directions.

Wind profile: the variation of mean and gust wind speed with height should be modelled based on the Harris and Deaves boundary layer models in UK National Annex to the Eurocode, also set out in ESDU 01008. Plots of simulated (wind tunnel or CFD) and targeted profile (Annex A) should be provided as part of the planning report.

Determination of speed-ups: computational fluid dynamics (CFD) tools or wind tunnel tests should be used to determine speed-up ratios for each individual wind direction. Speed-ups are defined as the ratio of local wind speed at pedestrian-level locations to the undisturbed reference wind speed. The pedestrian-level wind speeds should be measured at a height of 1.5m above the local ground level (or terrace/balcony level), and the reference wind speed should be determined at a height and location where the building models do not affect the reference speed measurement.

Measurement locations: critical pedestrian-level locations include building entrances, walkways, sitting areas, drop-off locations, bus stops, disabled parking bays, queuing areas, upper-level terraces, balconies, and other frequently used locations. Cycling paths and road crossings will also require measurements. The consultant should use expert judgement to ascertain the extent of the area to instrument and report.

Combination of speed-ups with wind statistics: using CFD or wind tunnel, a set of speed-ups will be determined for each wind direction simulated. These need to be combined with the Weibull probability distribution of the wind climate given in Annex A, to calculate the probability of exceedance of a given wind speed for each wind direction. Adding the probability of exceedance for all directions gives the total probability of exceedance of a given wind speed.

The estimation of comfort or safety speed usually requires a goal-seek calculation, where a certain wind speed is selected, the total probability of exceedance is calculated, and the wind speed is continually altered until the probability of exceedance reaches the desired exceedance value. Note that the CoL Lawson Criteria uses 5% exceedance for comfort and 0.022% Exceedance for safety limits, as described subsequently.



Above and below: RWDI's wind testing tunnel (RWDI)



Wind tunnel test requirements

Wind tunnel testing has been used to assess pedestrian microclimate conditions for the past several decades. However, significant variability in methodology can exist between different test facilities, and care should be taken to ensure the quality and consistency of wind tunnel tests.

Wind tunnel models should accurately represent the three-dimensional geometry of the proposed development. It is noted that building features that project more than 0.5m near pedestrian areas can affect the localized wind conditions, and must therefore be modelled for the proposed building and existing buildings immediately around the site. Also, building geometry near entrances and key pedestrian areas could affect the results and must be included in the models.

It is prudent to ignore landscape features in the baseline wind studies, especially when the landscape elements are smaller than 8m in height. Larger mature trees can be included, but limited published guidance exists for modelling such landscape features, so care should be taken to provide appropriately conservative interpretation of their impacts.

The wind tunnel models should represent all surrounding buildings that are within 400m from the centre of the site. Other taller buildings outside of this zone that could have an influence on wind conditions within the project site – based on the expert opinion of the wind consultant – should be included for wind directions where they are upwind of the project site.

The overall blockage in the wind tunnel (percent of tunnel area occupied by models) should be kept below 5% for closed-circuit wind tunnels and 8% for open-jet or blockage tolerant wind tunnels (in accordance of published wind tunnel testing guidelines such as ASCE SEI and AWES QAM).

The instrumentation used in the wind tunnel should be capable of capturing both the mean (typically 10-15 minute averaged) and gust speeds, with gust values divided by 1.85 To make them comparable to mean values (also referred to as gust equivalent mean value). Instrumentation should not be blocked or impeded by the models.

Care should be taken to ensure that in areas with significant localized variation of wind speed (e.g. near corners) that there are sufficient number of probes to be able to capture the windiest conditions. This typically requires 3 probes at each corner of the proposed development, in areas of increased windiness, and increased probe densities in passageways, between closely spaced buildings, and near key pedestrian areas. Furthermore, probes should be placed on the roadways surrounding the site, to capture possible impacts on cyclists.

Probes should also be placed in areas away from the site where cumulative effects of a cluster of tall buildings could lead to adverse wind conditions. The wind consultant should be aware of the wind conditions expected around other cumulative or existing high-rise buildings, by reviewing the publicly available planning reports on the City of London planning portal.

CFD requirements

Computational fluid dynamics (CFD) tools can create high quality output that provide a good understanding of fundamental flow features. However, significant variability in methodology can exist between different CFD methods and care should be taken to ensure that appropriate modelling approaches are used.

The CFD models must include a detailed three-dimensional representation of the proposed development. It is noted that building features that project more than 0.5m near pedestrian areas can affect the localized wind conditions, and must therefore be modelled for the proposed building and existing buildings immediately around the site. Also, building geometry near entrances and key pedestrian areas could affect the results and must be included in the models.

It is prudent to ignore landscape features in the baseline wind studies, especially when the landscape elements are smaller than 8m in height. Large mature trees can be included, but limited published guidance exists for modelling such landscape features, so care should be taken to provide appropriately conservative interpretation of their impacts.

Maximum cell sizes near critical locations (e.g. entrances, corners, etc.) must be 0.3m or smaller. It is also expected that sufficient cells are used between buildings with a minimum of 10 across a street canyon. However, the cell size of buildings away from the target can be larger to allow for modelling efficiency.

The CFD models should represent all surrounding buildings that are within 400m from the centre of the site. Other taller buildings outside of this zone that could have an influence on wind conditions within the project site – based on the expert opinion of the wind consultant - should be included for wind directions where they are upwind of the project site.

The models must contain at least 3 prism layers below 1.5m height, to capture near-ground effects.

The standard k-epsilon model, or 0 or 1 equation models, should be avoided. The realisable k-epsilon model is currently a robust industry standard, and other turbulence models - such as k-omega SST - can be used if the user can demonstrate that the mesh is suitable for that model.

CFD analysis should report conditions in areas away from the site where cumulative effects of a cluster of tall buildings could lead to adverse wind conditions. The wind consultant should be aware of the wind conditions expected around other cumulative or existing high-rise buildings, by reviewing the publicly available planning reports on the City of London planning portal.



Using wind tunnel and CFD in combination

On some projects wind tunnel testing and CFD are both required for a more comprehensive evaluation. In these situations, two aspects need to be considered;

It is possible to use the two tools to get a more comprehensive understanding of wind effects around a site. For example, CFD results can guide the placement of wind tunnel probes, or highlight the mechanisms of the fundamental wind patterns which can then be further studied in the wind tunnel. Similarly, the transient data collection provided by the wind tunnel tests may identify areas of high turbulence (gusts) which could inform the type of detail of CFD modelling.

Where there are differences between wind tunnel and CFD results, an experienced wind engineer should carry out sensitivity checks (e.g. grid sensitivity, surround extend sensitivity, turbulence generation in the wind tunnel, etc.) To better understand the likely reasons for the differences and summarize the most representative set of wind conditions around the proposed scheme.

Presentation of results and reporting

Wind comfort criteria: a modified version of the Lawson LDDC criteria referred to as the City Lawson Criteria - is to be used for all wind studies as summarized table below;

Category	Mean and GEM wind speed (5% exceedance)	Description
Frequent Sitting	2.5m/s	Acceptable for frequent outdoor sitting use, e.g. restaurant, café.
Occasional Sitting	4m/s	Acceptable for occasional outdoor seating, e.g. general public outdoor spaces, balconies and terraces intended for occasional use, etc.
Standing	6m/s	Acceptable for entrances, bus stops, covered walkways or passageways beneath buildings.
Walking	8m/s	Acceptable for external pavements, walkways.
Uncomfortable	>8m/s	Not comfortable for regular pedestrian access.

The table above deviates from the original Lawson LDDC Criteria in a couple of areas,

- The ‘Frequent Sitting’ category is based on City of London’s desire to create more active public spaces with amenable cafés/restaurant sitting areas in the future.
- The ‘Uncomfortable’ category is based on experience that Lawson business walking conditions often lead to complaints in the City of London. Therefore, this category is now re-named as ‘uncomfortable’. This category is only suitable for areas that are not expected to receive regular public footfall, like service areas, back-of-house areas, etc.
- Discussions with City of London planning officers about the categorisation of sensitive areas would be highly recommended.

Wind safety criteria: a separate safety criteria is to be applied to ascertain the safety risks to pedestrians and cyclists as follows;

Category	Mean and GEM wind speed from any wind direction (0.022% exceedance)	Description
Pedestrian Safety Limit	15m/s	Presents a safety risk for pedestrians, especially to more vulnerable members of the public.

The criteria do not cover wind effects on other activities such as recreation (e.g. sailing) or impact on specific vehicles. More research needs to be conducted to expand the applicability of the criteria for such cases.

Seasonal results: a ‘worst season’ scenario should be presented, where the worst comfort conditions at each location are provided regardless of the season. Separately a summer season (June-July-August) results should be presented, for areas that are to be used mainly in warmer months of the year. Other seasonal results can be provided at the discretion of the wind consultant.

Safety conditions should be reported annually.

Presentation of results: the comfort conditions should be presented using a colour-coded diagram using the colour coding below. Wind safety results can be overlaid on top of the comfort results, such that any red zone indicates unacceptable or unsafe condition. Alternatively, a separate plot showing the safety conditions can be provided, in addition to the comfort plot.

Comfort Category	Colour
Frequent Sitting	Grey
Occasional Sitting	Blue
Standing	Green
Walking	Yellow
Uncomfortable and/or Unsafe	Red

Acceptability of wind conditions: a detailed review of the intended pedestrian activities around the site should be carried out, and graphically presented and described in the planning submission. This should include the expected pedestrian activities around the proposed development, as well as the pedestrian activities experienced or proposed around existing buildings in the area. The review should take in to account of groups who are more vulnerable to wind conditions such as wheelchair users, people with ambulant mobility impairment, people who are blind, partially sighted or have sensory/neurological processing difficulties, elderly people, pregnant women and young children. If the conditions at any location exceed the levels required for the intended pedestrian activities - or are unsafe - because of the impact of the proposed development, mitigation measures will be required.

Existing wind problems: if the existing site or the consented schemes give rise to exceedances of the comfort or safety criteria for the intended pedestrian uses, this should be clearly demonstrated by testing these configurations (i.e. without proposed scheme). The proposed development should not increase the comfort or safety conditions beyond the levels observed for these scenarios.

Presentation of the test configurations: the report should contain detailed photographs or images of the 3D CFD or wind tunnel used in the analysis. This is expected to include;

- Far-field views of the entire model from north, south, east and west as a minimum,
- Plan view of the entire model,
- Close-up images of the proposed scheme and surrounding buildings within 1 block away from the site,
- Close-up views of key pedestrian areas, such as entrances, key pedestrian walkways, outdoor seating areas, etc.,
- Other building details or appendages that are relevant for wind conditions.

Presentation of mitigation measures: the following details of each mitigation measure or improvement feature should be provided;

- Plan showing the location of each mitigation measure, with each measure given an identifier number,
- Images of each mitigation measure as tested in the wind tunnel or CFD model (preferably accompanied by an architectural diagram/interpretation),
- Table containing the size (height, width, depth), porosity and other relevant aerodynamic parameters (e.g. tree trunk and crown heights).

These requirements apply even if the design feature is not materially categorized as a mitigation measure, but helps to improve the wind conditions. It is intended that all features that improve the wind conditions become an intrinsic part of the building design and are fully implemented on-site.

Significance criteria: it is noted that environmental impact assessments (EIA) require a description of the significance of wind effects at a particular location. This section is intended to provide consistency in these significance descriptors.

Whether a condition is significant or not depends on whether the condition requires mitigation. The tables in the following sections also include a column that defines if mitigation measures are necessary.

The significance of on-site measurement locations are defined by comparing the wind comfort/safety levels with the intended pedestrian activity at each location, using the table opposite;

On-site Receptors		
Significance	Trigger	Mitigation required?
Major Adverse	Conditions are 'unsafe'.	Yes
Moderate Adverse	Conditions are 'unsuitable' (in terms of comfort) for the intended pedestrian use.	Yes
Negligible	Conditions are 'suitable' for the intended pedestrian use.	No
Moderate Beneficial	Conditions are calmer than required for the intended pedestrian use (by at least one comfort category).	No

The significance of off-site measurement locations are defined not only by comparing the wind comfort levels with the intended pedestrian activity, but also by comparing the conditions to those experienced prior to the introduction of the proposed development (baseline), using the table below;

Off-site Receptors		
Significance	Trigger	Mitigation required?
Major Adverse	Conditions that were 'safe' in the baseline scenario become 'unsafe' as a result of the Proposed Development. OR Conditions that were 'suitable' in terms of comfort in the baseline scenario become 'unsuitable' as a result of the Proposed Development. OR Conditions that were 'unsafe' in the baseline scenario are made worse as a result of the Proposed Development.	Yes
Moderate Adverse	Conditions that were 'suitable' in terms of comfort in the baseline scenario are made windier (by at least one comfort category) as a result of the Proposed Development, but remain 'suitable' for the intended pedestrian activity.	No
Negligible	Conditions remain the same as in the baseline scenario.	No
Major Beneficial	Conditions that were 'unsafe' in the baseline scenario become 'safe' as a result of the Proposed Development.	No
Moderate Beneficial	Conditions that were 'unsuitable' in terms of comfort in the baseline scenario become 'suitable' as a result of the Proposed Development. OR Conditions that were 'unsafe' in the baseline scenario are made better as a result of the Proposed Development (but not so as to make them 'safe').	No

Cyclist comfort

Background: cycling is an increasingly important way of moving around and through the city and is proactively promoted by the city. As a result, ensuring comfort and safety for those cycling is a priority for the city. Wind effects can have a major impact on cycling comfort and safety. In extreme cases, particularly the cross-winds can destabilize or push the cyclist into the path of vehicles. With increasing number of cyclists in the City of London this is an important consideration.

There are other factors that influence the stability of a cyclist, such as weight, side area, proximity to other vehicles/cyclists, speed of travel and the ability/experience of the rider. It is also likely that most cyclists will take some precautions on windy days. However, it is not possible to statistically quantify many of these parameters.

But it is possible to use local wind speed, wind direction and gust duration to make informed decisions on cyclist safety.

Cyclist safety criterion: the LDDC Lawson Criteria notes that the 15m/s safety criteria (from any wind direction exceeded at least once a year) is applicable for cyclists but does not provide a detailed description of how such wind conditions affect riders.

CoL wishes to provide a higher degree of comfort and safety for the increasing number of cyclists on the roads. This section of the guideline builds upon the Lawson criteria to provide a more robust assessment, particularly focussing on the cross-wind gust effects.

CoL wishes to ensure that design teams carefully consider the impact of a local wind conditions on cyclists. The following key considerations are recommended;

The wind consultants should ensure that adequate number of instruments or data collection points are placed along the main roadways, cycle paths and road/pedestrian crossings. For wind tunnel studies this will typically involve one probe at least every 40m on cycling paths immediately around the proposed development.

Areas where the wind speeds rapidly change along a cyclist path (e.g. cyclist travels from a sheltered zone to a wind zone in a short space) can cause distress for cyclists. Therefore, it is expected that wind consultants will focus their attention to such zones – typically near building corners – by increasing the density of measurements and modelling detail in these areas.

The gustiness of local wind conditions also influences cyclist safety and comfort. It is expected that wind tunnel and CFD studies will be carefully interpreted to assess gust effects on all cycling paths.

If the Lawson safety limit is exceeded at any cycling location, appropriate mitigation measures will need to be implemented to improve the conditions.

It is noted that these simplified guidelines do not take account of rider speed, effective angle of wind direction and other important parameters. In the future editions of these guidelines it is hoped that a more comprehensive cyclist safety limit can be defined.

It is also noted that the above limits only apply to commuter cyclists, and not for special cycling events (such as races) where the speed of riders may be a much more significant factor.



Annex A: Wind climate properties

Introduction

The parameters in the tables below should be used to generate a statistical model of the wind frequency (by speed and direction) for the City of London. Please note that these parameters have been scaled specifically to account for the terrain around the City of London, and are not valid for use in other areas.

Usage

Parameters c and k are the scale and shape factors respectively for use in calculating a Weibull probability distribution. Parameter p is the probability that wind will approach from a given direction. These parameters can be used in combination with the measured local wind speeds from a wind tunnel test or CFD simulation to determine the probability of exceeding a given wind speed at a given measurement location during a given season.

Probability of exceedance at a given location (for comparison against the CoL Lawson Criteria) is calculated as follows. For each measurement location:

1. Measure the local wind speed for each wind angle using wind tunnel testing or CFD simulation, and express this speed as a ratio over the wind speed at a known reference height upwind of the site;

Note: the reference height should ideally be greater than 100m above the ground, and should be sufficiently far upwind so as not to be directly influenced by the modelled surrounding buildings.

2. Multiply the wind speed ratio by the factor in table 1 corresponding to the chosen reference height.

Note: the probability distributions have been scaled to reference height of 120m above ground, hence the factor in table 1 for 120m is equal to 1.

Note: for reference heights not specified in table 1, you may interpolate between the specified values.

3. Multiply the factored wind speed ratio for each angle by the corresponding parameter c in table 2. Repeat for each season and annually.
4. For each angle, calculate the probability of exceedance of each threshold in the criteria (using the parameters for each season for comfort, and using the annual parameters for the safety threshold) using the following formula:

$$f_{(x)} = p \cdot e^{-\left(\frac{x}{c}\right)^k}$$

and sum across all angles to arrive at the total probability of exceedance for that season.

Note: alternatively, you may choose to calculate the wind speed x exceeded for 5% and 0.022% of the time. In this case please note that the wind speed should be calculated for a total probability across all wind angles, and not for individual angles. This would likely require a “goal seek” or “solver”-type method, depending on how and in what programming language the calculation is implemented.

5. Compare the seasonal results against the comfort criteria to determine the suitability of the location in terms of comfort, and the annual result against the safety criterion to determine whether the location is safe or not.

Note: if both mean and gust-equivalent mean velocities have been measured (as in the methodology for wind tunnel testing, set out in the main document), then this process should be repeated for both sets of velocities. The worse category of the two assessments should be taken to determine comfort and safety.

Background

These probability distributions have been developed based on historical wind data from London Heathrow Airport (LHR) and London City Airport (LCY). The data range from LHR covers the period from 1973 to 2017, and the data from LYC covers the period from 1988 to 2017. Both data sets have been checked for data quality, with erroneous data points being removed from the set prior to fitting a Weibull distribution curve.

Data from each airport has been corrected to “open country” conditions at 10m height, to account for the effects of nearby terrain, using the methodology set out in ESDU 01008. The terrain-corrected data has subsequently been scaled again to represent specific terrain conditions in and around the City of London (again using the methodology set out in ESDU 01008).

Reference height [m]	Scale factor
100	0.96
120	1.00
160	1.07
200	1.13
250	1.19
300	1.24
450	1.37
600	1.48

Table 1: Reference height scale factors

Table 2: Weibull parameters (c scaled to reference height of 120m above ground)
36 Wind directions (10° increments)

Season	Annual											
Direction	0	10	20	30	40	50	60	70	80	90	100	110
p	0.021	0.020	0.024	0.026	0.023	0.021	0.020	0.020	0.021	0.028	0.021	0.015
c [ms ⁻¹]	4.63	5.06	5.40	5.65	5.85	6.07	6.29	6.45	6.77	6.66	6.38	5.71
k	1.70	1.80	1.87	1.92	1.99	2.07	2.08	2.06	2.09	2.16	2.20	2.18
Direction	120	130	140	150	160	170	180	190	200	210	220	230
p	0.013	0.013	0.013	0.014	0.015	0.020	0.025	0.033	0.041	0.056	0.057	0.053
c [ms ⁻¹]	5.36	5.26	5.21	5.27	5.50	5.72	5.98	6.34	6.67	6.89	6.91	7.03
k	2.11	2.08	2.03	1.92	1.83	1.79	1.81	1.87	1.92	1.96	1.99	2.04
Direction	240	250	260	270	280	290	300	310	320	330	340	350
p	0.055	0.058	0.044	0.043	0.034	0.030	0.025	0.023	0.020	0.020	0.018	0.020
c [ms ⁻¹]	7.06	6.90	6.58	6.02	5.67	5.37	5.13	5.02	4.86	4.79	4.72	4.64
k	2.01	1.88	1.78	1.64	1.58	1.57	1.63	1.69	1.73	1.70	1.65	1.64

Season	Spring											
Direction	0	10	20	30	40	50	60	70	80	90	100	110
p	0.024	0.026	0.035	0.038	0.034	0.030	0.028	0.027	0.028	0.033	0.022	0.014
c [ms ²]	5.02	5.47	5.94	6.24	6.46	6.62	6.79	6.84	7.08	6.94	6.65	6.00
k	1.83	1.92	2.01	2.06	2.14	2.20	2.23	2.21	2.22	2.28	2.30	2.25
Direction	120	130	140	150	160	170	180	190	200	210	220	230
p	0.011	0.012	0.012	0.013	0.014	0.019	0.024	0.030	0.037	0.048	0.046	0.041
c [ms ⁻¹]	5.63	5.53	5.48	5.44	5.55	5.80	6.01	6.28	6.65	6.92	6.92	6.98
k	2.15	2.13	2.14	2.03	1.93	1.89	1.91	1.96	2.02	2.05	2.04	2.06
Direction	240	250	260	270	280	290	300	310	320	330	340	350
p	0.041	0.049	0.040	0.039	0.030	0.027	0.023	0.022	0.020	0.020	0.020	0.022
c [ms ⁻¹]	7.08	7.19	6.97	6.52	6.20	5.89	5.50	5.23	5.00	4.97	5.04	5.02
k	2.09	2.04	1.90	1.78	1.69	1.64	1.66	1.71	1.77	1.78	1.82	1.82

Season	Summer											
Direction	0	10	20	30	40	50	60	70	80	90	100	110
p	0.020	0.018	0.020	0.022	0.020	0.017	0.016	0.015	0.019	0.028	0.021	0.014
c [ms ⁻¹]	4.42	4.85	5.16	5.41	5.60	5.81	5.90	6.05	6.57	6.76	6.66	5.94
k	1.98	2.08	2.18	2.21	2.21	2.19	2.14	2.17	2.28	2.38	2.40	2.34
Direction	120	130	140	150	160	170	180	190	200	210	220	230
p	0.010	0.009	0.008	0.010	0.011	0.015	0.021	0.029	0.041	0.063	0.064	0.056
c [ms ⁻¹]	5.44	5.18	4.96	4.94	5.08	5.22	5.41	5.74	6.15	6.47	6.49	6.51
k	2.21	2.10	2.10	2.06	2.04	2.05	2.13	2.24	2.30	2.26	2.24	2.25
Direction	240	250	260	270	280	290	300	310	320	330	340	350
p	0.059	0.064	0.050	0.050	0.039	0.033	0.029	0.025	0.023	0.022	0.019	0.019
c [ms ⁻¹]	6.55	6.54	6.34	6.02	5.67	5.37	5.08	4.86	4.64	4.49	4.42	4.38
k	2.23	2.20	2.15	2.10	2.07	2.00	1.92	1.90	1.93	1.97	1.96	1.95

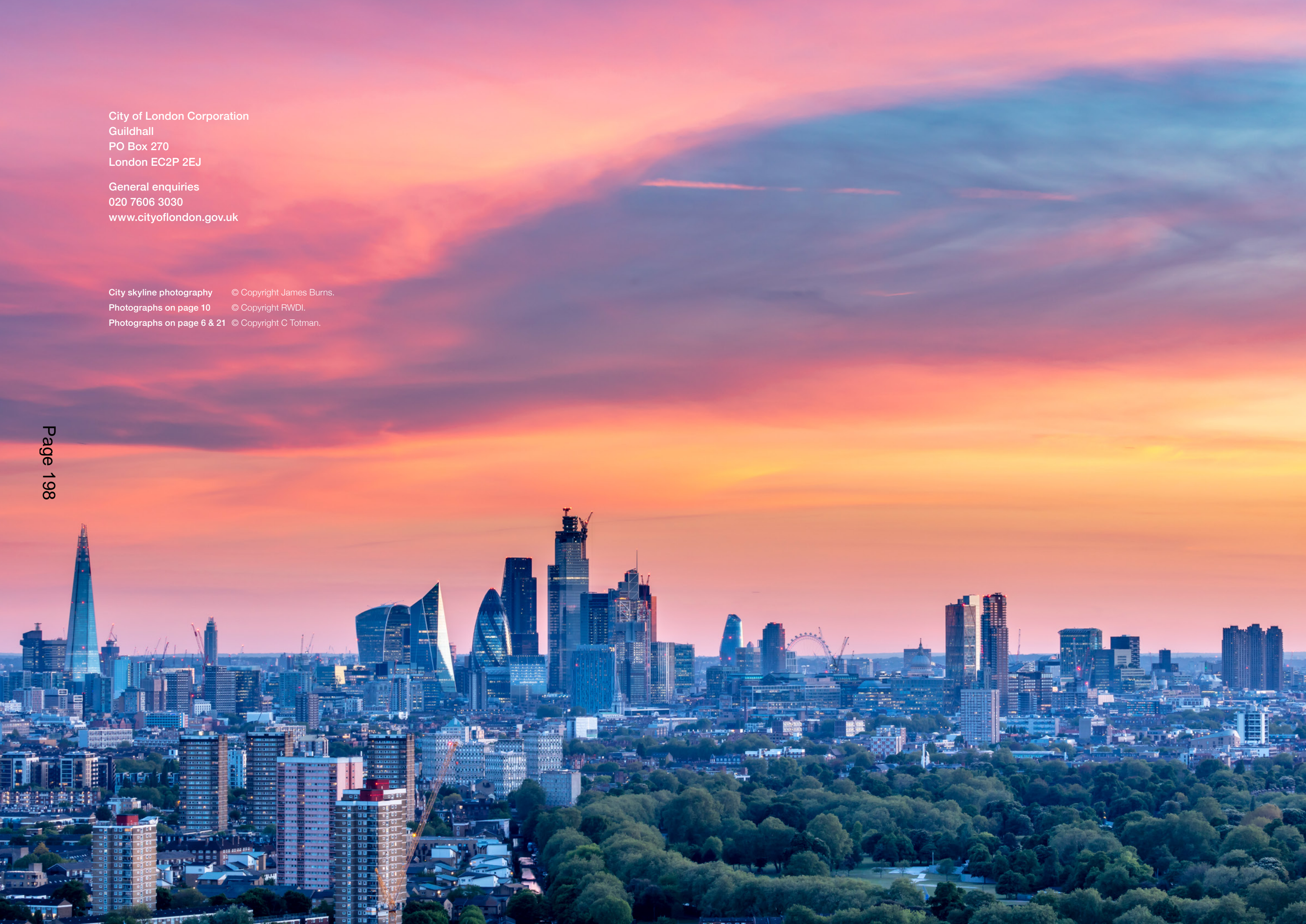
Season	Autumn											
Direction	0	10	20	30	40	50	60	70	80	90	100	110
p	0.021	0.020	0.020	0.020	0.017	0.016	0.017	0.018	0.019	0.027	0.021	0.017
c [ms ⁻¹]	4.42	4.79	4.90	4.86	4.87	5.07	5.39	5.76	6.20	6.18	5.96	5.43
k	1.67	1.75	1.74	1.78	1.86	1.98	2.02	2.04	2.08	2.15	2.14	2.08
Direction	120	130	140	150	160	170	180	190	200	210	220	230
p	0.016	0.017	0.016	0.018	0.019	0.023	0.028	0.035	0.043	0.058	0.059	0.055
c [ms ⁻¹]	5.25	5.24	5.17	5.13	5.30	5.43	5.66	6.00	6.33	6.48	6.49	6.72
k	2.02	2.07	2.10	1.98	1.89	1.85	1.86	1.87	1.91	1.94	1.99	2.03
Direction	240	250	260	270	280	290	300	310	320	330	340	350
p	0.056	0.057	0.040	0.039	0.033	0.030	0.026	0.024	0.020	0.019	0.017	0.021
c [ms ⁻¹]	6.88	6.75	6.26	5.82	5.51	5.16	4.87	4.76	4.74	4.73	4.60	4.46
k	2.03	1.93	1.79	1.68	1.66	1.64	1.67	1.68	1.70	1.69	1.63	1.63

Season	Winter											
Direction	0	10	20	30	40	50	60	70	80	90	100	110
p	0.018	0.018	0.022	0.023	0.021	0.020	0.020	0.019	0.019	0.023	0.019	0.014
c [ms ⁻¹]	4.50	4.82	5.07	5.45	5.82	6.20	6.60	6.76	6.89	6.56	6.20	5.44
k	1.51	1.62	1.68	1.77	1.91	2.04	2.07	1.98	1.93	1.97	2.07	2.15
Direction	120	130	140	150	160	170	180	190	200	210	220	230
p	0.013	0.014	0.014	0.015	0.017	0.023	0.028	0.037	0.044	0.057	0.060	0.059
c [ms ⁻¹]	5.06	5.00	5.11	5.49	6.01	6.27	6.60	7.04	7.32	7.53	7.52	7.65
k	2.11	2.04	1.91	1.83	1.82	1.78	1.80	1.86	1.90	1.95	1.99	2.05
Direction	240	250	260	270	280	290	300	310	320	330	340	350
p	0.062	0.065	0.045	0.042	0.035	0.029	0.023	0.020	0.017	0.016	0.015	0.017
c [ms ⁻¹]	7.77	7.67	7.21	6.71	6.29	5.89	5.53	5.34	5.08	4.98	4.79	4.55
k	2.05	1.93	1.78	1.67	1.63	1.61	1.62	1.65	1.64	1.58	1.49	1.44

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Committee(s)	Dated:
Planning & Transportation Committee Court of Common Council	1 October 2019 10 October 2019
Subject: Dockless Vehicle Hire Byelaw	Public
Report of: Director of the Built Environment	For Decision
Report author: Giacomo Vecia, Department of the Built Environment	

Summary

Cycle hire schemes fall outside existing legislative frameworks and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City.

The lack of powers to manage dockless cycle hire operators has been recognised by London Councils' Transport & Environment Committee (TEC) and Transport for London (TfL). In response, and following legal advice, TfL and London Councils have proposed a pan-London byelaw supported by an updated Dockless Vehicle Hire Operator Code of Practice.

TEC does not consider it practicable for the same Byelaw to be made independently by 33 London local authorities and is therefore seeking authority from all London Local Authorities and TfL to amend TEC's constitution to enable TEC to make a pan-London byelaw on the authorities' behalf.

This report asks members to recommend to the Court of Common Council that it resolves to delegate to TEC the authority to exercise the City Corporation's byelaw-making function for the purpose of regulating dockless vehicles on the highway and/or public places by way of an addition to the existing TEC constitution, as outlined below.

Recommendation(s)

Members are asked to recommend to the Court of Common Council that it resolves to delegate authority to London Councils' Transport and Environment Committee to exercise the following functions by way of an addition to the Part 3(D) Functions in the LC TEC agreement, inserting a new paragraph 2(c) as follows:

"(c)(i) the making of byelaws under section 235 of the Local Government Act 1972 (and, in respect of the City of London Corporation, under section 39 of the City of London (Various Powers) Act 1961) for the purpose of regulating dockless vehicles on the highway and/or public places (including by making it an offence for a dockless vehicle operator to cause or permit their dockless vehicle to be left on the highway or

public place other than in an approved location), including taking all related steps to promote, make, amend and revoke any such byelaw.

(c)(ii) The exercise of powers under Section 1 of the Localism Act 2011 for the purposes of giving effect to (i) above, including but not limited to oversight and management of the arrangements (but excluding prosecution or other enforcement).

1

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. Dockless cycle hire has been operating in London since autumn 2017.
2. 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.
3. The lack of powers to manage dockless cycle hire operators has been recognised by London Councils' Transport & Environment Committee (TEC) and Transport for London (TfL). In response, and following legal advice, TfL and London Councils have proposed a pan-London byelaw supported by an updated Dockless Vehicle Hire Operator Code of Practice.
4. The London Boroughs and the City Corporation have power to make byelaws under section 235 of the Local Government Act 1972 and section 39 of the City of London (Various Powers) Act 1961 respectively, which provide a legislative tool for boroughs to use for the 'suppression of nuisances'.
5. The draft byelaw text is available in Appendix 1. The byelaw defines several terms used in the draft Byelaw currently undefined in legislation (e.g. a dockless operator). It states that the byelaw applies throughout Greater London, sets out minimum safety standards for bikes, requires all bikes to be chipped to ensure their whereabouts can always be tracked, requires all bikes to be left (whether by dockless operators or their customers) only in places agreed by the relevant local authority, and makes it an offence for dockless operators to place or allow their bikes to be parked anywhere other than at a location agreed by the local authority; and sets a penalty for a dockless operator committing the offence.
6. TEC and TfL envisage that dockless parking bays would not be exclusive to specific operators but would be open to any byelaw-compliant dockless company wishing to use them. The byelaw has been drafted in this way because:
 - a. users want to make journeys irrespective of borough boundaries, meaning that separate borough by borough arrangements and operator selections are not conducive to encouraging cycling; and
 - b. the legislative tools used to draft the byelaw text did not necessarily provide powers for boroughs to regulate operators directly.
7. The drafted byelaw wording covers dockless bikes and e-bikes and could also apply to electric kick scooters or other 'micromobility' vehicles should they become legal and available for hire on London's streets.
8. Local issues, such as how many or how few parking places to approve and where they should be located, are all left for individual authorities to decide depending on their local circumstances. The City Corporation or a borough could also decide not to allocate parking on streets they manage, although TfL could technically still do so on the Transport for London Road Network.
9. TEC is looking to clarify and strengthen legal and operational aspects of the byelaw through drafting supporting byelaw text or guidance on topics including:

- a. How enforcement will be undertaken and managed, including the amount of time given to operators to relocate inappropriately parked bikes;
 - b. The collection, management and provision of data that informs dockless customers and other highway users where they can and can't park dockless vehicles;
 - c. Proposed procedures for designating or approving parking spaces;
 - d. How boroughs may charge operators for the use of the parking spaces they make available;
 - e. How CoMoUK accreditation can play a role in further managing dockless operations in London; and
 - f. How parking permitting, summary fines and other financial controls will be applied and issued.
10. TfL will also update its Dockless Bike Share Code of Practice document following further development of the above topics.
11. Subject to approving the delegation of powers to TEC (outlined below) approval of the final wording of the byelaw will be delegated to TEC membership, which includes the Chair of the Planning and Transportation Committee.
12. Consultation with affected and interested parties on the byelaw is likely to occur in the autumn and with the aim of then making the byelaw as quickly as possible. This is dependent on the powers being delegated, amongst other things, so no fixed timetable is available.
13. The current dockless trial will conclude before the byelaw is adopted. A report will be brought to the Planning and Transportation Committee in December on the outcome of the current trial with recommendations for interim arrangements prior to the introduction of the byelaw.

Delegation of powers to TEC

14. TEC does not consider it practicable for the same Byelaw to be made independently by 33 London boroughs. The making of the pan-London byelaw requires each of the 33 London local authorities participating in the TEC joint committee arrangements to delegate the exercise of additional functions to the joint committee, which requires the TEC constitution (Governing Agreement, dated 13 December 2001 (as amended)) to be varied. Members are asked to delegate the authority to make this byelaw to TEC. Subject to Planning and Transportation Committee approval, the recommendation to delegate authority will be brought to the Court of Common Council for final approval.

Corporate & strategic implications

15. Well managed dockless cycle hire in London as proposed under the new byelaw has the potential to support the Corporate Plan aims to contribute to a flourishing society, particularly promoting good health and wellbeing, and to shape outstanding environments by enhancing connectivity to the City.
16. The 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 byelaw would help to deliver this proposal.

Legal implications

17. Section 39 of the City of London (Various Powers) Act 1961 empowers the City Corporation to make byelaws for the good rule and government of the whole, or any part, of the City and for the suppression of nuisances therein. The confirming authority for such byelaws is the Secretary of State. The byelaws cannot duplicate existing legislation in force in the City and must be proportionate and reasonable.
18. Not delegating powers would impact the ability to effectively regulate dockless cycle hire London-wide and would leave each London authority seeking to address the issues piecemeal. There are currently no other legislative options to effectively regulate dockless cycle hire available or in development.
19. For TEC to be able to make the byelaw the LC TEC Agreement needs to be amended as local authorities' functions relating to the making of a pan-London byelaw for regulating dockless vehicles are not currently delegated as functions of LC TEC. The proposed delegation would allow LC TEC to make and promote a pan-London byelaw to regulate dockless vehicles on the highway and/or public places.
20. The decision to delegate the making of the proposed bylaw to the TEC would be consistent with the City Corporation's responsibilities to secure the expeditious, convenient and safe movement of traffic and the provision of safe and adequate parking facilities (s.122 RTRA 1984) and traffic management duty (s.16 TMA 2004).
21. Officers will continue to explore the potential for primary legislation to further regulate the dockless vehicle industry with TfL, London Councils and central Government.

Financial implications

22. Dockless operators breaching the byelaw will be liable on summary conviction to a fine not exceeding level 2 on the standard scale (£500), reducing the likelihood of inappropriate parking.
23. There will be costs associated with designating and marking out parking areas and the scope for charging for parking permits is currently being explored.

Health implications

24. Well managed dockless cycle hire has the potential to 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. The byelaw will support these aims.

Equality Implications

25. The introduction of the byelaw and allocation of dedicated parking areas will help mitigate adverse impacts for vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.
26. A statement assessing the impacts of the proposal and the proportionality of the regulatory burden will be prepared prior to the presentation of the byelaw to the Minister of State. This impact assessment will include an Equality Impact Assessment.

Conclusion

27. Dockless cycle hire has the potential to enable more journeys to, from and within the Square Mile to be made by bike, and the City has proved to be a popular destination for users. It also represents a challenge, as users can leave bikes anywhere, potentially obstructing pavements. Introduction of the pan London bye law will therefore allow us to manage this new type of mobility mode appropriately.
28. The lack of powers to manage dockless cycle hire operators has been recognised by London Councils' Transport & Environment Committee (TEC) and Transport for London. In response, and following legal advice, TfL and London Councils have proposed a pan-London byelaw supported by an updated Dockless Vehicle Hire Operator Code of Practice .
29. This draft byelaw is available in Appendix1 and detailed discussions have been held on its precise wording. While these discussions have yet to conclude, the draft text will help support well-managed dockless operations in the City and across London.

Appendices

Appendix 1 – The Greater London Dockless Vehicle Hire Byelaws – Draft Byelaw 29
July 2019

Background Papers

Dockless Cycle Hire, Planning & Transportation Committee, 30 July 2019

Dockless Cycle Hire, Planning & Transportation Committee, 18 March 2019

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The Greater London Dockless Vehicle Hire Byelaws

Draft Bye Law - 29 July 2019

1. General Interpretation

In these byelaws:

“Docking Station” shall exclude any Sheffield Stand unless it has been designated or approved as a Dockless Parking Space

“Dockless Parking Space” shall mean a parking place for Dockless Vehicles designated by a Local Authority or Transport for London or any Public Place where a parking area for Dockless Vehicles has been approved in writing by the Local Authority or Transport for London as an area where Dockless Vehicles may be placed and made available for hire.

“Dockless Vehicle” means any transport device (whether mechanically propelled or not) which is made available to hire through a Dockless Hire Scheme and which is a pedal cycle, electrically assisted pedal cycle, or any similar class of transport device which may be lawfully used on the highway.

“Dockless Hire Scheme” means a scheme offering Dockless Vehicles for hire from a highway or other Public Place (other than a scheme offering Dockless Vehicles wholly or partly from a Docking Station constructed and installed for their use) where the contract for hire is entered into without the simultaneous physical presence of the Dockless Operator and the hirer.

“Dockless Operator” means any person offering Dockless Vehicles for hire through a Dockless Hire Scheme.

“Public Place” means an area of highway or other open land (whether or not it is fenced) under the ownership or control of a Local Authority or Transport for London.

“Local Authority” means a London Borough Council or the Common Council of the City of London.

(2) A reference to:

- (a) legislation (whether primary or secondary) includes a reference to the legislation as amended, consolidated or re-enacted from time to time and, in the case of regulations, includes a reference to any regulations which replace the regulations referred to;
- (b) a “person” includes a natural person and a corporate or unincorporated body;
- (c) words in the singular include the plural and vice versa.

2. Application

These byelaws apply throughout Greater London.

3. Safe condition of Dockless Vehicles.

- (1) No Dockless Operator shall offer for hire a Dockless Vehicle unless it is safe.
- (2) In determining whether a Dockless Vehicle is safe regard shall be had to whether the Dockless Vehicle complies with, or the Dockless Operator has complied with, applicable provisions of:
 - (a) in the case of a pedal cycle, the Pedal Cycles (Construction and Use) Regulations 1983 and the Road Vehicles Lighting Regulations 1989;
 - (b) in the case of an electrically assisted pedal cycle, the Pedal Cycles (Construction and Use) Regulations 1983, the Road Vehicles Lighting Regulations 1989 and the Electrically Assisted Pedal Cycle Regulations 2015; or
 - (c) in all cases, any statutory requirements applicable to a Dockless Vehicle of that class.

4. Identification and management of Dockless Vehicles

- (1) No Dockless Operator shall offer a Dockless Vehicle for hire unless:
 - (a) it has an individually identifiable asset number visibly displayed;
 - (b) it is fitted with a device which ensures the location of the Dockless Vehicle can be identified at all times by the Dockless Operator, the local authority in whose area the Dockless vehicle is situated and Transport for London and the device is retained in operation.
- (2) No Dockless Operator shall offer a Dockless Vehicle for hire unless the hirer is prohibited from leaving the Dockless Vehicle on any highway or other Public Place other than at a Dockless Parking Space.
- (3) For the purposes of complying with paragraph 4(1)(b) and 4(2), the Dockless Operator shall make available real time location data via a publicly available application programming interface for each Dockless Vehicle that is available for hire or has been hired through its Dockless Hire Scheme.

5. Parking of Dockless Vehicles

No Dockless Operator shall cause or permit a Dockless Vehicle to be placed on any highway or Public Place other than at a Dockless Parking Space where the Dockless Operator is permitted to park or to cause or permit a Dockless Vehicle to be parked.

6. Penalty

Any person offending against these byelaws shall be liable on summary conviction to a fine not exceeding level 2 on the standard scale.

Committees: Planning and Transportation Committee <i>[for decision]</i> Projects Sub Committee <i>[for decision]</i> Markets Committee <i>[for information]</i>	Dates: 01 October 2019 20 September 2019 25 September 2019
Subject: Pipe Subways of Holborn Viaduct and Snow Hill over Thameslink Unique Project Identifier: 9845	Gateway 4: Detailed Options Appraisal (Complex)
Report of: Director of the Built Environment Report Author: Jagdeep Bilkhu	For Decision
<h2>PUBLIC</h2>	

1. Status update	<p>Brief Description: Refurbishment/maintenance/replacement to extend the life of existing structures and to mitigate the Corporation's risk from third party claims.</p> <p>RAG Status: Amber (Green at last report to committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £2.666m (incl. construction costs of £2.160m and £506k of fees, enabling works, Network Rail Access etc., which includes a scope change to extend waterproofing and repairs to jack-arches across the carriageway).</p> <p>Change in Total Estimated Cost of Project (excluding risk): Decrease of £7.614m since last report to Committee (as a result of not selecting the most expensive options which involved total or significant replacement of elements).</p> <p>Spend to Date: £256k (including commitments).</p> <p>Costed Risk Provision Utilised: Zero</p> <p>Slippage: There are no delays/issues to report that impact cost/quality/scope/time with respect to highway work in isolation.</p>
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It is proposed that these works proceed on the premise of collaborative effort to utilise common railway access requirements with the MoL Relocation Project as they will likely be the same as those required for the completion of these works. It is therefore imperative that the design is ready as soon as practically possible this year (in 2019) to allow the works to be undertaken to align with the programme of the museum project, due for construction next year (in 2020) if possible.

Background:

- 1.1 The requirements of this project were previously reported in April 2017. Since then, feasibility studies have been prepared for both sites at Holborn Viaduct and Snow Hill, including liaisons with utility companies. More importantly an agreement has been put in place for the City to commence dialogue with Network Rail for the arrangement of access (possessions) for both further inspections and for the construction phase.
- 1.2 Since the previous report to committee in relation to these two pipe subways it has become apparent that works need to be coordinated as far as practically possible, with (i) the Museum of London Relocation project and also (ii) the capital scheme involving bridges on West Smithfield and Charterhouse Street which are reported separately (as project no. 12021). The bridges require re-waterproofing, re-surfacing and concrete repairs to the underside (needing railway access). The report referred to in (ii) above is an Issue Report following the combined GW1/2/3/4 presented in September 2018.
- 1.3 An outline location plan is presented in Appendix 2, showing all the structures covered by this report (**33/P11**, **33/P12** and **33/P13**). Other highway structures of interest to the City of London as highway authority and currently of interest to the Museum of London (MoL) relocation project are also shown, for information only.
- 1.4 Both of the projects mentioned in 1.2 above involve permanent work to highway around or adjacent to the General, Poultry and Annexe Markets. The MoL project also involves the relocation of a Road Rail Access Ramp (RRAP) adjacent to the railway sidings. The commonality in all these schemes is both the construction work and gaining access to the railway through Network Rail.
- 1.5 ECI has taken place in the form of a non-committal consultation with a contractor. The ECI process has also confirmed synergies between the construction works of this project and the MoL relocation project. Consideration has been given to the construction phase being undertaken by a contractor through the MoL tender process to be most prudent, although certain principles and approvals need to

be agreed with CoL as highway authority, Network Rail and in respect of structures supporting the highway owned by CoL in a private capacity.

- 1.6 The engineering team have already commenced a collaborative effort with the Museum of London team to coordinate work and common goals, including liaising with Network Rail for access.

Project Description:

- 1.7 The preferred option at Snow Hill is to keep the existing buckle plates that form the roof of the subways and cast a reinforced concrete slab over the top with the buckle plates acting as a non-structural formwork. This will require raising of highway levels to accommodate the concrete slab.
- 1.8 This is not possible at Holborn Viaduct as the shallow depth above the structure and the existing gradient make it less amenable to raising of levels. The proposed solution here is to replace the roof slabs.
- 1.9 This report also proposes that the carriageway of Snow Hill is waterproofed at the same time as the work to the pipe subways situated under the footways. The carriageway is carried by a series of jack-arches. A recent inspection dated 20/01/2019 has revealed that the jack-arches supporting the carriageway have extensive loss of pointing, as well as corrosion to the metal elements, which can only be accessed from the railway. The above described scope change is also proposed to be included in the works covered in this project to make economic use of the railway access and reduce the City's risk associated with maintenance of our structures.
- 1.10 The works to the pipe subways will result in some excavation into the carriageway at both sites when the kerbs are removed and potentially resulting in damage of the waterproofing in the road. It is proposed that a sprayed applied waterproofing system will be used over the new roof slabs for the pipe subways under the footways at both locations. Given the potential for damaging the waterproofing in the carriageway when working along the line of the kerbs, it is prudent to waterproof the entire bridge structure where possible, including both footways and the carriageway. At Snow Hill it is possible to do this with little disruption to traffic flow and therefore, waterproofing of the entire deck is recommended. While this would also be preferred at Holborn Viaduct, it is more difficult due to impact on the highway network and consequently will not form part of this project. A suitable construction detail will be specified to lap the waterproofing on Holborn Viaduct.

	<p>1.11 It is also noted that the structure supporting the carriageway of Holborn Viaduct is a single span masonry arch as opposed to jack-arches carrying the carriageway of Snow Hill. The condition of these two structures is also different, with the jack arches of Snow Hill being in worse condition.</p> <p>1.12 This project will also require considerable liaison and coordination with the developer of Citycape House at 61-65 Holborn Viaduct, which is the land that lies between the bridges at Snow Hill and Holborn Viaduct. There are plans to bring the existing building, currently soft-stripped and empty, back into use with demolition and construction work scheduled to possibly overlap with our own programme.</p>								
2.	<p>Next Gateway: 4c (Detailed design)</p> <p>Next Steps:</p> <ul style="list-style-type: none">▪ Complete all investigations.▪ Further communications with all stakeholders and interested parties.▪ Complete the preferred design and prepare specifications and drawings. <p>Requested Decisions:</p> <ol style="list-style-type: none">1. That additional budget of £225,000 is approved for GW4 to reach the next Gateway, including scope change for inclusion of structure supporting the carriageway of Snow Hill;2. Note the revised cumulative project budget of £481,000 (excluding risk);3. Note the total estimated cost of the project at £2.666m (excluding risk);4. That a Costed Risk Provision of £75,000 is approved (to be drawn down via delegation to Chief Officer).5. That Gateway 4C Detailed Design is approved via Planning and Transportation Committee.								
3. Resource requirements to reach next Gateway	<p>For recommended option 3a and 3b:</p> <table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff Costs</td><td>Project management and coordination</td><td>On-Street Parking Reserve (OSPR)</td><td>30,000</td></tr></table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff Costs	Project management and coordination	On-Street Parking Reserve (OSPR)	30,000
Item	Reason	Funds/ Source of Funding	Cost (£)						
Staff Costs	Project management and coordination	On-Street Parking Reserve (OSPR)	30,000						

	Consultant Fees	Design, detailing, specification including 33/16	OSPR	65,000
	Consultant Fees	Coordination with MoL project	OSPR	20,000
	Consultant Fees	CDM duties	OSPR	20,000
	Further Investigations	Inform design and mitigate risks	OSPR	50,000
	Cost Consultant		OSPR	40,000
	Total			225,000
Costed Risk Provision requested for this Gateway: £75,000 (as detailed in the Risk Register – Appendix 3)				
4. Overview of project options	<p>4.1 Doing nothing was presented as an option at GW3 but it has become apparent that the vicinity of these structures to the new Museum of London and Annexe Building will mean that this is not a feasible option.</p> <p>4.2 Options 4 and 5 have been discounted primarily due to the significantly high costs of these two options and the complexity associated with them.</p>			
5. Recommendation	<p>5.1 Option 3a, recommended for Snow Hill. Involves keeping the metal buckles plates that form the roof wherever possible and strengthening with a concrete over-slab. Refurbish other elements from within and from railway below.</p> <p>5.2 Option 3b, recommended for Holborn Viaduct. Involves replacing the roof slabs. Refurbish other elements from within and from railway below.</p>			
6. Risk	<p>6.1 Reference should be made to the Risk Register for further details (Appendix 3).</p> <p>Most risks can be reduced and/or controlled. However, it is worth noting that the biggest risk by far to this project</p>			

	<p>could be from potential delays to the train operating companies should construction work affect the railway. This could run into the £m's as delays are in the order of £100k per hour should train operation be affected. This is to be managed by undertaking as much, if not all work that could affect the railway in possessions when no trains are running and physically protecting the railway infrastructure.</p> <p>6.2 The Risk Register is contained in Appendix 3. It should be noted that the costed risk is large due to the possibility of overrunning engineering work and/or damage to the railway infrastructure which cannot be eliminated completely. This will be mitigated by undertaking as many investigations and considered design and logistics, as well as appointing an experienced contractor who understands the risks associated with the railway and will likely be the holder of many of the large risk items. However, the costed risk provision of £75,000 is an estimated figure to allow for protracted coordination efforts with the MoL project and Network Rail to continue without the need to revert to committee.</p>
7. Procurement strategy	<p>7.1 Members were advised that we would seek pre-contract advice. Arcadis have engaged with a contractor to provide that pre-contract advice. The consensus from that advice was that the scheme would be too small for a large contractor to be interested in submitting a tender. Unfortunately, a smaller contractor may not have the experience or be able to deal with the associated risk of working on the railway.</p> <p>7.2 However, since that advice has been received the City have been working collaboratively with the MoL relocation project and another scheme to refurbish bridges on West Smithfield and Charthouse Street (covered by a separate report).</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Plan showing extent and location of structures
Appendix 3	Risk Register

Contact

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Options Appraisal Matrix

The matrix includes the options presented to Members in the previous report that will now not be considered further.

Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
1. Brief description of option	“Do nothing” to the pipe subways but provide protection.	<p>Replace the roof slabs of all pipe subways only.</p> <p>Not the preferred option and is not recommended.</p>	<p>From above and within the subway</p> <ul style="list-style-type: none"> -Keep the iron buckle plates that form the roof of the pipe subways. Strengthen with a concrete over-slab. -refurbish the internal metal faces of the girders and other structural elements of the subway <p>From below, i.e. requiring railway access</p> <ul style="list-style-type: none"> -Carry out concrete repairs to the soffit of the subway bases -Replace any mortar loss, re-pointing of the jack-arches -repair/replacement of tie-bar between jack-arches 	<p>From above and within the subway</p> <ul style="list-style-type: none"> -Replace the roof slabs of the pipe subways. -refurbish the internal metal faces of the girders and other structural elements of the subway <p>From below, i.e. requiring railway access</p> <ul style="list-style-type: none"> - Carry out concrete repairs to the soffit of the subway bases -Investigate the condition of the outer walls of the subways and remediate as appropriate 	<p>Replace roof and base slabs, with full refurbishment of main girders.</p> <p>Not the preferred option and is not recommended due to high costs and complexity.</p>	<p>Fully replace all pipe subways, including the main girders, the base and the roof.</p> <p>Not the preferred option and is not recommended due to significantly high costs and complexity.</p>
2. Scope and exclusions	<ul style="list-style-type: none"> ▪ Considered to be no longer 	<ul style="list-style-type: none"> ▪ No refurbishment 	<ul style="list-style-type: none"> ▪ Pipe subway remedial works are limited to 	<ul style="list-style-type: none"> ▪ Pipe subway remedial works are limited to 	<ul style="list-style-type: none"> ▪ Work could potentially 	<ul style="list-style-type: none"> ▪ Work could potentially include

Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
	<p>feasible as it is understood that both the Annexe Market and the property at 65 Holborn Viaduct have proposals to return to use.</p> <ul style="list-style-type: none"> As a result of the above return to use, protection would not be possible to the full length of the subways. 	t of any other elements.	<p>approximately the area over the railway.</p> <ul style="list-style-type: none"> At Snow Hill this would involve raising of footway levels locally over the structure and grading the surfacing back into the sides to accommodate a concrete slab over the buckle plates which would be used as permanent formwork, not structurally participating. 	approximately the area over the railway.	<p>include refurbishing fixtures holding utilities apparatus within the pipe subway.</p> <ul style="list-style-type: none"> Utilities may need to be diverted for this option 	<p>refurbishing fixtures holding utilities apparatus within the pipe subway.</p> <ul style="list-style-type: none"> Utilities will need to be temporarily diverted for this option
Project Planning						
3. Programme and key dates	<p>The construction phase of the project is now proposed to align with construction phase activity of the Museum of London relocation project from above. Therefore, the programme and key dates, broadly, are as follows:</p> <ul style="list-style-type: none"> complete design and drawings – October to December 2019 					

Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
	<ul style="list-style-type: none"> ▪ prepare specification – December 2019 to January 2020 ▪ Top side construction works – February 2020 to March 2021 (depending on activities of the Museum of London). 					
4. Risk implications	<p>Medium Risk</p> <ul style="list-style-type: none"> ▪ Breach of agreement with utility companies to maintain pipe subways in suitable condition ▪ Risk of legal challenge from utilities if damage occurs to their plant from a structural failure. ▪ Consequential reputational value to the City 	<p>Medium Risk</p> <ul style="list-style-type: none"> ▪ Increased reactive (unplanned) maintenance costs of replacing the roof slabs and potential damage that could be caused to utilities. ▪ Base slabs and internal pipe subway utilities/apparatus would need protection when 	<p>Medium Risk</p> <ul style="list-style-type: none"> ▪ Increased reactive (unplanned) maintenance costs of replacing the roof slabs and potential damage to utilities. ▪ Base slabs and internal pipe subway utilities/apparatus would need protection when demolishing roof slabs at either location. ▪ Small but significant risk from damage to Overhead Line Electrification (OLE), particularly from soffit remedial work. ▪ Breach of agreement with utility companies to maintain pipe subways in a suitable condition. ▪ Depreciation in asset value. ▪ Risk of legal challenge from utilities if damage occurs to their plant from a structural failure. ▪ Consequential reputational value to the City. <p>Further information on Option 3a and 3b , including construction risks is available within the risk register (Appendix 3).</p>		<p>High Risk</p> <ul style="list-style-type: none"> ▪ Increased reactive (unplanned) maintenance costs of replacing the roof slabs and potential damage that could be caused to utilities. ▪ Overhead Line Electrification (OLE) is very close to the soffit of the base slab. ▪ Breach of agreement 	<p>High Risk</p> <ul style="list-style-type: none"> ▪ Overhead Line Electrification (OLE) is very close to the soffit of the base slab. ▪ Breach of agreement with utility companies to maintain pipe subways in suitable condition. ▪ Depreciation in asset value.

Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
	<ul style="list-style-type: none"> ▪ Risk to railway. 	<ul style="list-style-type: none"> demolishing roof slab. ▪ Breach of agreement with utility companies to maintain pipe subways in suitable condition ▪ Depreciation in asset value. ▪ Risk of legal challenge from utilities if damage. ▪ Risk to railway. 			<ul style="list-style-type: none"> with utility companies to maintain pipe subways in suitable condition. ▪ Depreciation in asset value. ▪ Risk of legal challenge from utilities if damage occurs to their plant from a structural failure. 	<ul style="list-style-type: none"> ▪ Risk of legal challenge from utilities if damage occurs to their plant from a structural failure. ▪ Consequential reputational value to the City.
5. Stakeholders and consultees	Same as Options 2-5 but long, protracted negotiations with Network Rail are	<u>Internal</u> City of London – City Surveyor's Department City of London Police Smithfield Market <u>External</u> Network Rail				

Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
	unlikely to be required.	Transport of London Utilities Companies Museum of London Relocation Project Various parties involved in the re-development of 65 Holborn Viaduct Neighbours and Local Businesses				
6. Benefits of option	<ul style="list-style-type: none"> Short term cost benefits only, plus lack of disruption to both highway and railway traffic by works. 	<ul style="list-style-type: none"> Understrengthen roof elements replaced. Cheapest works option which addresses the understrengthen roof elements. Least disruption to traffic and railway (apart from Option 1). 	<ul style="list-style-type: none"> Understrength roof elements strengthened or replaced (where not possible to strengthen). Addresses defects to the soffits of the pipe subways. The most important maintenance will be completed. Complete structure over railway area waterproofed. 	<ul style="list-style-type: none"> Understrength roof elements replaced Addresses defects to the soffits of the pipe subways. Will allow inspection and hopefully repair if necessary, of the outside face of girders. The most important maintenance will be completed. 	<ul style="list-style-type: none"> Understrengthen roof elements replaced. Completely refurbishes the main girders. Reduced risk of failure. 	<ul style="list-style-type: none"> Longer life with low maintenance Eliminate risk of failure.
7. Disbenefits of option	<ul style="list-style-type: none"> Disbenefits as risks above, including depreciation 	<ul style="list-style-type: none"> Other maintenance identified from 	<ul style="list-style-type: none"> Not a cheap option but not as expensive as a full replacement. 	<ul style="list-style-type: none"> Not a cheap option but not as expensive as a full replacement. Likely to be quite disruptive above ground 	<ul style="list-style-type: none"> Expensive. No real need to 	<ul style="list-style-type: none"> Likely to be much more expensive than all the

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3a</i>	<i>Option 3b</i>	<i>Option 4</i>	<i>Option 5</i>
	in asset value and let-able value. ▪ May not be feasible for both sites at all locations.	structural inspections not carried out.		in terms of traffic management and various physical obstacles.	replace the base slabs	other options. ▪ Potential to disrupt traffic a lot more than the other options. ▪ Utilities will likely need to be diverted.
Resource Implications						
8. Total estimated cost	£150k - £200k	£3m - £5m.	Costs are difficult to estimate with high level of confidence given the location and position of the structures over railway. The costs below are estimated by the consultant following completion of the feasibility studies. (Does not include risk money) Construction works = £1,000,000 approx.	Construction works = £700,000 approx.	£5m – £7m	Up to £10m

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3a</i>	<i>Option 3b</i>	<i>Option 4</i>	<i>Option 5</i>
			Rail possessions = £260,000 approx. Supervision of Client's Representative = £25,000	Rail possessions = £200,000 approx.		
9. Funding strategy	<p>This project has previously been agreed for progression outside of the Fundamental Review due to the deteriorating condition of the structures making them essential and urgent and the synergy with the Museum of London tunnel lids works.</p> <p>Internal funding is anticipated from the City Fund's On-Street Parking Reserve. For the works, external sources will be considered, including application for funding from TfL for specific schemes (possibly through LoBEG) as well as exploring the possibility for Third Party contribution, i.e. reviewing the potential for utilities companies that use the pipe subway to make contribution.</p> <p>As this project is working jointly with the MoL relocation project, our consultant's brief has been evolving.</p> <p>The estimated cost of the construction works is now £ 2.160m (excluding risk) and £25,000 for supervision of works by Client's representative.</p> <p>The estimated total cost of the project is now £ 2.666m (excluding risk of £75,000). After allowing for funding of £313,000 previously approved, a funding shortfall of £2428m remains to be funded from the OSPR.</p>					
10. Investment appraisal	n/a					

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Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
11. Estimated capital value/return	n/a					
12. Ongoing revenue implications	Maintenance costs of pipe subways through routine programmed inspections and reactive maintenance coming from current revenue budget for highway structures/pipe subways and recharged to utilities companies.					
13. Affordability	Of all the options this is the most affordable but does not address any maintenance or strengthening issues with the pipe subways.	Options 4 and 5 have been discounted as affordability has been taken into account. It was previously reported that funds for at least Option 2 or 3 would need to be found. However, Option 2 is not recommended and therefore funds need to be found for Option 3.			Option 4 is desirable but it may not be necessary to replace the base slabs.	Option 5 would require significant financial input but may be the best whole life cost solution.
14. Legal implications	Under Part V of the City of London (Various Powers) Act 1900 the City is authorised to construct pipe subways under streets to accommodate utilities apparatus (utilities are prohibited from installing apparatus directly into the road where pipe subways are available, and this enables utility apparatus to be installed and maintained without breaking open the streets and the consequential traffic disruption, as well as increasing capacity for apparatus). The 1900 Act provides for the pipe subways to vest in the City's ownership and for the City to be responsible for the maintenance and repair of the pipe subways. Utilities may be charged for their use of the pipe subways and the charge may reflect the City's expenses incurred in the maintenance, repair, management and improvement of the pipe subways (s.73 London Local Authorities Act 2007).					

Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
15. Corporate property implications	<p>None of the pipe subways have corporate property implications. The two subways in Holborn Viaduct form part of the wider viaduct structure, some of which is let by the City Surveyor's Department. The scheme is not expected to directly impact the tenanted properties within Holborn Viaduct.</p> <p>It is understood that the Annexe Market which has been in a state of dilapidation is being brought back into use. The work to the pipe subways in Snow Hill will impact the crossovers to the Annexe Market but it is understood that at the present time, this proposal will not negatively impact access/egress from the crossovers.</p>					
16. Traffic implications	<ul style="list-style-type: none"> ▪ Closure of footways but not necessarily together. ▪ Least impact on road traffic of all options. 	<ul style="list-style-type: none"> ▪ Closure of both footways at Holborn Viaduct which would require pedestrian management. ▪ Potentially requiring some carriageway space but no lane closures expected. 	<ul style="list-style-type: none"> ▪ Moderate traffic implication. ▪ If the work to waterproof the carriageway is agreed, then construction may need to be phased on Snow Hill if a full closure cannot be obtained. 	<ul style="list-style-type: none"> ▪ Major implications. ▪ Traffic management on Holborn Viaduct is likely to be more complicated than Snow Hill. ▪ The work on Holborn Viaduct is very likely to need phasing, therefore removal of the central reservation and reinstatement after completion of the work to the pipe subways. ▪ There is a bus shelter/stop that will require re-location as well as a staggered crossing, a telephone 	<ul style="list-style-type: none"> ▪ Closure of both footways at Holborn Viaduct which would require pedestrian management. ▪ Potentially requiring some carriageway space but no lane closures expected. 	<ul style="list-style-type: none"> ▪ Closure of both footways at Holborn Viaduct which would require pedestrian management. ▪ Work is likely to be phased and would require the removal of at least part of the central

Option Summary	Option 1	Option 2	Option 3a	Option 3b	Option 4	Option 5
				box, utilities cabinet and various items of street furniture.	<ul style="list-style-type: none"> ▪ Work is likely to be phased and would require the removal of at least part of the central reservation on Holborn Viaduct. ▪ If carriageway space is required, London Buses may be impacted. 	<p>reservation on Holborn Viaduct.</p> <ul style="list-style-type: none"> ▪ Carriageway space is likely to be required and London Buses will be impacted.
17. Sustainability and energy implications	All options will endeavour to support local labour where possible. However, it should be noted that there are specialisms involved in the works that could make this difficult.					
18. IS implications	n/a					
19. Equality Impact Assessment	n/a					

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3a</i>	<i>Option 3b</i>	<i>Option 4</i>	<i>Option 5</i>
20. Data Protection Impact Assessment	n/a					
21. Recommendation	Not recommended	Not recommended	Recommended	Recommended	Not recommended	Not recommended

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Project Coversheet

[1] Ownership

Unique Project Identifier: 9845
Core Project Name: Pipe Subways of Holborn Viaduct and Snow Hill
Programme Affiliation: Currently trying to coordinate works with both (i) the Museum of London Relocation Project and (ii) West Smithfield and Charterhouse Street (Thameslink) Bridges Remedial Works
Project Manager: Jagdeep Bilkhu
Next Gateway to be passed: 4c

[2] Project Brief

Project Description: Strengthening the roofs of utility pipe subways and undertaking maintenance work to other elements, waterproofing the structure all of which is over the railway.

Definition of need: Strengthen structures to meet the needs of current standards, refurbish/maintain to extend the life of existing structures and to mitigate the Corporation's risk from third party claims.

Key measures of success: <1-3 qualitative/quantitative (not, on time/budget)

[3] Progress Status

Expected timeframe for the project delivery: Expected to reach construction stage in 2020 or 2021, depending on available railway access and other construction works in the vicinity, e.g. MoL Relocation Project.

Key Milestones:

Are we on track for completing the project against the expected timeframe for project delivery? Y

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

No

[4] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

Since 'Project Briefing' G1 report:

- Project predates the Gateway process. No GW1 available.

Since 'Project Proposal' G2 report:

- Project predates the Gateway process. No GW2 available.

Since 'Options Appraisal and Design' G3 report (PSC Approval 18/07/2017):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk): £313,000
- Spend to date: £256,000 (incl. commitments)

- Costed Risk Against the Project: £0

<ul style="list-style-type: none"> CRP Requested: £0 CRP Drawn Down: £0 	
<i>Scope/Design Change and Impact:</i> Since 'Authority to start Work' G5 report: <ul style="list-style-type: none"> N/A 	

Total anticipated on-going commitment post-delivery [£]:<Current Range>
Programme Affiliation [£]:<(If applicable) What is the estimated total programme cost including this project:>

Cost of carrying out routine inspections which will come from local risk money and any minor maintenance also from local risk money.

Top risk: <threat that has not come to pass>

<i>Risk description</i>	Undertaking and managing construction work above a railway without causing damage to, or affecting the running of trains.
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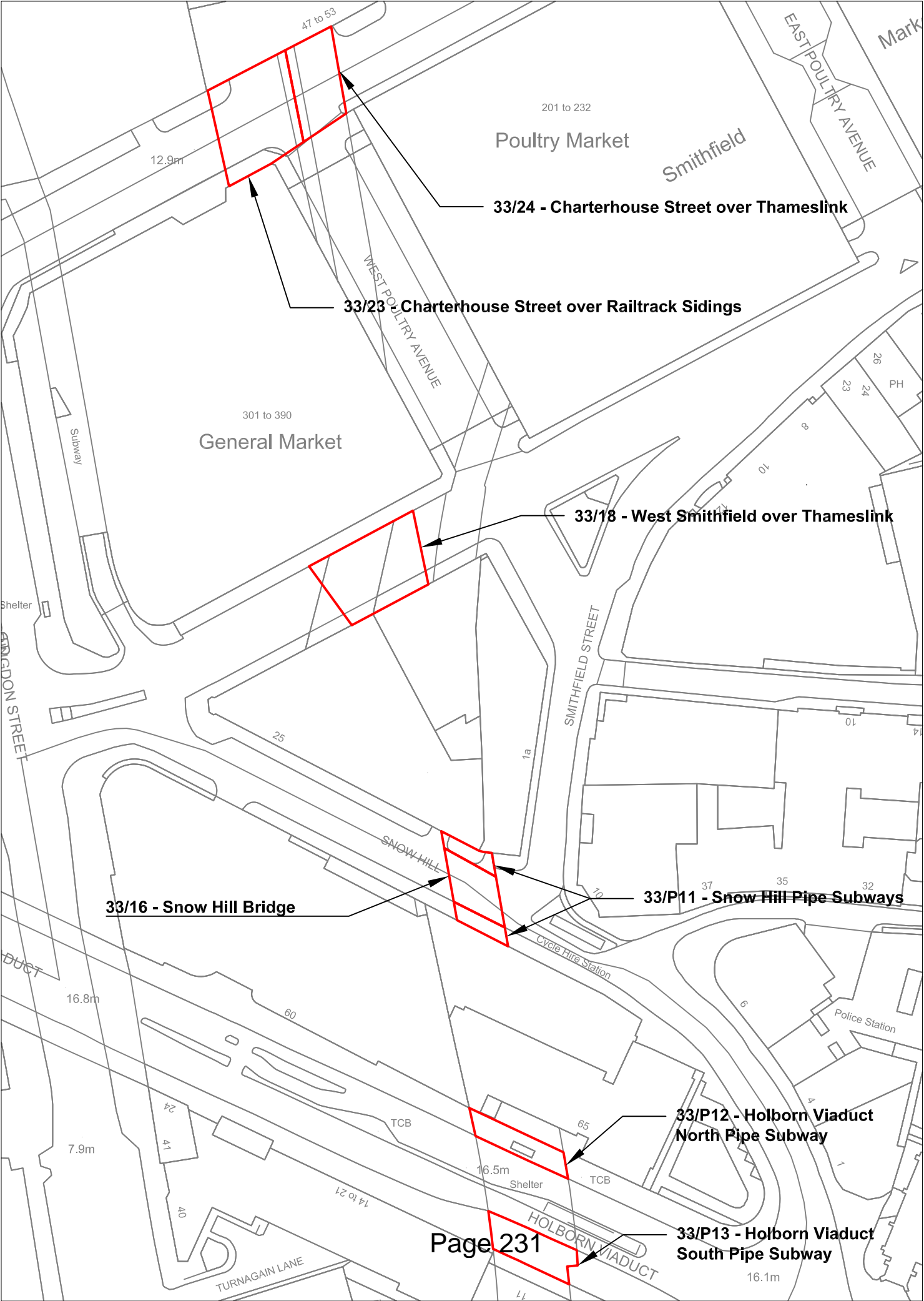
Top issue realised <risks which have come to pass:>

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Trial Pits have revealed that façade of Annexe Market is overhanging the girder of the pipe subway in the north footway of Snow Hill but it is not known if this is directly loading it.	Potential strengthening of girder. Further investigations proposed. Liaisons with MoL relocation project also ongoing, as they will have an interest in this issue. Consultant to undertake calculations to confirm 'residual' capacity for carrying the façade.	Zero at present.

[5] Member Decisions and Delegated Authority

<Key decisions taken in Service or other Committees relevant to this project's development and delivery (where decision is an addition or change from a gateway paper as presented at the time).> <Key decisions taken outside of Committee, since last report. (If applicable)>

Appendix 2 - Plan showing extent and location of structures



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City of London: Projects Procedure Corporate Risks Register

Project Name:		Pipe Subways of Holborn Viaduct and Snow Hill over					PM's overall risk rating:		Medium		CRP requested this gateway		£75,000		Average unmitigated risk		10.2		Open Risks		17	
Unique project identifier:		9845					Total estimated cost:		£-		Total CRP used to date		£-		Average mitigated risk score		4.5		Closed Risks		0	

General risk classification											Mitigation actions						Ownership & Action				
Risk ID	Gate way	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(2) Financial	The removal of surfacing, setts and kerbs on the bridges could dislodge loose materials on the structure soffit	Debris could fall onto the railway	Possible	Extreme	24	£2,000,000.00	N	D – Very Uncomfortable	Removal of surfacing, setts and kerbs on the bridges to be undertaken during possession of the railway	£0.00	Possible	Serious	£0.00	6	15/03/2019	Paul Monaghan	Principal Contractor		
R2	4	(5) Safety/ Health	Trial pit investigations in the carriageway could dislodge loose material on the structure soffit	Debris could fall onto the railway	Possible	Extreme	24	£2,000,000.00	N	D – Very Uncomfortable	Trial pit investigations to be undertaken during railway possession.	£0.00	Possible	Minor	£0.00	3	15/03/2019	Paul Monaghan	Principal Contractor		
R3	4	(2) Financial	Damage to STATS	Investigations and works impact on STATS	Possible	Serious	6	£1,000,000.00	N	C – Uncomfortable	Identify and locate STATS. Provide full details to all parties.	£0.00	Unlikely	Serious	£0.00	4	15/03/2019	Paul Monaghan	Principal Contractor		
R4	5	(2) Financial	Removal of loose and cracked materials to underside of structure	Damage to railway assets	Unlikely	Extreme	16	£2,000,000.00	N	D – Very Uncomfortable	Works to be undertaken during railway possession. OLE, cables and ducts, tracks and equipment to be protected.	£0.00	Rare	Extreme	£0.00	8	15/03/2019	Paul Monaghan	Principal Contractor		
R5	5	(5) Safety/ Health	Working at height	Scaffold falling on to railway	Unlikely	Serious	4	£500,000.00	N	C – Uncomfortable	Scaffold to be erected on firm ground by trained and certified staff (PASMA etc)	£0.00	Rare	Serious	£0.00	2	15/03/2019	Paul Monaghan	Principal Contractor		
R6	5	(5) Safety/ Health	Working at height	Tools and equipment falling on to railway	Possible	Minor	3	£500,000.00	N	C – Uncomfortable	Suitable edge protection to be provided on scaffold. Tools to be "tied on".	£0.00	Rare	Minor	£0.00	1	15/03/2019	Paul Monaghan	Principal Contractor		
R7	5	(5) Safety/ Health	Storage of plant and materials for the works	Interface with railway	Rare	Serious	2	£250,000.00	N	B – Fairly Confident	Plant and materials to be stored securely when not in use in areas designated by Network rail	£0.00	Rare	Minor	£0.00	1	15/03/2019	Paul Monaghan	Principal Contractor		
R8	4	(1) Service Delivery/ Performance	Network Rail approval of design details	Delays to programme.	Likely	Serious	8	£100,000.00	N	B – Fairly Confident	Provide & update schedule of issue dates to Network Rail.	£0.00	Likely	Minor	£0.00	4	15/03/2019	Paul Monaghan	Principal Contractor		
R9	5	(2) Financial	STATS protection & support during the works	Damage to STATS	Possible	Serious	6	£1,000,000.00	N	C – Uncomfortable	Advance consultation with relevant STATS to agree methodology	£0.00	Unlikely	Minor	£0.00	2	15/03/2019	Paul Monaghan	Principal Contractor / Pricipal Designer		
R10	4	(5) Safety/ Health	Lead paint and hazardous materials	Risk to health	Possible	Serious	6	£200,000.00	N	B – Fairly Confident	Undertake surveys in advance of works to help identify materials hazardous to health - tar, lead, chromium etc.	£0.00	Rare	Minor	£0.00	1	15/03/2019	Paul Monaghan	City of London		
R11	5	(6) Objectives	Changes in highway and footway vertical alignment	Clashes with access to adjacent properties and "tie ins"	Likely	Major	16	£250,000.00	N	C – Uncomfortable	Use detail surveys to check impacts.	£0.00	Likely	Serious	£0.00	8	15/03/2019	Paul Monaghan	City of London		
R12	5	(2) Financial	Repairs extensive	Repairs are more extensive than anticipated	Possible	Serious	6	£250,000.00	N	C – Uncomfortable	Use inspection results to estimate repairs required and include for provisional items.	£0.00	Possible	Serious	£0.00	6	15/03/2019	Paul Monaghan	City of London		
R13	5	(1) Service Delivery/ Performance	Railway possessions	Availability	Likely	Major	16	£200,000.00	N	C – Uncomfortable	Confirm in advance with Network Rail availability of possessions to undertake the works.	£0.00	Possible	Serious	£0.00	6	15/03/2019	Paul Monaghan	City of London		
R14	5	(1) Service Delivery/ Performance	Road space	Availability	Possible	Major	12	£100,000.00	N	C – Uncomfortable	Confirm in advance availability with Network Management & traffic management required.	£0.00	Unlikely	Serious	£0.00	4	15/03/2019	Paul Monaghan	City of London		
R15	5	(1) Service Delivery/ Performance	Contractor and resources	Experienced contractor and resources not available	Possible	Serious	6	£250,000.00	N	C – Uncomfortable	Advertise / source Contractors in advance	£0.00	Unlikely	Serious	£0.00	4	15/03/2019	Paul Monaghan	City of London		
R16	4	(6) Objectives	Changes in design scope or increases in coordination with other projects.	Increases in our suppliers' costs, e.g. consultants fees.	Possible	Serious	6	£75,000.00	Y	B – Fairly Confident	Close scrutiny of all tasks provided by suppliers.	£75,000.00	Likely	Minor	£75,000.00	4	15/07/2019	Paul Monaghan	City of London		
R17	4	(1) Service Delivery/ Performance	Diversion of utilities on top of the pipe subways where they should be inside the subway or where they were completely unexpected, specifically plant owned by Colt which is known to be fibre-optic cables.	Significant rise in cost and affect on programme.	Possible	Major	12	£250,000.00	N	B – Fairly Confident	Continue negotiations with all utilities to determine exactly what plant/apparatus is over the pipe subways and who owns it. Determine what diversion work can be undertaken and why this plant is not in the subway.	£250,000.00	Possible	Major	£0.00	12	02/09/2019	Paul Monaghan	City of London		If an agreement cannot be reached with utilities companies for them to bear the cost of diverting plant atop the pipe subways, then this broad estimate will be required.
R18								£0.00				£0.00			£0.00						
R19								£0.00				£0.00			£0.00						
R20								£0.00				£0.00			£0.00						
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Committees: CWP Peer Review Group Corporate Projects Board Planning and Transportation Committee <i>[for decision]</i> Projects Sub Committee <i>[for decision]</i> Corporate Asset Sub Committee <i>[for decision]</i> Markets Committee <i>[for information]</i>		Dates: 14 August 2019 29 August 2019 01 October 2019 20 September 2019 25 September 2019 25 September 2019
Subject: West Smithfield and Charterhouse Street (Thameslink) Bridges Remedial Works Unique Project Identifier: 12021	GW4 (Regular) - Issue Report Next gateway to be passed: GW5	
Report of: Director of the Built Environment Report Author: Jagdeep Bilkhu		For Decision
<h1>PUBLIC</h1>		

Status Update	<p>Project Description: Refurbishment/maintenance to extend the life of existing structures and to mitigate the Corporation's risk from third party claims.</p> <p>RAG Status: Amber (Amber at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £844,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £160,000</p> <p>Spend to Date: £39,723.61</p> <p>Costed Risk Provision Utilised: Zero</p> <p>Slippage:</p> <p>There are no delays/issues to report that impact cost/quality/scope/time with respect to highway work in isolation.</p> <p>It is proposed that these works proceed on the premise of collaborative effort to utilise common railway access requirements with the MoL Relocation project as they will likely be the same as those required for the completion of these</p>
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	works. It is therefore imperative that the design is ready as soon as practically possible to allow the works to be undertaken to align with the programme of the museum project, due for construction next year (in 2020), if possible.
1. Requested decisions	<p>Requested Decisions:</p> <p>1.1 Members to agree proposals to include additional waterproofing and re-surfacing of Charterhouse Street Bridge over Railtrack Sidings (Structure No. 33/23). See plan in Appendix 2, which is an increase in the scope of similar work.</p> <p>1.2 Members to agree a project budget increase of £160,000 for the increase in scope to a total of £844,000. The increase of £160,00 is to be funded from the Additional Capital Funds for City Fund Properties Programme.</p> <p>1.3 That a Cost Risk Provision of £70,000 is approved over and above the £160,000 (to be drawn down via delegation to Chief Officer).</p>
2. Issue Description and Background	<p>2.1 The additional cost and agreement to waterproofing the bridge over the sidings is the main issue being presented. It should be noted that the increase in scope is maintenance work that will be required in the future but is being brought forward to allow it to be undertaken with other similar work now rather than the prospect of having to undertake these work in front of the museum at some point later.</p> <p>2.2 The engineering team currently have two capital schemes ongoing around Smithfield and Holborn area:</p> <p>(i) this project, concerning the refurbishment of two bridges, one on Charterhouse Street (Structure No. 33/24) and another on West Smithfield (Structure No. 33/18), and</p> <p>(ii) with the refurbishment and strengthening of pipe subways on Snow Hill and Holborn Viaduct (limited to the parts that pass over the railway only), as project no. 9845.</p> <p>2.3 Both (i) and (ii) will involve waterproofing the areas of the highway that form the extent of the aforementioned structures. The extent of these structures is shown indicatively on a plan (Appendix 2).</p> <p>2.4 The new Museum of London Relocation project will be using sub-terranean space under both the General, Poultry and Annexe Markets, with West Poultry Avenue closed to through-traffic and forming the entrance space for the new museum. The area below some highway structures on West Smithfield and Charterhouse Street will form part of the</p>

	<p>demise of the main museum gallery space and/or the 'back of house' space. This project would require both planning permissions and traffic management orders, the outcome of which cannot be predetermined, and nothing in this report prejudices those separate decision-making processes.</p> <p>2.5 The bridges covered by item (i) above affect the activities associated with the General Market and item (ii) affect the Annexe Market. Therefore, it is very important that funding for both schemes is continued through to construction. The pipe subways are covered by a separate report to committee. (GW4 – Pipe Subways of Holborn Viaduct and Snow Hill over Thameslink, project no. 9845).</p> <p>2.6 The Risk Register is contained in Appendix 3. It should be noted that the costed risk is large due to the possibility of overrunning engineering work and/or damage to the railway infrastructure which cannot be eliminated completely. This will be mitigated by undertaking as many investigations and considered design and logistics, as well as appointing an experienced contractor who understands the risks associated with the railway and will likely be the holder of this risk item. However, the costed risk provision of £70,000 is an estimated figure to allow for protracted coordination efforts with the MoL project and Network Rail to continue without the need to revert to committee.</p>
3. Options	<p>3.1 The options for the project considered at Gateway 3 remain the same and are also recommended for this additional work. The options for works to Structure No. 33/23, i.e. the bridge over the sidings, are to either undertake these proposed works, almost identical in nature to the existing project, or to defer them to a later date.</p> <p>3.2 These proposals are standard maintenance works for bridges and at some point in the near future, repair to, or full re-waterproofing would have to be undertaken. The proposals herein, are essentially bringing forward this maintenance work.</p> <p>3.3. If this maintenance work were to be undertaken later, it is quite likely that this will be after the Museum of London has opened its doors to the public, which would be disruptive.</p> <p>3.4 This report recommends and seeks to extend the waterproofing to include the adjacent highway bridge over the sidings at Charterhouse Street (Structure reference no. 33/23), so that both the highway structures over the</p>

	<p>railway, i.e. the main line and the sidings are waterproofed.</p> <p>3.5 This proposal is presented to committee in the knowledge that the Museum of London relocation project has aspirations to waterproof the privately owned structure around the General Market, therefore not waterproofing the highway bridge above the railway sidings would leave that area as the only structure not to be waterproofed around the new development.</p>																				
4. Budget	<p>This project has previously been identified as an essential scheme with funding prioritised via the Cyclical Works and Additional Capital Funds for City Fund Programmes. The additional cost of extending the scope of the scheme to include the waterproofing and resurfacing of structure 33/23 is estimated at £160,000, of which a budget of £95,000 (highlighted grey in the table below) is now requested to reach the next gateway. Funding for this additional cost can be met from the Additional Capital Funds for City Fund Properties Programme. This brings the total estimated cost of the scheme to £844,000.</p> <p>The additional consultants fee for the inclusion of 33/23 is based pro-rata on the area compared with that of the adjacent highway structure with similar work. The fee is calculated as a tendered term contract % fee of the estimated value of works for 33/23.</p> <p>The Coordination with MoL project is an estimated figure, which is based on attending a fixed number of meeting and assumed time afterward for actions. This could increase or decrease. It has been estimated on tendered time-charge rates.</p> <table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Consultant fees <i>(note)</i></td><td>Design and detailing</td><td>CWP</td><td>20,000</td></tr><tr><td>Consultant fees <i>(note)</i></td><td>CDM Principal Designer</td><td>CWP</td><td>5,000</td></tr><tr><td>Consultant fees <i>(note)</i></td><td>Quantity Surveyor & Network Rail Planner</td><td>CWP</td><td>18,000</td></tr><tr><td>Consultant Fees</td><td>Inclusion of 33/23</td><td>Additional Capital Funds for City Fund</td><td>15,000</td></tr></table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Consultant fees <i>(note)</i>	Design and detailing	CWP	20,000	Consultant fees <i>(note)</i>	CDM Principal Designer	CWP	5,000	Consultant fees <i>(note)</i>	Quantity Surveyor & Network Rail Planner	CWP	18,000	Consultant Fees	Inclusion of 33/23	Additional Capital Funds for City Fund	15,000
Item	Reason	Funds/ Source of Funding	Cost (£)																		
Consultant fees <i>(note)</i>	Design and detailing	CWP	20,000																		
Consultant fees <i>(note)</i>	CDM Principal Designer	CWP	5,000																		
Consultant fees <i>(note)</i>	Quantity Surveyor & Network Rail Planner	CWP	18,000																		
Consultant Fees	Inclusion of 33/23	Additional Capital Funds for City Fund	15,000																		

			Properties Programme	
	Consultant Fees	Coordination with MoL project	Ditto	20,000
	Consultant Fees	Estimated site supervision at weekends and night time.	Ditto	20,000
	Investigations	To inform design and mitigate risks	CWP	40,000
	Further Investigations	Inform design and mitigate risks for the inclusion of 33/23.	Additional Capital Funds for City Fund Properties Programme	40,000
	Network Rail Management Costs	Project Management	CWP	27,000
	Network Rail	Advance access booking	CWP	120,000
	Project Costs Total			325,000

Appendices

Appendix 1	Project Coversheet
Appendix 2	Plan showing extent and location of structures
Appendix 3	Risk Register

Contact

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Email Address	jagdeep.bilkhu@cityoflondon.gov.uk
Telephone Number	020 7332 1544

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Project Coversheet

[1] Ownership

Unique Project Identifier: 12021
Core Project Name: West Smithfield and Charterhouse Street
 (Thameslink) Bridges Remedial Works
Programme Affiliation (if applicable):
Project Manager: Jagdeep Bilkhu
Next Gateway to be passed: GW5

[2] Project Brief

Project Description: Undertaking maintenance work mainly to the underside and waterproofing the structures, all of which are over the railway.

Definition of need: Refurbish/maintain to extend the life of existing structures and to mitigate the Corporation's risk from third party claims.

Key measures of success:

- Reduction of the Corporation's risks.
- Completion of works to minimise disruption (if possible) ahead of the opening of the newly relocated Museum of London.

[3] Progress Status

Expected timeframe for the project delivery: Expected to reach construction stage in 2020 or 2021, depending on available railway access and other construction works in the vicinity, e.g. MoL Relocation Project.

Key Milestones:

Are we on track for completing the project against the expected timeframe for project delivery? Y

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

No.

[4] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

Since G1-4 Report (PSC Approval on 12/09/2018):

- Total Estimated Cost (excluding risk): £684,000
- Resources to reach next Gateway (excluding risk): £230,000
- Spend to date: £39,723.61
- Costed Risk Against the Project: £4,670,000 (post-mitigation)
- CRP Requested: £70,000
- CRP Drawn Down: Zero

Scope/Design Change and Impact:

Since 'Authority to start Work' G5 report (PSC Approval xx/yy/zz):

- Total Estimated Cost (excluding risk):

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- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: Continuing with undertaking a programme of inspections and maintenance identified from these inspections.

Programme Affiliation [£]: <(If applicable) What is the estimated total programme cost including this project:>

Top risk: <threat that has not come to pass>

<i>Risk description</i>	Undertaking and managing construction work above a railway without causing damage to, or affecting the running of trains.
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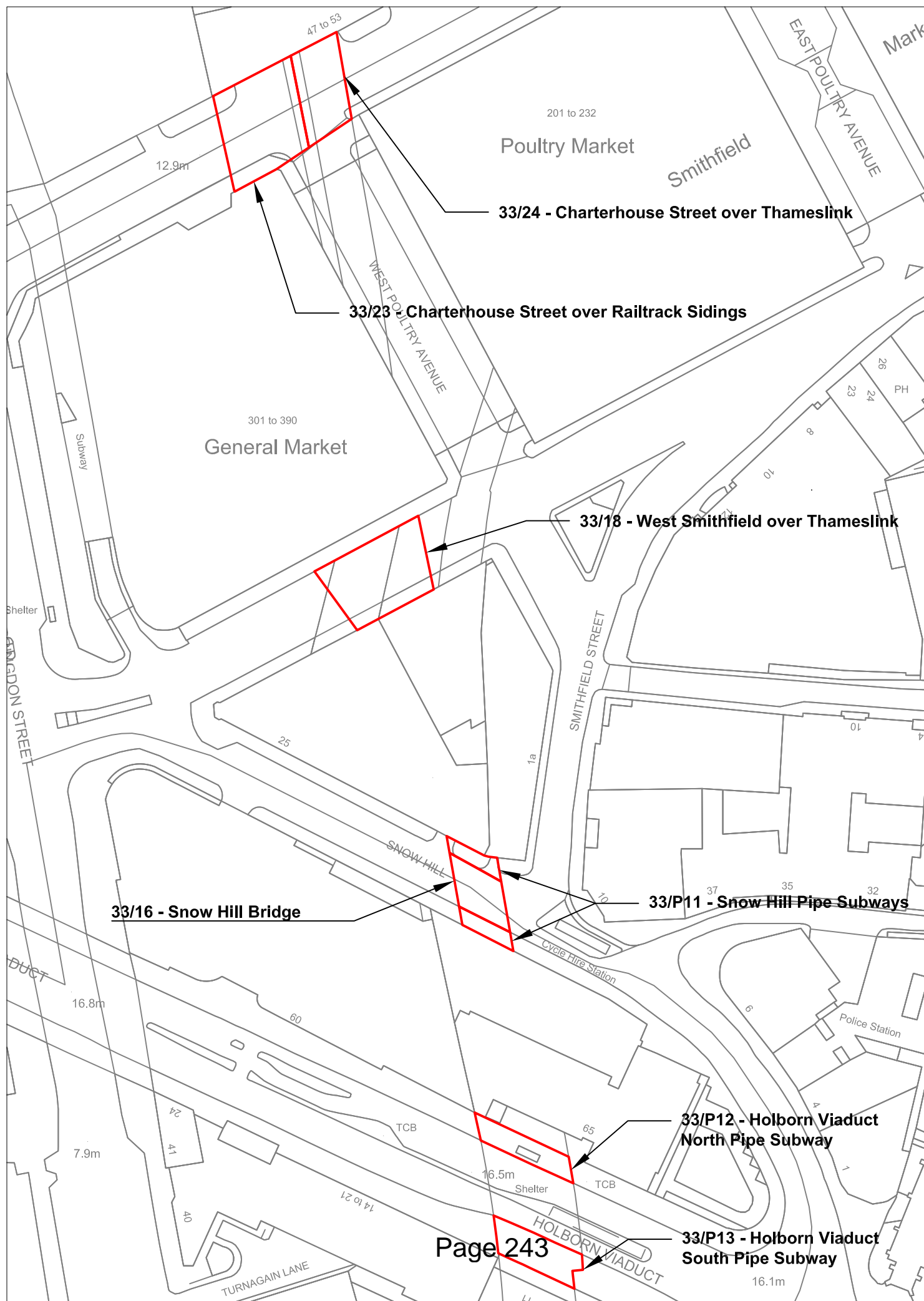
Top issue realised <risks which have come to pass:>

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>

[5] Member Decisions and Delegated Authority

<Key decisions taken in Service or other Committees relevant to this project's development and delivery (where decision is an addition or change from a gateway paper as presented at the time).> <Key decisions taken outside of Committee, since last report. (If applicable)>

Appendix 2 - Plan showing extent and location of structures



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City of London: Projects Procedure Corporate Risks Register

Project Name:		West Smithfield and Charterhouse Street (Thameslink) Bridges Remedial Works							PM's Overall risk rating		Medium		Average unmitigated risk		10.4		Open Risks		11		
Unique project identifier:		12021											Average mitigated risk		5.8		Closed Risks		0		
General risk classification										Mitigation actions						Ownership & Action					
Risk ID	Category	Description of the Risk	Risk Impact Description	Likelihood Classification	Impact Classification	Costed impact (£)	Risk score	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on after mitigation	Impact Classification on after mitigation	Costed impact after mitigation (£)	CRP requested Y/N	Mitigated Risk score	Date raised	Risk owner (Department)	Risk owner (Officer/ External)	Action dependencies	Date Closed/ realised moved to Issues	Comment(s)
R1	(1) Service Delivery/ Performance	Failure to secure timely possessions to the rail network to facilitate the remedial works	Project delay and possible increases in cost.	Possible	Major	£100,000.00	12	C – Uncomfortable	Early consultation with Network Rail Consideration of shared rail possessions with Museum of London relocation and Holborn pipe subway projects	£0.00	Possible	Serious	£50,000.00	N	6	27/07/2018	DBE	Paul Monaghan			
R2	(1) Service Delivery/ Performance	Failure to obtain Network Rail consent for works	Project delay and possible increases in cost.	Unlikely	Major	£250,000.00	8	C – Uncomfortable	Early consultation with Network Rail Appointment of consultant team experienced in Network Rail technical requirements	£0.00	Unlikely	Serious	£250,000.00	N	4	27/07/2018	DBE	Paul Monaghan			
R3	(1) Service Delivery/ Performance	Failure to reinstate Overhead Line Equipment (if lowered) at the end of rail possessions, leading to delays to rail network and punitive costs from Network Rail	Project delay and significant increases in cost may be likely. Reputational damage.	Unlikely	Extreme	£2,000,000.00	16	D – Very Uncomfortable	Design measures to implement works without the need to lower equipment. Temporary protection measures to be approved by Network Rail. Contractor likely to add a premium to tender to cover this as an insured risk	£0.00	Possible	Serious	£2,000,000.00	N	6	27/07/2018	Contractor	External			
R4	(2) Financial	Damage to rail infrastructure during works, leading to delays to rail network and punitive costs from TfL	Project delay and possible increases in cost.	Unlikely	Extreme	£2,000,000.00	16	D – Very Uncomfortable	To be made Contractor risk under contract. Risks limited by selection process for contractors experienced in rail work	£0.00	Possible	Serious	£2,000,000.00	N	6	27/07/2018	Contractor	External			
R5	(2) Financial	Unforeseen conditions during construction, potentially leading to increased rail possessions required to complete works (at approximately £30,000 per weekend possession)	Project delay and possible increases in cost.	Possible	Major	£100,000.00	12	C – Uncomfortable	Mitigated by scheduled inspections and investigations in advance of construction	£0.00	Possible	Major	£40,000.00	N	12	27/07/2018	DBE (potentially shared under the contract)	Potentially shared under the contract.			
R6	(1) Service Delivery/ Performance	Adverse weather during construction	Project delay and possible increases in cost.	Unlikely	Serious	£100,000.00	4	B – Fairly Confident	Only relates to waterproofing works and removal of cobbles/setts to top of bridge. Most works are under cover at track level. Further investigations	£0.00	Unlikely	Minor	£50,000.00	N	2	27/07/2018	DBE (potentially shared under the contract)	Potentially shared under the contract.			
R7	(3) Reputation	Local public dissatisfaction at works and road closures	Reputation damage.	Unlikely	Serious	£10,000.00	4	B – Fairly Confident	Most of works at track level and limited effect at road level. Residual risks managed by adequate planning of traffic management during phased waterproofing works	£0.00	Possible	Serious	£10,000.00	N	6	27/07/2018	DBE	Paul Monaghan			
R8	(1) Service Delivery/ Performance	Limited contractors/competition due to specialist nature of works	Quality of workmanship, delays to project and increases in cost.	Possible	Major	£100,000.00	12	C – Uncomfortable	Early consultation with market Simplification of design Balanced/shared risk profile in contracts	£0.00	Possible	Minor	£50,000.00	N	3	27/07/2018	DBE	Paul Monaghan			
R9	(2) Financial	Project/tender costs exceed early estimates	Increase in cost and delay in commencing to secure additional funds.	Possible	Major	£250,000.00	12	C – Uncomfortable	Early engagement with contractors/consultants to consider how the logistical challenges will affect costs. Risk allowance in project budget at early stage	£0.00	Unlikely	Major	£150,000.00	N	8	27/07/2018	DBE	Paul Monaghan			
R10	(3) Reputation	Impact of project on Museum of London redevelopment (and vice versa)	Project delay and reputational damage.	Possible	Major	£250,000.00	12	C – Uncomfortable	Mitigated by early and ongoing coordination	£0.00	Unlikely	Major	£20,000.00	Y	8	27/07/2018	DBE	Paul Monaghan			CPR is likely to be consultant fees should protracted coordinations be required.
R11	(1) Service Delivery/ Performance	Changes in design scope or increases in coordination with other projects.	Increases in our suppliers' costs, e.g. consultants fees.	Possible	Serious	£50,000.00	6	B – Fairly Confident	Close scrutiny of all tasks provided by suppliers.	£0.00	Possible	Minor	£50,000.00	Y	3	15/07/2019	DBE	Paul Monaghan			CPR is likely to be consultant fees resulting in design changes from coordination with MoL.

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Committee(s): Planning & Transportation Committee	Date: 1 st October 2019
Subject: Millennium Inclinor Maintenance Update Report	Public
Report of: City Surveyor	For Information
Report author: Alison Bunn – Head of Facilities Management	

Summary

In May 2019 this committee approved the new maintenance schedule for the Millennium Inclinor and that it should be maintained by Kone, subject to Kone 's agreement. This brief report is to give Member's an update on the current situation.

After a site visit on the 6th August Kone have agreed to take on the maintenance of the Inclinor. Initially we have agreed that they will undertake the following during the first month of the maintenance contract being in place:

- Thorough Clean of the Inclinor including the Glass and Lift car outer area
- Super Service

The monthly servicing visits will commence thereafter.

At present we are waiting for a final price from Kone to complete these works, however it is anticipated that this will arrive shortly and subject to agreeing the costs the new contract will be in place from the 1st November 2019.

Axis who are currently maintaining the Inclinor will continue until the Kone agreement comes into effect and the City's lift engineers continue to ensure that the inclinor remains in service. At present there have been no instances of downtime since the last incident on the 1st July 2019.

Background Paper

- Millennium Inclinor Report – Planning and Transportation Committee 24th May 2019

Alison Bunn
Head of Facilities Management - Assistant Director
020 73321069
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Committee(s)	Dated:
Planning and Transportation	1 st October 2019
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

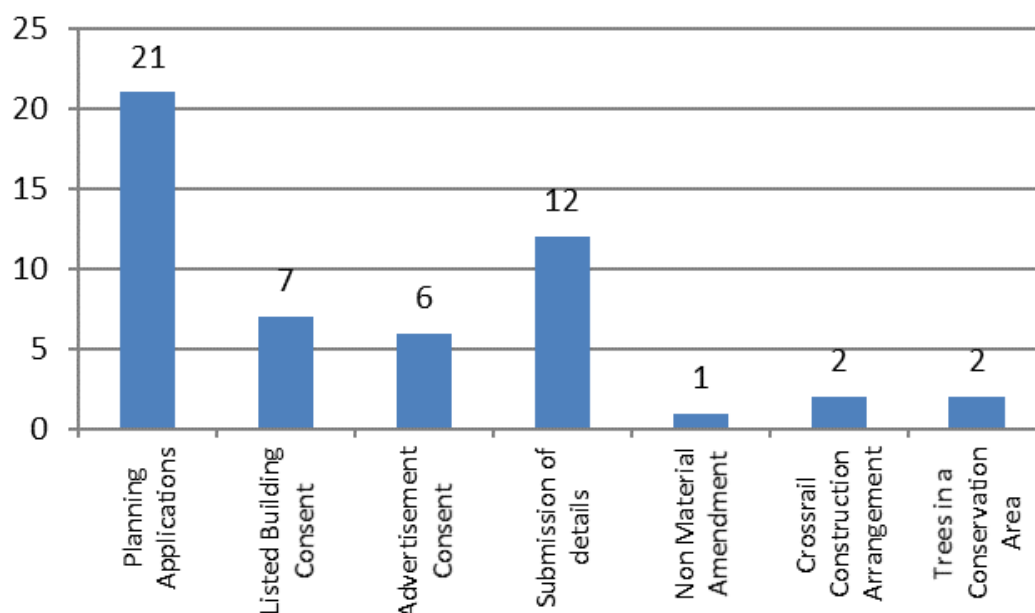
Summary

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-one (51) matters have been dealt with under delegated powers.

Twelve (12) relate to conditions of previously approved scheme. Seven (7) relate to works to Listed Buildings. One (1) application for a Non-Material Amendment, Six (6) applications for Advertisement Consent, Two (2) Crossrail Construction arrangements and Two (2) applications for works to trees in a conservation area. Twenty (20) applications for development have been approved including Seven (7) applications for change of use, and 75sq.m of new floorspace created. One (1) application has been refused.

Breakdown of applications dealt with under delegated powers



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	Applicant/ Agent Details
19/00600/MDC Aldgate	Outside 69 Leadenhall Street London EC3A 2BG	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects; the light fitting; and the proposed light source, wattage, colour temperature and switching method for the luminaire for the lantern pursuant to conditions 2, 3a & 3b of planning permission 18/00976/FULL dated 15 November 2018.	Approved 12.09.2019	City of London Corporation Surveyors Division
19/00601/LDC Aldgate	Outside 69 Leadenhall Street London EC3A 2BG	Details of the light fitting pursuant to condition 2b of listed building consent 18/00977/LBC dated 15 November 2018.	Approved 12.09.2019	City of London Corporation Surveyors Division
19/00620/ADVT Bassishaw	Garrard House 31 Gresham Street London EC2V 7QA	Installation and display of nine non-illuminated hoarding signs located at ground floor level measuring: (i) 2.2m high by 6m wide (ii) 2.2m high by 6.4m wide (iii) 2.6m high by 29m wide (iv) 2.4m high by 26m wide (v) 2.4m high by 25m wide (vi) 2.4m high by 26m wide (vii) 2.4m high by 25m wide (viii) 2.4m high by 21m wide (ix) 2.4m high by 5.8m wide.	Approved 29.08.2019	Avison Young
19/00704/NMA Bassishaw	Shelley House 3 Noble Street London EC2V 7EE	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning	Approved 30.08.2019	MEAG

		<p>permission</p> <p>18/00288/FULL dated 5th July 2018 to enable minor alterations to the external elevation to reconfigure the ground floor entrance and to install of grilles to the external ground floor lightwell and alterations to the internal layout.</p>		
19/00273/ADVT Billingsgate	51 Eastcheap London EC3M 1DT	<p>Installation and display of:</p> <p>(i) one internally illuminated fascia sign measuring 0.85m high by 3.28m wide at a height above ground of 3m; and</p> <p>(ii) two internally illuminated projecting signs measuring 0.38m high by 0.75m wide at a height above ground of 4m.</p>	<p>Approved</p> <p>12.09.2019</p>	Astra Signs Limited
19/00502/FULL Bishopsgate	19 - 33 Liverpool Street London EC2M 7PD	<p>Application under section 73 of the Town and Country Planning Act 1990 to vary condition 10 (approved drawings) of planning permission dated 5 June 2018 (18/00206/FULL) for use of part of the ground floor for a flexible use for either a retail/financial and professional services (Class A1/A2) use in lieu of retail use (Class A1).</p>	<p>Approved</p> <p>29.08.2019</p>	British Land Company PLC
19/00556/LBC Bishopsgate	8-10 Brushfield Street London E1 6AN	<p>Removal of internal partitions at basement, second, third and fourth floor levels. Installation of new partitions at basement level.</p>	<p>Approved</p> <p>03.09.2019</p>	Stephenson House Ltd
19/00654/MDC Bishopsgate	135 Bishopsgate London EC2M 3TP	<p>Submission of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level</p>	<p>Approved</p> <p>30.08.2019</p>	McCann Worldgroup

		surfaces; details of hand rails and balustrades; external surfaces; new lighting; seating and a landscaping scheme pursuant to condition 5(a), (d), (g), (h),(all in part) and 13 (in part) of planning permission dated 20th September 2018 (18/00816/FULL).		
19/00669/FULL Bishopsgate	17 St Helen's Place London EC3A 6DG	Change of use of part of fourth floor, from Class D1 (Medical Centre) use to Class B1 (Office) use (153 Sq.m)	Approved 05.09.2019	Marble Range Limited
19/00674/FULL Bishopsgate	Sun Street Passage London EC2A 2EH	Installation of a Brompton cycle docking station for up to 8 x folding bicycles for hire.	Approved 03.09.2019	Bluebutton Properties UK Limited
19/00705/FULL Bishopsgate	Broadwalk House 5 Appold Street London EC2A 2DA	Installation of a new entrance to Broadwalk House on the Appold Street frontage.	Approved 03.09.2019	Bluebutton Properties UK Limited
19/00706/FULL Bishopsgate	Broadwalk House Appold Street London EC2A 2AG	Refurbishment of the existing external terraces and installation of new doors at levels 3 and 6 of Broadwalk House.	Approved 12.09.2019	Bluebutton Properties UK Limited
19/00747/MDC Bishopsgate	8 Devonshire Square London EC2M 4YJ	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 18/00766/FULL dated 13/9/2018.	Approved 12.09.2019	WeWork
19/00789/FULL Bishopsgate	135 Bishopsgate London EC2M 3TP	Installation of four louvres at levels 5 and 7 of western facade fronting Liverpool Street Station.	Approved 05.09.2019	McCann Worldgroup

19/00759/FULL Bread Street	St Paul's Underground Station Cheapside London EC2V 6AA	Installation of a InLink communications totem.	Refused 13.09.2019	British Communicati ons PLC
19/00675/MDC Bridge And Bridge Without	4 Lovat Lane London EC3R 8DT	Particulars and samples of the materials to be used on the external faces of the building pursuant to condition 2 (a) of planning permission 18/00811/FULL and condition 2a of listed building consent 18/00812/LBC, both dated 18 October 2018.	Approved 05.09.2019	AHS (Antiquarian Horological Society)
19/00085/MDC Broad Street	60 London Wall London EC2M 5TQ	Details of a Lifetime Maintenance Plan for SUDS system pursuant to condition 18 of planning permission Ref. 16/00776/FULMAJ approved 27.04.2017.	Approved 05.09.2019	LaSalle Investment Management
19/00700/ADVT Broad Street	16 Blomfield Street London EC2M 7AJ	Installation and display of: (i) one internally illuminated fascia sign measuring 0.47m high by 1.12m wide at a height above ground of 3.2m; and (ii) two internally illuminated projecting signs measuring 0.7m high by 0.6m wide by 0.05m deep at a height above ground of 3.08m.	Approved 30.08.2019	Thomas Pink
19/00720/FULL Broad Street	Unit 6 - 8 65 London Wall London EC2M 5TU	Change of use of rooms 6, 7 & 8 of the lower ground floor from office (Class B1(a)) use to a flexible use for either offices (Class B1(a) use or a clinic (Class D1) use (83.6sq.m).	Approved 05.09.2019	Salty Yoga CIC
19/00607/FULL Candlewick	68 King William Street London EC4N 7HR	(i) Change of use of lower ground floor from retail (Class A1) to leisure (Class D2), (ii) change of use of part ground floor	Approved 05.09.2019	King William St Limited

		from retail (Class A1) and office (Class B1) to restaurant (Class A3) and leisure (Class D2), (iii) change of use of first and third floors from retail (Class A1) to office (Class B1), (iv) associated ancillary facilities including plant, refuse storage, cycle storage and changing and shower facilities at basement level. (6503 Sqm)		
19/00686/FULL Candlewick	55 King William Street London EC4R 9AD	Change of use of part of the ground floor and mezzanine from Betting shop (Sui Generis) to Beauty Salon (Sui Generis) (240sq.m).	Approved 11.09.2019	Shavata Brow Studios
19/00667/LBC Castle Baynard	85 Fleet Street London EC4Y 1AE	Internal refurbishment of part of ground and basement floors and provision of external signage for a proposed new cafe, restaurant and associated cooking school.	Approved 03.09.2019	Le Cordon Bleu
19/00711/ADVT Castle Baynard	85 Fleet Street London EC4Y 1AE	Installation and display of: (i) two non-illuminated projecting signs measuring 0.8m high, 0.36m wide, at a height above ground of 3.5m; (ii) one set of non-illuminated letters measuring 0.16m high, 0.68 wide, at a height above ground 1.3m; (iii) one non-illuminated plaque sign measuring 0.16m high, 0.68 wide, at a height above ground 1.3m; (iv) two externally illuminated canopy signs measuring 1.38m high, 1.6m wide, at a height above of ground of 3.25m.	Approved 03.09.2019	Le Cordon Bleu

19/00725/ADVT Castle Baynard	Faraday Building 1 Knightrider Street London EC4V 5BT	Installation and display of: (i) one non-illuminated sign measuring 0.65m in diameter at a height above ground of 1.51m; (ii) one non-illuminated wall mounted sign measuring 0.9m high by 1.0m wide located at a height above ground of 1.5m; and (iii) one non-illuminated wall mounted sign measuring 1.2m in diameter located at a height above ground of 3.42m.	Approved 05.09.2019	BT Group
19/00739/FULL Castle Baynard	Pleydell House 3 Pleydell Street London EC4Y 8DB	Installation of a dry riser inlet cabinet located on the south elevation.	Approved 10.09.2019	Simply Planning
19/00850/TCA Cheap	Rear of 33 Gutter Lane & Land Fronting Priests Court & Rose And Crown Court London EC2V 8AS	Works of pruning to 4 trees (2 to the south and 2 to the north of the row of 6 trees).	No objections to tree works - TCA 12.09.2019	Cushman And Wakefield
18/01037/XRAIL Coleman Street	Finsbury Circus London EC2	Agreement for site restoration scheme pursuant to Schedule 5 Para. 2(1) of the Crossrail Act 2008.	Approved 03.09.2019	Crossrail Ltd
19/00001/MDC Coleman Street	51-53 Moorgate London EC2R 6BH	Details of lighting to the exterior of the building including Coleman Street Buildings passage and 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 pursuant to condition 5 (l) and 12 of planning permission 16/00463/FULL dated 26/7/2016.	Approved 05.09.2019	Skanska Development s Ltd

19/00651/FULL Coleman Street	Founders Court Lothbury London EC2R 7HD	Replacement of balustrade on the fifth floor terrace with 1.1m high steel balustrade, and refurbishment works to the flat roof.	Approved 03.09.2019	Brown Shipley & Co Ltd
19/00652/LBC Coleman Street	Founders Court Lothbury London EC2R 7HD	Replacement of balustrade on the fifth floor terrace with 1.1m high steel balustrade, and refurbishment works to the flat roof.	Approved 03.09.2019	Brown Shipley & Co Ltd
19/00754/MDC Coleman Street	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Submission of a Construction Logistics Plan pursuant to condition 13 of planning permission dated 04/05/2018 (app. no. 17/01095/FULEIA).	Approved 12.09.2019	LS 21 Moorfields Development Management Limited
19/00743/MDC Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Details of a Lifetime Maintenance Plan for the SuDs system pursuant to condition 16 of planning permission dated 30th August 2017 (planning reference 16/00590/FULL).	Approved 29.08.2019	Taylor Wimpey UK Ltd
19/00786/LBC Cripplegate	293 Cromwell Tower Cromwell Place Barbican London EC2Y 8DD	Alterations to several internal walls and doors to make amendments to the room layouts including, adding a shower cubicle to the existing WC. Removal of fourth bedroom, new doors full height throughout and installation of false ceilings.	Approved 05.09.2019	Mr Daniel Gerring
19/00811/LBC Cripplegate	103 Cromwell Tower Barbican London EC2Y 8DD	Removal and installation of several internal walls and doors. New full height doors and suspended ceilings throughout.	Approved 12.09.2019	Mr Jonathan Alan Bennett

19/00832/LBC Cripplegate	201 Cromwell Tower Barbican London EC2Y 8DD	Relocation of master bedroom door; removal of a small section of non- structural wall and installation of a shallow false ceiling in the shower/WC.	Approved 12.09.2019	Mr Michael Simmonds
19/00721/XRAIL Farringdon Within	Site Bounded By Lindsey Street, Long Lane, Charterhouse Square And Hayne Street, EC1	Details of concrete plinth, cladding and installation of four timber slatted benches on top of the construction plinth outside the eastern ticket hall at Lindsey street pursuant to Schedule 7 of Crossrail Act 2008.	Approved 29.08.2019	Crossrail Limited
19/00767/TCA Farringdon Within	St Bartholomews Churchyard Cloth Fair London EC1A 9DS	Works of pruning to one Mulberry and one Elder.	No objections to tree works - TCA 05.09.2019	Mrs Bernadette Skehan
19/00594/FULL Farringdon Without	7 Rolls Buildings London EC4A 1NL	Installation of 6 air conditioning units at roof level.	Approved 10.09.2019	Ministry of Justice
19/00689/FULL Farringdon Without	28 Chancery Lane London WC2A 1LB	Installation of louvre transom panel to the existing fascia panel at unit 7 at ground floor level.	Approved 10.09.2019	Honi Poke
19/00695/FULL Langbourn	14 Cullum Street London EC3M 7JJ	Change of use of part of ground floor from office (Class B1) to a flexible use for either office (Class B1) or a clinic (Class D1) (153.1sq.m)	Approved 29.08.2019	ONE 55 Fenchurch Sa
19/00051/MDC Lime Street	6-8 Bishopsgate And 150 Leadenhall Street London EC3V 4QT	Submission of measures to mitigate the impacts of solar glare pursuant to condition 15 of planning permission 17/00447/FULEIA dated 13.09.2018	Approved 10.09.2019	Gerald Eve LLP

19/00533/MDC Lime Street	Leadenhall Court 1 Leadenhall Street London EC3V 1PP	Submission of details of the proposed water connection points and network capacity pursuant to condition 6 of planning permission 18/00740/FULEIA dated 28th March 2019.	Approved 03.09.2019	1 Leadenhall Limited Partnership
19/00637/FULL Portsoken	75 & 77 Middlesex Street London E1 7DA	Conversion of the existing two units at 75 & 77 Middlesex Street at ground & 1st floor levels into a single unit and change of use from shop (Class A1) use to a clinic (Class D1) use (220sq.m). Installation of a new shopfront.	Approved 03.09.2019	City of London Corporation
19/00728/FULL Portsoken	9 Harrow Place London E1 7DB	Continuation of use of the ground and first floor as a cafe (Class A3) (92sq.m).	Approved 12.09.2019	Ms Annarita Baioni
19/00724/MDC Tower	100 Minories London EC3N 1JY	Details of measures for new plant to minimise transmission of structure borne sound or vibration pursuant to condition 21 of planning permission dated 14/02/14 (12/00263/FULMAJ).	Approved 30.08.2019	Integrity International Limited

Committee(s)	Dated:
Planning and Transportation	1 st October 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	Applicant
19/00904/FULL Aldgate	133 Houndsditch, London, EC3A 7BX	Change of use of part third floor from office (Class B1) to a flexible use for training, conference meeting and co-working space with ancillary facilities (Class D1), or for office (Class B1) purposes (1500 sq.m GIA).	28/08/2019	ETC.Venues
19/00936/FULL Bassishaw	Shelley House, 3 Noble Street, London, EC2V 7EE	Application under Section 73 of the Town and Country Planning Act to vary condition 9 (Approved plans) of planning permission dated 5th July 2018 (18/00288/FULL) to enable minor material amendments to include: changes to the size and location of the BMU and	06/09/2019	MEAG

		alterations to roof blade.		
19/00886/FULL Billingsgate	Ground Floor Offices, 30 - 40 Eastcheap, London, EC3M 1HD	Insertion of no 2 new external ventilation grilles on the St Mary at Hill (West) elevation of the ground floor facade on the stall riser below the existing windows.	22/08/2019	ROAR Fitness Ltd
19/00857/FULL Bishopsgate	9A Devonshire Square, London, EC2M 4YN	Installation of a new entrance door and screen in place of the existing.	15/08/2019	Cogent BC
19/00730/FULL Bishopsgate	119 Middlesex Street, London, EC2M 4TP	Change of use of the basement and ground floor from shop (Class A1) to restaurant (Class A3) (221sq.m).	19/08/2019	Franco Manca
19/00906/FULL Bishopsgate	Kiosk 2, 1 Broadgate, London, EC2M 2QS	Removal and replacement of the existing kiosk window with a single door.	29/08/2019	Hakkasan Group
19/00916/FULL Bishopsgate	Retail Unit, 8 - 10 Brushfield Street, London, E1 6AN	Replacement of entrance door.	30/08/2019	Mr Blennerhassett
19/00909/FULL Bridge And Bridge Without	51 - 54 Gracechurch Street, London, EC3V 0EH	Installation of: (i) new metal framed openable shopfront windows (ii) new timber framed double entrance doors and glazed top-light; and (iii) new wall lights at ground floor level.	29/08/2019	Vagabond Wines Ltd
19/00859/FULL Broad Street	85 London Wall, London, EC2M 7AD	i) Creation of a roof terrace; ii) installation of plant; iii) recladding of the existing lift overrun; iv) alteration of the lower ground floor fenestration on	22/08/2019	Santander (CF Trustee) Ltd & Santander

		the south elevation; and v) replacement of ground floor access doors on the east and north elevations.		
19/00861/FULL Broad Street	85 London Wall, London, EC2M 7AD	i) Creation of a roof terrace; ii) recladding of the existing lift overrun; iii) alteration of the lower ground floor fenestration on the south elevation and iv) replacement of ground floor access doors on the east and north elevations.	27/08/2019	Santander (CF Trustee) Ltd & Santander
19/00929/FULL Broad Street	64 London Wall, London, EC2M 5TP	Change of use of the third floor from office (Class B1) to a flexible use as either office (Class B1) or medical use (Class D1). (106sq.m).	05/09/2019	M1 Med Beauty UK Ltd.
19/00874/FULL Cheap	31 - 33 Foster Lane, London, EC2V 6HD	Installation of two new and four replacement louvres in the external elevation.	19/08/2019	UP Fitness
19/00735/FULL Coleman Street	1 Ropemaker Street, London, EC2Y 9AW	Alterations to Level 8 east terrace to include removal existing projecting (non-structural) columns, installation of 1.3m high glass balustrade, timber decking, planters and seating, new double doors and a louvred plant enclosure to accommodate future plant. Installation of internal link bridges at levels 6 and 7 with adjoining staircase. Installation of five internal terraces onto the atrium at levels 6, 7 and 8 with	23/08/2019	Wavegrange Ltd

		associated alterations. Alterations to ground floor entrance on the City Plaza facade to include replacement of the glass cladding (creating 9sq.m floorspace) and installation of new sliding entrance doors.		
19/00942/FULL Coleman Street	30 - 34 Moorgate, London, EC2R 6DA	Change of use of part fourth floor (Rooms 4.19 and 4.20) from Class B1 (office) to a flexible use for either Class B1 (office) or Class D1 (non-residential institutions) (10.8 sq.m).	09/09/2019	Mr Gaurav Sabharwal
19/00938/FULL Coleman Street	120 Moorgate, London, EC2M 6UR	Amalgamation of two units at ground floor level on the South Place facade and change of use from Class A1 (shop) and Class A2 (professional serves) use to Sui Generis (gym/shop/cafe) use.	09/09/2019	120 Moorgate Luxembourg Sarl
19/00880/FULL Dowgate	62-64 Cannon Street, London, EC4N 6AE	Replacement of the entrance door on the corner of Cannon Street and College Hill with a window; and replacement of a window on the Cannon Street elevation with an entrance door.	09/09/2019	Hutchinson 3G UK Ltd
19/00707/FULL Farringdon Without	Dickens House , 15 Took's Court, London, EC4A 1LB	Installation of two condenser units on the rear flat roof to provide comfort cooling and associated renovation and updating of services and internal alterations.	12/08/2019	Milner Investments Heckmondwike Limited

19/00883/FULL Tower	13 - 17 Byward Street, London, EC3R 5BA	Installation of a horizontal dry riser inlet cabinet to be externally located on the south elevation.	22/08/2019	Mr James Hodgkins
19/00872/FULL Tower	Fenchurch Street Railway Station , Fenchurch Place, London, EC3M 4AJ	Installation of a lighting scheme comprising 71 luminaire fittings on the principal external elevation of Fenchurch Street Station.	23/08/2019	C2C Trenitalia
19/00780/FULL Tower	Ibex House, 42-47 Minories, London, EC3N 1DY	Retention of plant equipment within the second floor lightwell.	30/08/2019	DP9

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Committee(s)	Dated:
Planning & Transportation Committee – For information	01 10 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. 829,000 square metres of new office stock have been completed since 2016, leading to a net increase in City office stock from 8.72 to 9.16 million square metres. Employment in the City has also increased from 484,000 to 513,000 during this period. There are another 0.88 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

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