



## Planning and Transportation Committee

**Date:** TUESDAY, 28 JANUARY 2020

**Time:** 10.00 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

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

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

John Barradell  
Town Clerk and Chief Executive

# **AGENDA**

## **Part 1 - Public Agenda**

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
**(\*10.00AM)**  
To agree the public minutes and summary of the meeting held on 12 December 2019.  

**For Decision**  
(Pages 1 - 16)
4. **PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**  
**(\*10.05AM)**  
To receive the *draft* public minutes and summary of the Sub-Committee meeting held on 3 December 2019.  

**For Information**  
(Pages 17 - 24)
5. **OUTSTANDING ACTIONS**  
**(\*10.10AM)**  
Report of the Town Clerk.  

**For Information**  
(Pages 25 - 26)
6. **61-65 HOLBORN VIADUCT, LONDON, EC1A 2FD**  
**(\*10.15AM)**  
Report of the Chief Planning Officer and Development Director.  

**For Decision**  
(Pages 27 - 92)
7. **TRAFFIC & PARKING SERVICE PROGRAMME 2020-2022**  
**(\*10.55AM)**  
Report of the Director of the Built Environment.  

**For Decision**  
(Pages 93 - 100)

8. **REVENUE AND CAPITAL BUDGETS AND HIGH-LEVEL SUMMARY BUSINESS PLANS 2020/21**  
**(\*11.10AM)**  
Joint report of the Chamberlain, the Director of the Built Environment and the Director of Open Spaces.
- For Decision**  
(Pages 101 - 124)
9. **ANNUAL ON-STREET PARKING ACCOUNTS 2018/19 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**  
**(\*11.25AM)**  
Report of the Chamberlain.
- For Information**  
(Pages 125 - 128)
10. **MAJOR HIGHWAY ACTIVITIES 2020**  
**(\*11.35AM)**  
Report of the Director of the Built Environment.
- For Information**  
(Pages 129 - 140)
11. **PUBLIC LIFT REPORTS**  
**(\*11.45AM)**  
Reports of the City Surveyor.
- For Information**  
(Pages 141 - 144)
12. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**  
**(\*11.55AM)**  
Report of the Chief Planning Officer and Development Director.
- For Information**  
(Pages 145 - 176)
13. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**  
**(\*12 NOON)**  
Report of the Chief Planning Officer and Development Director.
- For Information**  
(Pages 177 - 192)
14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

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

**For Decision**

**Part 2 - Non-public Agenda**

17. **NON-PUBLIC MINUTES**  
**(\*12.10PM)**  
To agree the non-public minutes of the meeting held on 12 December 2019.
- For Decision**  
(Pages 193 - 196)
18. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**  
**(\*12.15PM)**  
To receive the *draft* non-public minutes and summary of the Sub-Committee meeting held on 3 December 2019.
- For Information**  
(Pages 197 - 198)
19. **BARBICAN PODIUM WATERPROOFING, DRAINAGE AND LANDSCAPING WORKS (BEN JONSON, BRETON & CROMWELL HIGHWALK) PHASE 2 - 1ST PRIORITY**  
**(\*12.20PM)**  
Report of the Director of Community & Children's Services.
- For Decision**  
(Pages 199 - 228)
20. **TERM CONSULTANCY SERVICES FOR THE INSPECTION AND MANAGEMENT OF HIGHWAY STRUCTURES - TENDER REPORT**  
**(\*12.35PM)**  
Report of the Director of the Built Environment.
- For Decision**  
(Pages 229 - 244)
21. **TERM CONSULTANCY SERVICES FOR THE INSPECTION AND MANAGEMENT OF THAMES RIVER BRIDGES (BRIDGE HOUSE ESTATES) - TENDER REPORT**  
**(\*12.45PM)**  
Report of the Director of the Built Environment.
- For Decision**  
(Pages 245 - 260)

22. **SECURITY PROGRAMME**  
**(\*12.55PM)**  
Report of the Director of the Built Environment.

**For Decision**  
(Pages 261 - 274)

23. **TOWER BRIDGE SACRIFICIAL GLASS UPDATE**  
**(\*1.05PM)**  
Report of the Director of Open Spaces.

**For Information**  
(Pages 275 - 278)

24. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
25. **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**

**Thursday, 12 December 2019**

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

### **Present**

#### **Members:**

Deputy Alastair Moss (Chairman)  
Sheriff Christopher Hayward (Deputy Chairman)  
Randall Anderson  
Adrian Bastow  
Peter Bennett  
Mark Bostock  
Deputy Keith Bottomley  
Henry Colthurst  
Alderman Emma Edhem  
Marianne Fredericks

Alderman Prem Goyal  
Graeme Harrower  
Deputy Jamie Ingham Clark  
Shravan Joshi  
Oliver Lodge  
Andrew Mayer  
Deputy Brian Mooney  
Graham Packham  
Susan Pearson  
James de Sausmarez

#### **Officers:**

Gemma Stokley	- Town Clerk's Department
Priya Rane	- Media Officer
David MacKintosh	- Policy Advisor
Dipti Patel	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Annie Hampson	- Chief Planning Officer and Development Director
Carolyn Dwyer	- Director of Built Environment
David Horkan	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Richard Steele	- Department of the Built Environment
Beverley Bush	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Tom Parker	- Department of the Built Environment

### **1. APOLOGIES**

Apologies for absence were received from Rehana Ameer, Peter Dunphy, John Edwards, Sophie Fernandes, Tracey Graham, Christopher Hill, Natasha Lloyd-Owen, Sylvia Moys, Judith Pleasance, Deputy Henry Pollard, Oliver Sells, William Upton and Alderman David Wootton.

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

There were no declarations.

3. **MINUTES**

The Committee considered and approved the public minutes of the meeting held on 5 November 2019.

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

The Committee received the public minutes of the 15 October 2019 meeting of the Streets and Walkways Sub Committee.

In response to a question, the Town Clerk confirmed that the draft minutes of the December Streets and Walkways Sub Committee meeting would be received by this Committee in early January 2020. A Member referred to a report considered by the December meeting of the Streets and Walkways Sub Committee concerning Beech Street and requested an update as to progress around this. Officers reported that the Sub Committee had approved the delivery of the scheme and that a further update was to be provided to the Resource Allocation Sub Committee this afternoon and to Projects Sub Committee early next week. It was intended that the works would be delivered by March 2020. The Member made a plea that both Barbican and Golden Lane residents be kept informed of progress around this. Officers undertook to ensure that this was the case.

**RECEIVED**

5. **OUTSTANDING ACTIONS**

The Committee received a report of the Town Clerk detailing outstanding actions.

The Chair highlighted that the presentation of the list had now been amended in accordance with the views expressed by Members at the last meeting.

A Member requested that the need for an updated Supplementary Planning Document on contributions to Affordable Housing be added to the list going forward so that this was not lost sight of. The Committee were supportive of this suggestion and the Town Clerk undertook to amend the list accordingly.

**RECEIVED.**

6. **CITY POINT 1 ROPEMAKER STREET, LONDON, EC2Y 9AW**

The Committee considered a report of the Chief Planning Officer and Development Director seeking agreement to alterations to the north terrace at level 6 to include installation of 1.3m high glass balustrade; timber decking, lighting, planters and seating; double doors to provide access to the terrace from the existing offices and installation of a spiral staircase to access level 7 and alterations to the west terrace at level 8 to include removal of existing projecting (non-structural) columns; installation of 1.3m high glass balustrade; timber decking, lighting, planters and seating; double doors to improve access to the existing terrace from the offices.



Officers tabled an addendum to the report detailing an additional condition setting out the need for landscaping and planting to be installed prior to the first use of the roof terraces at levels 06 and 08 and maintained for the lifetime of the development. Officers also highlighted some corrections to the report stating that the comment from the Department of Markets and Consumer Protection regarding usage of the terraces at paragraph 6 should read “... *between the hours of 1800 hours on one day and 0900 hours on the following day*”. Paragraph 8 of the report should also reference 28 neighbour responses received and not 24.

Officers went on to report that this application essentially centred around the refurbishment and improved use of two existing terraces. The main issues stemming from the application were striking a balance between office use and the concerns of neighbouring residents. Members were informed that residents had been consulted as part of the application process and that the applicant, who had originally requested use of the terraces from 8am-8pm, had made concessions around this to address concerns and had also agreed to no use on Saturdays, Sundays and Bank Holidays.

Officers summarised the location of the terraces and the proposed alterations which included the installation of timber decking, planting around the edge and the installation of seating. They went on to highlight that the level of the terraces would remain unchanged and that there was also the possibility of a spiral staircase from level 6 to 7 being installed. Members were shown visuals of this. Members were informed that the second terrace was situated 24m from Willoughby House and 16m from the Heron building. There were currently doors on to this terrace and there were non-structural beams to be removed in this location. Both terraces were usable at present and the City of London Corporation had no control over their use as things currently stood.

Officers went on to clarify that the 28 objections received had centred around noise, lighting and loss of privacy – they were, however, of the view that conditions now adequately covered these points and that the application could be approved with these conditions attached.

The Chair thanked Officers for their presentation of the application and, in the absence of any speakers, invited questions from the Committee.

A Member questioned whether it would be possible to condition the height of the plants when first installed so as to ensure a screening effect at the edge of the terraces. Officers reported that the condition tabled required details of planting and also its ongoing maintenance. They added that this could be added to so that mature planting was sought from the outset.

Another Member referred to the objection received from the organisation's former Chief Planning Officer and highlighted that this did not, however, specifically request that this application be refused given that there were no clear-cut grounds for doing so.

A third Member referred to the 28 objections received in total. He recognised that some had called for restricted hours of use for the terraces and that this point had been conceded by the applicant, but there were others who seemed to object to the application more fully. It was important, therefore, to assess this application against relevant planning considerations. The Member went on to refer to the written report – specifically paragraph 16 concerning assessment of the application in terms of land use. He highlighted the statement here that the provision of roof terraces could promote health and wellbeing but questioned what discernible health benefits this really offered.

The Member continued, referring this time to Local Plan Policy CS1, and the provision of additional offices. He stated that this same policy had been considered in light of a recent, similar application where it had been adequately argued that the provision of a roof terrace did not equate to additional office space or employment. In his view, the same arguments applied here, on a larger scale, and the land use argument was therefore inadequately played out within the report.

In terms of design, the Member spoke on the proposed removal of thirteen projecting (non-structural) architectural beams at level 8. He suggested that the beams, if non-structural, were clearly intended as part of the architectural context of the building and questioned why their removal would therefore be acceptable or anything other than negative in design terms. The written report, with reference to contribution to the 'fifth elevation' offered, in his opinion, a description and not a justification for their removal. The Member stated that the removal of these beams would, in his opinion, lead to a distinct break in the flow of the building.

The Member turned to noise and disturbance issues suggesting that noise during the day would be amplified by the narrow streets surrounding the building which would create an 'echo effect' and also by the glass building situated directly behind the terrace. He concluded that it should be for the applicant to prove that there would be no noise nuisance here. He also referred to concerns around privacy and overlooking stating that use of these terraces would be contrary to our own policy (DM 10.3). He failed to see any good reason for going against policy here articulated within the report. He added that current use of the terraces which seemed limited at present and contained no seating areas was not a fair comparison to make. He also stated that office and residential use were two very different matters with office workers normally working from screens with desks angled away from any overlooking.

The Member concluded by stating that he felt that the applicant had failed to make the case for why this application should be granted and that, in his view, it should be refused in its current state.

Officers sought to address the various points made by the Member and began by stating that outdoor spaces were increasingly sought by offices due to their positive impact on health and wellbeing for workers. Policy CS1 also referred to the provision of office development of the highest quality and, for many, this now involved the inclusion of outdoor, break-out spaces. The Committee were

also informed that the applicant was also prepared to provide a detailed Management Plan in terms of use of the terraces. The applicant was also known to have revoked the use of terraces elsewhere where complaints had been received.

In design terms, Members were shown visuals of the before and after effect of removing the thirteen beams. These showed that the essential architecture of the 'fin' would remain and that the overall impact would be minimal.

The Chief Planning Officer and Development Director stated that, in some ways, noise would have to be self-managed. She went on to state that, whilst daytime noise should, of course, not be excessive, it was entirely appropriate within a residential area and would be subject to the Management Plan controls. She concluded by stating that it wasn't for the applicant to prove why something should be allowed, it was for the planning authority to prove why it should not.

A Member commented that she had called, many years ago, for the development of a design brief for roof terraces given their increasing popularity. She went on to question whether the applicant had considered carrying out an analysis of noise impact from the terraces at present and how that might increase or decrease with this application. She also questioned if there was any information as to capacity level for the terraces and how some comfort might be provided to neighbouring residents that the 1800 terminal hour would be adhered to – could it, for example, be written into the lease. Officers confirmed that this would be the case. Officers confirmed that there was no acoustic report available at present.

Another Member, who had also attended the site visit organised by Officers earlier in the week, stated that it was not possible to see inside the nearby residential units from the terraces during the daytime. He also highlighted that there were actually significant differences between this application and the similar application dealt with by this Committee in October – the key differences being the distance between the terraces and nearby residential property and the fact that the applicant had made concessions on the hours of usage. He would, however, support a harder line on the planting used for screening purposes which might also go some way to addressing noise concerns.

Another Member took up and concurred with the point made previously on the beams to be removed being part of the architectural concept of the building. She went on to state that there was potential for 400 people to be accessing these terraces given that each floor was occupied by 200 staff and also questioned accessibility to the terraces with a spiral staircase proposed from level 7. Officers responded that the staircase within the visuals provided today was shown indicatively but that extra detail could be requested at condition stage. In terms of access, the applicant was committed to providing level access and there was also an internal lift. Officers also stated that they were of the view that the architectural alterations proposed were entirely in keeping with the building and did not materially affect its presentation.

The Member also questioned the need for lighting on the terraces at all given that the proposed hours of usage terminated at 1800 and supported the need for more conditions around the maintenance and adequacy of the proposed planting intended as screenage. Finally, she questioned why Officers had attached so many conditions to the application – she suggested that these were needed due to the fact that this was essentially little more than an outline planning application at present.

Another Member stated that he was interested to note that none of the residents who had objected to the application were present to address the Committee this morning. He understood that there had been extensive dialogue between the applicant and residents to date and was therefore encouraged that this had been productive. He added that the Management Plan document offered by the applicant would be key here and questioned whether this Committee/Officers were able to have any influence on its content.

Officers agreed that the Management Plan would be key here. They added that the document could stipulate and control the maximum numbers of people permitted to access the terraces at any one time as well as set out the general use of the space and that planners would be in a position to influence this. The Chair highlighted that Officers were, of course, very well accustomed to regularly signing off on such documents.

Officers went on to reiterate that, unlike the previous, similar application referred to by Members, these terraces were already useable.

The Deputy Chairman spoke to disagree with the points made earlier around this being a ‘half-baked’ application in any sense. He, too, highlighted that, at present, the terraces in question could be utilised with the City Corporation able to assert no control over this. He agreed that the use of mature planting would be important and was reassured by Officers responses to this request. He referred to the points made around architectural damage but highlighted that the visuals depicted how minimal this would be. He concluded by commending the fact that residents had clearly been closely involved in the development of these proposals.

A Member expressed concerns as to how usage and hours of usage would be effectively enforced. She added that health and wellbeing was important in terms of local residents as well as workers.

The Committee moved to vote on the application with votes cast as follows:

- IN FAVOUR – 13
- OPPOSED – 4

There were no abstentions.

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

**7. INFORMATION REQUIREMENTS FOR THE VALIDATION OF PLANNING APPLICATIONS**

The Committee considered a report of the Chief Planning Officer and Development Director regarding information requirements for the validation of planning applications.

Officers tabled an addendum to the report. Members were informed that consultation was recommended to take place over a six-week period.

In response to a question, Officers clarified that this was intended to include major applications too but that this could be made more specific in consultation documents, stipulating that it applied to all new buildings and extensions irrespective of their size.

**RESOLVED** – That, Members agree to consultation with the local community, including applicants and agents, on the local list of information required with planning and other applications as set out in Annexe A, Annexe B and Annexe C of this report, and that if no significant comments are received, that they authorise the Chief Planning Officer to adopt the list.

**8. BAYNARD HOUSE CAR PARK - VENTILATION & SMOKE CLEARANCE SYSTEM**

The Committee considered a joint report of the Director of the Built Environment and the City Surveyor relative to Baynard House Car Park – Ventilation and Smoke Clearance system.

**RESOLVED** – That, the Committee:

1. Approve a budget of £37,000 for Baynard House car park ventilation system to reach the next Gateway 5;
2. Note the total estimated cost of the project at £647,000(excluding risk); which has been included as part of the annual capital bid for the Department of the Built Environment 2020/21; funding requested from On-Street Parking Revenue account;
3. Note the risk register in Appendix 2; and
4. Approve Option 1A to install a new ventilation system to Baynard House car park.

**9. TOWER BRIDGE SERVICE TRENCHES REFURBISHMENT**

The Committee considered a report of the Director of the Built Environment relative to Tower Bridge Services Trenches Refurbishment.

A Member commented that, in essence, this was simply the replacement of the existing access plates with those that were more manoeuvrable and some additional ‘cleaning up’. He therefore found the estimated costs of £500,000 concerning for this work.

Another Member referred to the notable exclusions within the report and the statement that existing proposals and project budget did not include the replacement of the cast-iron bedding frames. He questioned whether any

maintenance would at least be carried out on elements such as these whilst Officers had the relevant access.

Officers reported that the cast-iron frames had been recently inspected and seemed in good condition at present, no problems were therefore anticipated here, although a more detailed survey would be carried out in due course with any maintenance effected whilst Officers had access if this was deemed necessary.

In terms of costs, Officers stated that the replacement of these elements would involve a lot of work given that there was no 'off the shelf' equivalent to the existing plates. The estimates were arguably conservative at this stage although the Gateway process would refine these further.

**RESOLVED** – That the Committee:

1. Approve a budget of £10,000 for staff costs and investigations to reach the next Gateway;
2. Note the total estimated cost of the project at between £300,000 and £500,000 (excluding risk); and
3. Note that no Costed Risk Provision is requested at this stage, although £120,000 of costed risks against asbestos and contamination are identified in the Project Risk Register. These will be reviewed at the next Gateway following further investigations.

**10. DOCKLESS CYCLE HIRE TRIAL OUTCOMES AND NEXT STEPS**

The Committee considered a report of the Director of the Built Environment providing Members with the Dockless cycle hire trial outcome and setting out next steps.

A Member stated that he was minded to support the Officer recommendation of Option C. He added that he had used the bicycles himself during the trial and that his experience matched what was set out within the report. He went on to question whether it would be possible to restrict parking provisions for the bicycles on pedestrian space going forward and push this, instead, on to the street side given that there were clear aspirations to reduce traffic flow on the City's roads anyway. Officers confirmed that the assumption was that future parking would be provided for on the carriageway.

Another Member referred to the compliance rate percentages referred to within the report and questioned how this translated in terms of how many bikes were not parked appropriately and were a potential hazard to elderly or disabled pedestrians. Officers undertook to come back to the Member on this point but reported that they were constantly trying to move towards ever higher compliance rates with hire/bicycle companies proactively addressing any issues as they arise.

A third Member spoke to state that she was delighted with the success of the trial but found it disappointing that unsuccessful operators continued to bring their bikes into the City. She questioned whether it would be possible to rank

bikes in parking spaces once the scheme was opened up . She also noted that there would be little control over what bicycles were coming into the City once the London-wide byelaw came into effect so sufficient parking spaces and appropriate infrastructure would be key. The Member questioned whether operators might also bear the costs of providing such infrastructure alongside the City of London Corporation.

Another Member concurred with the points made around adequate parking and suggested that Officers also explore what could be done with the organisation's carparks, some of which occupied large spaces. Officers reported that they had already raised the option of utilising carparks with bicycle operators as a means of managing flows going forward. They would continue to explore this option further.

In response to further questions, Officers reported that they were continuing to monitor and adjust penalty charges where necessary. Operators were also keen to address this point and align charges with the forthcoming byelaw. Officers also undertook to come back to Members with further information regarding enforcement in general.

**RESOLVED – That Members:**

- Agree Option C: Continue the parking arrangements as trialled and approve additional operators; and
- Agree the extension of the current trial until 31 March 2020, allowing Beryl and Freebike to continue operating as-is while preparations are made to accommodate additional operators.

**11. SEEKING A PUBLIC SPACE PROTECTION ORDER - LONDON MARATHON RELATED DISORDER**

The Committee received a report of the Head of Community Safety informing Members of a proposal to seek a Public Space Protection Order (PSPO) to help respond to recurring issues of violent disorder and anti-social behaviour which have occurred on the day of the London Marathon.

**RECEIVED.**

**12. PUBLIC LIFT REPORT**

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

A Member questioned the official reported response rate or target for those stuck in lifts and referred to a recent case where he had been informed that one lift user had waited for over an hour for a response and, as a result, was forced to call the fire brigade in order to be released. The City Surveyor responded that the emergency response rate target with contractors was 30 minutes and that this had been achieved 100% of the time to date. She added that she had not been made aware of the particular incident referred to previously but would now seek to take this up separately with contractors.

Another Member referred to the lift failure at London Wall West and questioned whether there had been any further progress in terms of access here. He added that the escalators at this same location were also out of service for much of the same period. The City Surveyor confirmed access issues continued and that this was a difficulty particularly if failures happened out of hours.

**RECEIVED.**

**13. MILLENNIUM INCLINATOR MAINTENANCE UPDATE REPORT**

The Committee received a report of the City Surveyor giving Members an update on the current situation on the Millennium Inclinor maintenance schedule.

A Member stated that he was concerned about Kone's comments that the inclinor required a roof. He added that it was clear that the whole thing, ultimately, needed replacing. He thanked Officers for all of their hard work on this matter but added that, unfortunately, it was simply not successful.

In response to further questions around the proposal for a roof, Officers reported that the suggestion was that the inclinor should be covered by a roof in totality but that they were under the understanding that this had not previously been pursued due to planning restrictions.

Officers concluded on a more positive note stating that Acute seemed to have taken up the maintenance of the Inclinor very proactively to date.

**RECEIVED.**

**14. UPDATE ON GOVERNANCE AND SPENDING OF THE CITY OF LONDON'S COMMUNITY INFRASTRUCTURE LEVY AND THE PLANNING OBLIGATION AFFORDABLE HOUSING CONTRIBUTIONS**

The Committee received a report of the Director of the Built Environment responding to Member requests to summarise the governance arrangements and recent spending for the City Corporation's City Community Infrastructure Levy (City CIL) and for the use of Sec. 106 planning obligations to contribute funding for the provision of affordable housing. The report also outlined potential changes to governance arrangements and the process for increasing the scale of Sec. 106 funding for affordable housing.

Officers reported that, in terms of current governance, this Committee were responsible for setting CIL rates with spending decisions then taken by the Policy and Resources Committee. To date, this Committee's areas of interest had attracted 80% of the spend in comparison to the 40% originally envisaged.

With regard to funding for affordable housing, Officers reported that they would be looking to increase the contributions developers were required to make here and were discussing this at present with consultants in terms of a viability study. It was intended that this would be the subject of a further report to this Committee in March 2020.



The Chair spoke to underline the need for pace with regard to affordable housing contributions. He added that different local planning authorities varied in terms of how CIL funds were governed and also reminded Members that the City of London was due to commence a Governance Review of its own in the near future.

A Member thanked Officers for a helpful report and stated that he, personally, was in favour of continuing to separate collecting and spending powers given that this Committee's areas of work were currently doing well from the process.

Another Member stressed the importance of any viability study on affordable housing contributions needing to be of net profitability of building in the City and not necessarily just of rising costs.

In response to a question regarding references to affordable units and not social housing, Members were informed that affordable housing was a generic term which included many types of subsidised housing including social rented housing which was needed to address the City's affordable housing needs.

**RESOLVED** – That Members note the content of the report.

**15. DEFINITION OF NET ZERO CARBON**

The Committee received a report of the Director of the Built Environment providing definitions of zero carbon that are in use in planning, demonstrating how these are applied in practice and highlighting the weight given to the draft London Plan targets since publication of the draft London Plan Panel Report in October 2019.

Officers highlighted that the draft London Plan required new developments to be net zero-Carbon, commencing Spring 2020, and would otherwise require developers to contribute funds through carbon-offsetting.

A Member stated that the definitions within the report were clear but questioned how far back these went and whether they also referred, for example, to the deconstruction or construction of a building and how this would be possible to achieve with the use of fossil fuels and the like. Officers agreed with the difficulties highlighted by Members but stated that the zero-carbon assessment set by the London Plan related to the building's use only.

In response to further questions, Officers highlighted that the City Corporation's draft Local Plan included a circular economy policy that strongly emphasised the benefits of re-use/re-cycling of existing buildings over the demolition of one to be replaced by another on the same site.

**RESOLVED** – That Members note the content of the report.

16. **FREIGHT PROGRAMME UPDATE**

The Committee received a report of the Director of the Built Environment providing Members with an update on work to date to reduce the impact of freight on City streets.

Members thanked Officers for a well drafted, specialist report.

A Member highlighted the reference within the report to 'River Logistics'. He stated that, whilst he was in general agreement with these proposals, fuel standards for river transport were significantly lower than those of road vehicles. He therefore questioned the overall effect that this was likely to have on air quality. He concluded by stating that the Port of London Authority (PLA) were currently working on exhaust scrubbers and encouraged Officers to work collaboratively with them on this.

The same Member went on to refer to the work being carried out alongside Ford Mobility to trial multi-modal delivery using pedestrian porters in the Square Mile. He expressed concern that this could add to the already overly congested pedestrian pathways in the City and create more opportunities for accidents.

Another Member stated that she was concerned that some work in this area was not progressing quickly enough. With regard to 'River Logistics' she referred to cities in Europe that had introduced electric vehicles only to their waterways with great success. The Member referred also to the City's carparks and suggested that these should not be hastily sold off as they could prove strategically important spaces going forward.

The Deputy Chairman also spoke on river logistics, agreeing that work here should continue to drive forward as soon as possible as he was of the view that the River Thames was a fantastic, underused resource for the City at present. Officers were pleased to report that Air Quality funding had now been secured from the Mayor of London to enable them to trial the cleanest possible vehicles on the river. This work would also be co-ordinated with the PLA's Air Quality Strategy.

A Member questioned whether Amazon were included within the proposals around last mile logistics. Officers clarified that they were in discussions with Amazon who were also looking at the use of logistic hubs.

Officers reported that freight deliveries in London were generally encouraged from 7-9am and that they had met with London Councils to ask that they reconsider how this would work for the Square Mile. They added that they were trying to move further and faster in this area than both TfL and the Mayor of London but were equally reliant on the support of a variety of other stakeholders to deliver the freight programme.

A Member questioned whether there were any statistics available to demonstrate the impact of the introduction of the Ultra-Low Emissions Zone (ULEZ). The Chair highlighted that there was further detail on this at item 18. He added that pace was very important here and that the development

community were already very aware of this agenda. He concluded by stating that it was very important to carry out this work in a considered and planned manner.

**RESOLVED** – That Members note the contents of the report.

**17. 2019 CAR FREE DAY UPDATE**

The Committee received a report of the Director of the Built Environment updating Members on the September 2019 Car Free day.

A Member commended TfL for the re-routing of bus routes on the day to ensure that gridlock was avoided. She added that she was, however, surprised to see that traffic had been permitted at Tower Hill on the day. The Member added that Hotels and other occupiers in the area had gone to great lengths to promote the car free day to their guests and others and many of these people were therefore disgruntled to learn that this was not the case for all and that they could have arrived at their destination in taxis. Officers stated that they would like to pick this matter up separately with the Member in terms of details of the Hotels concerned as communications had clearly depicted those areas that would remain open to traffic on the day.

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

**18. 6-MONTH UPDATE ON THE ULTRA LOW EMISSION ZONE**

The Committee received a report of the Director of the Built Environment summarising the GLA's evaluation of the impacts of ULEZ over the first six months of operation.

Officers reported that the highest impact seemed to be for evenings and weekends. More clarity was, however, being sought on impact specific to the City and the types of vehicles affected. This would be forthcoming in the next few months and would be presented to this Committee in March 2020 when once analysis of this had been carried out.

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

**19. LOCAL PLAN UPDATE**

Officers were heard relative to the progress of the City's draft Local Plan.

Members were informed that the Local Plans Sub Committee was scheduled to meet further in January and February 2020. Thereafter, it was intended that the full, draft Plan would be presented to this Committee for approval in March 2020 and to the Court of Common Council in April 2020. The finalised draft would then be for forward submission to Government.

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

The Committee considered a report of the Director of the Built Environment providing Members with assurance that risk management procedures in place

within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

A Member queried whether the work being undertaken around freight consolidation could be referenced as a mitigation under the Road Danger Reduction risk. Officers undertook to raise this when the risk register was next reviewed.

Another Member referred to the risk associated with major projects and key programmes not being delivered as TfL funding was not received and questioned why the target risk rating attached to this seemed to be worse than the current risk rating. He noted that there were also four other risks within the register where the target risk rating was intended to stay the same as the current risk rating – he questioned whether this was the correct approach. Officers clarified that risk targets were based on corporate risk appetite and that whilst they would accept a worse position in relation to this particular risk, they were not intending worse. Members were also informed that TfL funding was cyclical and that the current risk score reflected where the department happened to be within that cycle at present.

Officers went on to report that, at present, the organisation was doing well in terms of LIP funding and were therefore comfortable with a higher risk around this. They added that the organisation was fortunate enough to have other income streams to make it so that TfL funding was not critical. The Member accepted this explanation but asked that this be detailed against the risk so that the document did not give the impression that there was ambition for a worse position.

**RESOLVED** – That Members note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

**21. 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.**

**22. VALID PLANNING APPLICATIONS RECEIVED BY 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.

**RESOLVED.**

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

There were no questions.

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

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

25. **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.

<u>Item No</u>	<u>Paragraph No(s)</u>
26 & 27	3
28	3 & 5
29	3, 5 & 7
30	3
31 & 32	-

26. **NON-PUBLIC MINUTES**

The Committee considered and approved the non-public minutes of the meeting held on 5 November 2019.

27. **REPORT OF ACTION TAKEN**

The Committee received a report of the Town Clerk advising Members on action taken by the Town Clerk since the last meeting of this Committee, in consultation with the Chair and Deputy Chairman, in accordance with Standing Orders Nos. 41(a) and 41(b).

28. **BRIDGE HOUSE ESTATES STRATEGIC REVIEW - UPDATE THREE**

The Committee received a joint report of the Town Clerk and Chief Executive, the Chief Grants Officer and the Director of City Bridge Trust providing Members with an update of the work that has been undertaken as part of the Bridge House Estates (BHE) strategic governance review since the last report in June/July 2019.

29. **DEBT ARREARS - BUILT ENVIRONMENT (P&T COMMITTEE) PERIOD ENDING 30TH SEPTEMBER 2019**

The Committee received a report of the Director of the Built Environment informing Members of arrears of invoiced income as at 30<sup>th</sup> September 2019 and providing an analysis of this debt.

30. **TRANSPORTATION AND PUBLIC REALM CONSULTANCY FRAMEWORK**

The Committee received a report of the Director of the Built Environment regarding a framework contract for procuring external consultancy services in the Transportation and Public Realm Division within the Department of the Built Environment.

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

There were no questions in the non-public session

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

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

**The meeting closed at 12.00 pm**

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Chairman

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

**Tuesday, 3 December 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:**

Oliver Sells QC (Chairman)	Deputy Jamie Ingham Clark
Graham Packham (Deputy Chairman)	Shravan Joshi
Deputy Keith Bottomley	Deputy Alastair Moss
Sheriff Christopher Hayward	Paul Martinelli (Ex-Officio Member)

#### **Officers:**

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Leah Coburn	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Sarah-Jane Enson	- Department for the Built Environment
Sufina Ahmad	- Town Clerk's Department

#### **Also in attendance:**

John Edwards

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

Apologies for absence were received from Randall Anderson (dialled in) and Alderman Alison Gowman.

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

The Deputy Chairman declared an interest in Item 4 by virtue of ex-officio membership of the Barbican Centre Board.

#### **3. MINUTES**

**RESOLVED** – That the public minutes and non-public summary of the meeting held on 15 October 2019 be agreed as a correct record.

#### **4. BEECH STREET TRANSPORT AND PUBLIC REALM IMPROVEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking Members' authority to implement two-way zero emission

restrictions along Beech Street under an Experimental Traffic Order, with options for consideration, and informing Members of work and findings to date, risks and next steps.

The Chairman introduced the item, a ground-breaking scheme to address important concerns and unacceptable levels of pollution in the vicinity, before drawing Members' attention to the key points and reiterating that the interim scheme was an experiment that would provide further opportunities for monitoring and consultation.

In response to questions from Members, the Director of the Built Environment advised the Sub-Committee on modelling and monitoring of nitrogen dioxide levels in the area and the consultation that would be undertaken, also clarifying points on the project funding and traffic modelling. The Sub-Committee was assured that the interim scheme would be designed in a way that could accommodate roadworks and emergencies.

Members were very supportive of the project and proceeded to discuss the options for the interim scheme. A detailed case for supporting Option 2 was made by a Member, on the basis that it would enact less behavioural change, would reduce the chances of misdirected penalty charges, and was less open to manipulation, whereas Option 1 would require a more extensive white list and would force longer journey times. The Sub-Committee also noted that the Barbican Centre was supportive of Option 2.

The Director of the Built Environment advised the Sub-Committee that both options would be effective, and that Option 1 had been recommended largely based on ease of enforcement. The options were marginal in terms of benefit, cost or implications and officers were happy to be guided by the Sub-Committee's preference.

Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted unanimously in favour of proceeding with the project, and then in favour of approving Option 2 as the interim scheme.

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

Subject to the scheme receiving TMAN approval from TfL and the Director of the Built Environment, in consultation with the Chairman, deciding to proceed with the making of the ETO as set out:

1. Approve Option 2 as the Interim Scheme;
2. Delegate authority to the Director of the Built Environment to enter into a Section 8 agreement with Islington Council for implementing works on Islington streets, e.g. signage and traffic mitigation measures;
3. Approve a sum of £1,119,183 as the implementation budget for the Interim Scheme, funded from within the existing budget of £1,745,362;



4. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget of £1,745,362 is not exceeded;
5. Agree to provide funding to Islington Council at an estimated cost of £80,000 funded from within the existing budget;
6. Delegate to the Director of the Built Environment, in consultation with the Chamberlain, to vary the cost of the Islington contribution, subject to the total approved budget of £1,745,362 not being exceeded;
7. Note that GLA funding of £91,000 that has been secured for the project; and
8. Note work and findings to date as detailed in Appendix 4.

5. **CITY CLUSTER AND FENCHURCH STREET HEALTHY STREETS PLAN**

The Sub-Committee considered a report of the Director of the Built Environment presenting an options appraisal and seeking authority to start work on a Healthy Streets Plan for the City Cluster and Fenchurch Street. The Director of the Built Environment introduced the report and drew Members' attention to the key points.

Members then proceeded to discuss the proposals and options. The Sub-Committee noted that the scheme was to be funded through Liveable Neighbourhoods grant funding from TfL and match funded by s106 payments. In response to a question, the Chamberlain and the Director of the Built Environment advised the Sub-Committee on the funding available and confirmed that the project was outside the scope of the Fundamental Review.

Arising from the discussion, the recommendations were put to vote amongst eligible Members, who agreed the recommendations and voted in favour of Option 1.

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

1. Approve the total estimated cost of the project of £282,433 (excluding risk) and release the additional budget of £269,033 to prepare and complete the Healthy Streets Plan;
2. Agree that there is a change of scope to the Healthy Streets Plan area boundary to that of the City Cluster area only;
3. Agree that the project name is changed to 'City Cluster Healthy Streets Plan';
4. Agree 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;

5. Agree that Option 1, the plan for the City Cluster only, is approved; and
6. Agree authority to start work on the preparation of the Healthy Streets Plan.

6. **CULTURE MILE LOOK & FEEL EXPERIMENTS PHASE 4**

The Sub-Committee considered a report of the Director of the Built Environment presenting Phase 4 of the Culture Mile Look and Feel Experiments. The Director of the Built Environment introduced the report and gave Members an overview of the proposals, before giving a presentation outlining work done so far, the current proposals and plans for 2020 in more detail.

The Sub-Committee then proceeded to discuss the proposals. Whilst Members were generally supportive, noting the praise and traction of the programme elsewhere, there was some concern that the overall project may not be demonstrating value for money, particularly within the context of the Fundamental Review. In response to a query, the Chamberlain confirmed that the Culture Mile programme was outside the scope of the Fundamental Review. However, Members asked that if approved, confirmation be sought that the budget allocated to the programme was intact and remained applicable.

The Sub-Committee continued to discuss the proposals. The Deputy Chairman advised that coloured road crossings sometimes caused difficulties and urged officers to undertake consultation with regards to accessibility before installing them. Members were also keen to ensure that the programme complimented the Legible London signage and wayfinding scheme rather than competing with it.

In response to points raised by Members, the Director of the Built Environment reassured the Sub-Committee on funding and that the programme was compatible with Legible London, and advised Members of the outcomes from the programme so far.

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

- i. Approve the Look and Feel Experiments Phase 4 programme for a total cost of £685,000, funded from the £5 million budget previously allocated by the Policy & Resources Committee (subject to confirmation that this budget remains intact and allocated to the programme); and
- ii. Approve the revised budget for Phases 1-3 as set out in the report.

7. **20MPH SPEED LIMIT EXTENSION**

The Sub-Committee considered a report of the Director of the Built Environment proposing the introduction of a 20mph speed limit on the few remaining streets south of Upper and Lower Thames Street which are still subject to a 30mph limit, in order to complement TfL proposals.

**RESOLVED** – That the Street and Walkways Sub-Committee approve the making of a Traffic Management Order to extend the City's 20mph speed limit to include the streets south of Lower Thames Street and Upper Thames Street, subject to TfL implementing a 20mph speed limit on those streets.

8. **QUEENHITHE AND VINTRY PROGRAMME UPDATE REPORT**

The Sub-Committee considered a report of the Director of the Built Environment concerning a number of public realm improvement projects in the Queenhithe and Vintry area.

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

1. Note the updates provided on the individual projects contained in the programme;
2. Approve design option one of the Globe View Walkway project to be taken forward to the next Gateway; and
3. Delegate approval to the Director of the Built Environment, in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee to approve Globe View Gateway 4 report (Detailed Design).

9. **MAJOR HIGHWAY ACTIVITIES 2020**

The Sub-Committee received an annual report of the Director of the Built Environment, reflecting on major highway activities in 2019 and 2020. Members suggested publicising the positive impact and benefits of projects requiring road closures, such as the recent Cannon Street project, and also where projects had been notably successful, such as the recent Aldersgate Street road works, which had completed two weeks ahead of schedule.

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

10. **CITY WAYFINDING - INTRODUCTION OF LEGIBLE LONDON**

The Sub-Committee received a report of the Director of the Built Environment updating Members on the installation of new wayfinding maps and signage across the Square Mile. The Director of the Built Environment advised that the project was on time and within budget.

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

11. **6-MONTH UPDATE ON THE ULTRA LOW EMISSION ZONE**

The Sub-Committee received a report of the Director of the Built Environment summarising the Greater London Authority's (GLA) evaluation of the impacts of the central London Ultra Low Emission Zone (ULEZ) over the first six months of operation.

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

12. **2019 CAR FREE DAY UPDATE**

The Sub-Committee received a report of the Director of the Built Environment regarding outcomes from the Car Free Day held on 22 September 2019. The Chairman introduced the report and noted the event had been successful despite relatively short notice and bad weather conditions on the day, and added his ambition that more Car Free Days and related events be held going forward.

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

13. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references. The Sub-Committee noted that the Planning & Transportation Committee would be considering dockless bikes at its next meeting, and that officers were still engaged with consultants on road markings.

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

14. **THE CITY OF LONDON CORPORATION'S DRAFT SPORT AND PHYSICAL ACTIVITY STRATEGY FOR 2020-25**

The Sub-Committee received a report of the Head of Corporate Strategy and Performance presenting the City of London Corporation's draft Sport and Physical Activity Strategy for 2020-2025.

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

15. **ANY OTHER BUSINESS**

The Chairman invited Common Councillor John Edwards to address the Committee regarding a proposal for the installation of a soft-surface running track within the City of London. Mr. Edwards outlined the proposal and presented the benefits of such a scheme to the Sub-Committee before discussing the idea with Members.

Whilst Members were broadly supportive of the concept, there were several practical elements of such a scheme that would require serious consideration before it could be progressed, such as the route taken by the track, costing and funding, managing different road user groups, and highway maintenance, and the Sub-Committee discussed these points. However, Members commended the ambition of such a project and recognised the positive impact and benefits of such a facility. The Sub-Committee agreed that the idea had merit, and that if the practical challenges could be navigated, such a project could be considered by Members in the future. The Chairman thanked John Edwards for his attendance and presentation, adding that he hoped the feedback from Members would be useful.

The Chairman then advised Members of meeting dates for 2020 and advised that calendar invitations would be circulated by the Town Clerk.

16. **EXCLUSION OF THE PUBLIC**

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

**Item No.**

**Exempt Paragraphs**

17

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17. **ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was one item of other business.

**The meeting closed at 12.00 pm**

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Chairman

**Contact Officer: Joseph Anstee**  
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**Joseph.Anstee@cityoflondon.gov.uk**

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## **PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS**

<b>Item</b>	<b>Date</b>	<b>Action/ Responsible Officer</b>	<b>Progress Update and Date to be progressed/completed</b>
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 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019	<p style="text-align: center;"><b>Daylight/Sunlight – Alternative Guidelines</b> <b>Annie Hampson</b></p> <p>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.</p>	<p>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 responding more specifically to the various points raised and taking into account any BRE guideline changes.</p> <p><b>To be completed: Spring 2020</b></p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019 5 Nov 2019 12 Dec 2019	<p style="text-align: center;"><b>Construction Works</b> <b>Annie Hampson</b></p> <p>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 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>	<p><b>To be completed: Spring 2020</b></p>

3	5 Nov 2019 12 Dec 2019	<p><b>Supplementary Planning Document (SPD) re: Housing Paul Beckett</b></p> <p>A Member requested that the need for a Supplementary Planning Document on Housing be added to the list going forward so that this was not lost sight of.</p>	<b>To be completed: SPD to Committee in May 2020.</b>



<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	28 January 2020
<b>Subject:</b> 61-65 Holborn Viaduct London EC1A 2FD Demolition of existing building structure and erection of a mixed-use building comprising four basement levels, lower ground, ground and ten upper storeys for (i) hotel use (Class C1) at part basement levels one to four, part lower ground, part ground and part first, and second to tenth floors levels; (ii) restaurant / bar use (Class A3/A4) at part tenth floor level; (iii) office workspace use (Class B1) at part basement levels one to three, part lower ground and part first floor levels; (iv) flexible hotel / cafe / workspace (Sui Generis) at part ground floor level; (v) a publicly accessible terrace at roof level and; (vi) ancillary plant and servicing, hard and soft landscaping and associated enabling works.	<b>Public</b>
<b>Ward:</b> Farringdon Within	<b>For Decision</b>
<b>Registered No:</b> 19/01038/FULMAJ	<b>Registered on:</b> 30 September 2019
<b>Conservation Area:</b>	<b>Listed Building:</b> No

## Summary

The above scheme proposes a mixed-use scheme that provides:

3,741 sq.m of offices

1. An hotel with 382 bedrooms and suites
2. A flexible hotel, café and workspace at ground level
3. A restaurant bar at the 10th floor level and a public terrace at the 11th floor level with a dedicated access route.

The building will be faced with an extensive green wall, making it the greenest building proposed in the City to date. It is appropriate in design terms both in its local context, in its impact on the setting of listed buildings and on the LVMF Views.

The proposed hotel will support the business City and the Culture Mile and is well located in relation to public transport.

The proposed offices are geared to the requirements of the City and would support start-ups, SMEs and small businesses. The reduction in office area, whilst contrary to policy, is warranted in this case by the nature of the provision and the delivery of an hotel in this highly accessible location at an entrance to the Culture Mile.

The buildings is capable of satisfactory servicing.

The scheme has attracted a number of comments which are capable of being dealt with by condition or obligation clauses. One objection has been received on behalf of the Holy Sepulchre Church Newgate Street. negotiations in this regard are continuing.

On balance, the development is regarded as acceptable in land-use terms and is a progressive and exciting response to an increase in urban greening appropriate to this location.

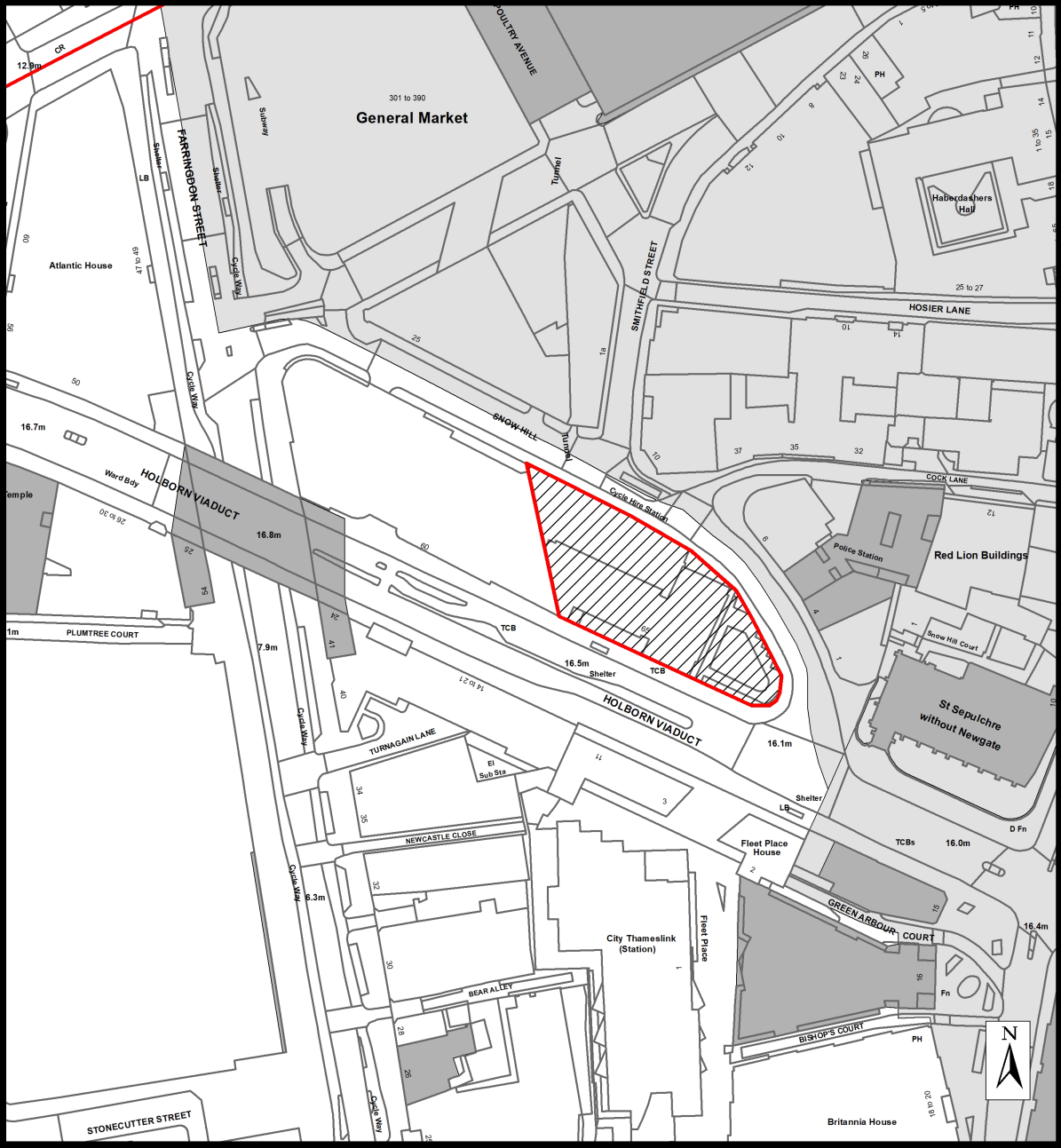
### **Recommendation**

It is recommended that planning permission be granted for the above proposal in accordance with the details set out in the attached schedule subject to:

Planning obligations and other agreements being entered into under section 06 of the Town & Country Planning Act 1990 and Section 278 of the Highways Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

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

# Site Location Plan



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ADDRESS:

61 - 65 Holborn Viaduct

CASE No.

19/01038/FULMAJ

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



**CITY  
LONDON**

DEPARTMENT OF THE BUILT ENVIRONMENT





## **Main Report**

### **Site**

1. 61-65 Holborn Viaduct is located on the north side of the street at the junction with Snow Hill.
2. The site is occupied by a vacant 1950's T-shaped office building with an area of 7,977 sq. m. serviced from Snow Hill. The building varies in height from 50.3 to 67.1m and features a small walled private open space at the junction.
3. To the east is the Grade 1 listed Church of Holy Sepulchre without Newgate with further listed buildings surrounding the site. The Smithfield Conservation Area lies to the north. The site is within the Newgate Conservation Area to the south and East and is within the Culture Mile area which is a key strategy area in the Draft 2036 Local Plan.

Thameslink Station lines run to the south of the site and the railway tunnels run beneath the site.

### **Planning history**

4. Before 2014 minor alterations were approved to the existing building. In June 2014 planning permission was granted for the demolition of the building and its redevelopment to provide a building in two parts. One part provided a basement, lower ground floor, ground and 8 upper floors of offices, with an area of 10,800 sq. m. and the other part, a 246-bedroom hotel with 10 upper floors and an area of 9,033 sq.m.
5. This scheme created a building with two identifiable parts and retained a green space at the eastern end of the site.
6. This permission lapsed on 30 June 2019. A separate prior approval was granted in 2019 to facilitate the demolition of the building in order to enable works on the site to commence earlier than would otherwise have been possible and was subject to conditions in the event of the works not commencing immediately.

### **The proposed scheme**

7. The proposed scheme provides a mixed hotel and office scheme located across four basements, ground and 10 upper floors. Level 10 will provide a skybar associated with the hotel and Level 11 will provide a separate public viewing terrace to which there will be a dedicated lift and a biodiverse roof. The scheme will retain an open space area at the eastern end, albeit of a reduced area and in part oversailed by the building, which will be available to the public.
8. The hotel will provide 382 bedrooms and suites and will support both the Business City and the Culture Mile and the emerging 7-day a week City.
9. The office workspace, with an area of 3,741 sq. m. has been designed to be flexible and could accommodate small start-ups and larger companies of 25-50 people.

10. The lower levels are designed as a co-working space with communal break-out spaces and shared meeting rooms.
11. The ground floor is designed as public informal meeting space and will provide a food and beverage offer to the wider public whilst providing a reception for the hotel. There is a separate entrance to the office area and a separate entrance for the public rooftop area.
12. The building is designed with a substantial coverage of greening and would be the greenest building in the City.

### **Consultations**

13. Following receipt of the application the application has been advertised and consulted on. Copies of all the letters and emails received are attached.
14. Views of other City of London Corporation departments have been taken into account in the preparation of this scheme and some detailed matters are addressed by the proposed conditions and the terms of the S106 agreement. These include matters such as noise, fume extraction and ventilation, construction and security.
15. Natural England has no comments.
16. The London Borough of Lewisham and Tower Hamlets have no comments in relation to the Views.
17. Thames Water has requested a condition in respect of wastewater infrastructure and has advised of the proximity of the development to a strategic water main and the requirement for the surface water to be addressed in accordance with the London Plan. The condition has been included.
18. Transport for London does not object but has requested the imposition of a condition which has been included in the schedule.
19. Network Rail has no significant objection provided the developer complies with the requirements of its Asset Protection Team and an informative is attached dealing with this matter.
20. The Rev'd David Ingall of Holy Sepulchre without Newgate has raised a number of concerns in relation to the impact of the development on daylight and sunlight, the height of the building and the impact on residential amenity from noise and from construction. He has requested that his comments are taken as a 'holding objection' which may be removed following negotiations which he describes as positive.
21. Policy Context
22. The development plan consists of the London Plan and the City of London Local Plan.
23. The Mayor of London and the City of London have prepared draft plans which are material considerations to be taken into account.
24. 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.

25. The Draft London Plan is at an advanced stage and it is anticipated that it will be adopted by the Mayor of London in February 2020. It takes forward many of the policy positions of the existing plan whilst strengthening and adding to others.
26. In relation to this scheme the Draft Plan continues to support a mixed use, hotel and office scheme in CAZ and within Culture Mile. The changes that are most relevant to this scheme are those that encourage good growth, enhance climate change, good design and sustainability requirements and further support requirements for public access and routes through sites.
27. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG).
28. There is relevant supplementary planning guidance in respect of; Accessible London: Achieving an Inclusive Environment SPG (GLA, October 2014), Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014), Sustainable Design and Construction (GLA, September 2014), Culture and Night-Time Economy SPG (GLA, November 2017), London Environment Strategy (GLA, May 2018), London View Management Framework SPG (GLA, March 2012), Mayoral CIL 2 Charging Schedule (April 2019), Air Quality SPD (CoL, July 2017), Archaeology and Development Guidance SPD (CoL, July 2017), City Lighting Strategy (CoL, October 2018) City Transport Strategy (CoL, May 2019), City Waste Strategy 2013-2020 (CoL, January 2014), Protected Views SPD (CoL, January 2012), City of London's Wind Microclimate Guidelines (CoL, 2019), Planning Obligations SPD (CoL, July 2014). Newgate Conservation Area Character Summary (1999) and Smithfield Conservation Area SPD (2012).

### **Planning considerations**

29. The Corporation, in determining the planning application has the following main statutory duties to perform:
30. To have regard to the provisions of the development plan, so far as material to the application, to any local finance considerations, so far as material to the application, and to any other material considerations (Section 70 Town & Country Planning Act 1990);
31. 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);
32. 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). When, as in this case, harm is caused to the significance of a listed building by reason of development within its setting, considerable importance and weight should be given to the desirability of preserving



the setting of the listed building/s when carrying out the exercise of balancing public benefits and harm to significance.

33. The NPPF states at paragraph 2 that “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
34. Paragraph 10 states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11
35. For decision-taking this means:
  - c) approving development proposals that accord with an up-to-date development plan without delay; or
  - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
36. It states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
37. Paragraph 131 of the NPPF states “In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”
38. Paragraph 190 of the NPPF advises that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.
39. The principal issues in considering this application: -
  - The extent to which the proposals comply with the relevant policies of the London Plan and the Local Plan
  - The proposed use of the site
  - The design approach
  - The impact of the proposal on the setting of adjoining listed buildings and conservation areas.



- The impact on the LVMF
- The impact on transportation and highways including the impact on pedestrians and vehicle movement.
- Planning obligations and CIL

## **Proposed uses**

### **Office use**

40. The proposed office area of 3,741 sq. m. represents a reduction of 4,236 sq. m. of B1 office floor space over the existing on the site.
41. The office is located over four levels and provides:
  - An incubator hub at Basement 2
  - A small format office centre at Basement 1
  - Self-contained offices at the Lower Level
  - Larger self-contained offices at the first floor (for over 20 employees)
42. The offices will be managed by an officer provider, providing space for start-ups and SMEs.
43. It is anticipated that the office area will be occupied at a density of one desk per eight sq.m. providing approximately 380 desks, which is not dissimilar to the occupation of the previous building. The ground floor sui generis use with an area of 1,1014 sq.m. could provide opportunities for flexible working and meetings.
44. Local Plan Core Strategic Policy CS1 seeks to ensure that the City provides additional office accommodation to meet demand from long term employment growth and Policy DM1.1 seeks to protect office accommodation. A loss of office floorspace is considered inappropriate where it would:
  - Prejudice the primary business function of the City
  - Jeopardise the future assembly and delivery of large office development sites
  - Remove existing stock for which there is demand in the office market or long-term viable need
  - Introduce uses that adversely affect the existing beneficial mix of commercial uses.
45. The previous office building on this site has been vacant for more than 10 years and permission was previously granted (but since expired) for a mixed-use office and hotel scheme on the site. The planning statement states that the previous office floorplates did not meet modern day working or the demands of the future growth sectors for agile flexible workspaces. The loss of the previous space equates to 0.08% of the existing office stock of the City and the proposal will provide a similar number of desks at a higher density to the existing.
46. Policy DM 1.1 resists the loss of existing B1 office stock if there is a demand for such space or a long-term viable need. No viability evidence

has been provided to demonstrate that office use would not be viable in the longer term, as required by Policy DM1.1 and the Office Use SPD. Exceptionally, as set out in paragraph 3.1.8 of the Local Plan, the loss of an individual office development to other commercial uses may be acceptable where the proposed alternative use meets the wider objectives of the Plan. The applicant has sought to demonstrate that the reduced quantum of office floorspace provides higher quality accommodation better suited to the City's future office needs and that the hotel use addresses the City's aspirations for the North of the City, in particular, its aspirations for Culture Mile, and other policy priorities, including delivering a high quality of design, active frontages and urban greening.

47. The proposed office floorspace is flexible to meet the needs of a diverse range of high growth companies and small - medium sized enterprises, with space for start-ups and space for move-on accommodation for growing SMEs. The planning statement suggests that the proposed ground floor flexible workspace will be used for informal meetings and business socialising.
48. The incubator hub at Basement 2 has no natural light and the small format office centre at Basement 1 is lit from a lightwell so somewhat limiting its attractiveness. In recognition of this a reduced charge or an initial 3 month charge free period will be sought as part of the S106 Agreement.
49. The proposed level of provision of 3,741 sq.m. GIA of B1 accommodation, providing modern, flexible space for start-ups and SMEs would enhance the City's office accommodation offer, broadly replicate the number of office desks in the previous building and address the needs of growing sectors of the economy in line with Local Plan ambitions.
50. Policy DM1.5 encourages a mix of commercial uses within office developments which provide support services for its businesses, worker and residents. The uses proposed would complement the business City and contribute to the diversity of the City office market with the provision of co-working space.

#### **Hotel use**

51. Policy CS11 allows new hotel development where it supports the City's business or cultural role and resists hotels where they would compromise the City's business function. DM 11.3 advises that new hotel accommodation will only be permitted where it does not prejudice the primary business function of the City and is not contrary to policy DM1.1.
52. A mixed-use hotel and office development on this site (12/00105/FULMAJ) was previously approved. The site lies within the City's Culture Mile, which has been identified as a Strategic Cultural Area in the draft London Plan and where the City Corporation is seeking to enhance the City's and the wider London cultural offer. Draft Local

Plan Policy S24 indicates that additional hotel provision will be encouraged on appropriate sites within the Culture Mile area.

53. The proposed hotel development would support the further development of the City's Culture Mile and contribute towards meeting the aims of the London Plan. The accompanying market report submitted by the applicant indicates that midscale hotel supply is lower per net office space and per employee than the rest of central London. It also indicates that the north-west of the square mile has the lowest number of hotel rooms within convenient walking distance. The site is adjacent to the City Thameslink station and close to the new Crossrail Station at Farringdon.

### **Retail use**

54. The site is not within a designated Principal Shopping Centre (PSC) but is located on a Retail Link as defined in Local Plan policy DM20.2; Whilst no separate retail uses are proposed the proposed restaurant, bars and café/ meeting space will support the retail link, provide an active frontage, provide amenity to City workers, residents and visitors and enhance vibrancy.

### **Open Space, Public Realm**

55. Local Plan Policy DM 10.3 (Roof gardens and terraces) encourages high quality roof gardens and terraces where they do not overlook residential premises. Local Plan Policies DM10.2 (Design of green roofs and walls) and DM19.2 (Biodiversity and Urban Greening) encourage the inclusion of green roofs and walls. Policy CS19 protects existing open space, ensuring that it is replaced on redevelopment by space of equal or improved quantity and quality.
56. The existing private green space at ground floor would be replaced by a new publicly accessible open space on the corner of Holborn Viaduct and Snow Hill. The public realm along Holborn Viaduct would be improved with the inclusion of the public pocket plaza with an urban garden in front of the hotel entrance which would include high quality landscaping, stone seats/benches and table and three reflective pools. Along Holborn Viaduct ten large planters with sit-able edges and ornamental grasses are proposed together with living walls, seven multi-stem trees, six public bench seats and 16 stone plinth seats.
57. In addition to the publicly accessible open space at ground floor, the proposal provides a free, publicly accessible roof-top garden and, terrace which includes high quality hard and soft landscaping (540sq.m). An extensive green roof (361sq.m) would be located on the north side of the roof. Green roofs are important not only for their aesthetic value when viewed from surrounding taller buildings, but for their contributions to biodiversity, reduction in rainwater run-off, insulation and urban cooling. Planting on the green roof should be appropriate to the location

and height of the roof. Conditions have been applied requiring details of the green roof, the planting and requirements for bird boxes as well as rainwater attenuation and harvesting for irrigation.

58. The nature of this green buildings will require additional irrigation and highway cleansing. In order to ensure that the irrigation of the green wall does not impact negatively on the highway a detailed irrigation strategy is required. A condition is set out in the schedule as well as a drainage condition.
59. The public terrace would be free for members of the public (no booking required) who would arrive via a set of dedicated lifts from ground floor level. The area would be planted with a 'wildflower meadow', shrub planting, ornamental shade-tolerant trees and two reflective pools at the centre of the space and intimate raised garden 'rooms' with hedge planting and seating facing Holborn Viaduct. Beneath the terrace it is proposed there would be a restaurant/bar use (Class A3/A4) (514sq.m) at part tenth floor level (Skybar) and include a terrace overlooking the City, including views of St. Paul's Cathedral and nearby St Sepulchre without Newgate Church. There are residential properties on Cock Lane (28 flats) at No's 32 and 37 slightly further north at No 10 Hosier Lane (124 flats). Environmental Health have suggested time and day restrictions on the use of the proposed roof terrace to safeguard amenity of adjoining premises in accordance with Policy DM15.7 and DM21.3.

### **Urban Greening**

60. The building would be covered in a substantial green wall covering 3,700sq.m with a mix of plants (in the region of 400,000) of ecological value which would act as a green link for wildlife. It would collect rainwater as the soil would absorb water slowing down run-off and reducing the risk of flooding.
61. Living green walls have numerous environmental benefits. Information supporting the application sets out that the proposed green wall will generate 7 tonnes of oxygen in a year ; extract 9 tonnes of CO<sub>2</sub> annually; filtering 483kg of particulate air-borne pollution; absorbing nitrogen dioxide and other volatile organic compounds ; positively influencing the heat island effect by lowering the temperature 3 degrees C around the building and biodiversity benefits of green living walls. In addition, green walls are considered to be beneficial for sound absorption as well as having a positive impact on physical and mental well-being.
62. An Urban Greening Factor (UGF) calculation based on the draft London Plan Policy G5 has been submitted with the application. The red line planning application boundary includes the following surface cover types as set out in the table below.

<b>Surface Cover Type</b>	<b>Area (sq.m)</b>	<b>UGF (Draft London Plan)</b>	<b>Score</b>
Living walls	3985	0.6	2391
Biodiverse roof garden (extensive 150mm depth)	620	0.7	434
Permeable paving (roof garden)	500	0.1	50
Trees (x9 – 5m dia/15sq.m area)	135	0.6	81
Water feature	21	0.2	4.2
Flower rich perennial planting (in planters)	12	0.7	8.4
Flower rich perennial planting (outside planters)	7	0.7	4.9
<b>Total</b>	<b>5280</b>	<b>-</b>	<b>2974</b>
<b>Calculating UGF Score</b>			
Site Area (sq.m)	2163		
UGF Calculation (sq.m)	2974/2163		
<b>UGF Score Total</b>	<b>1.37</b>		

63. The UGF for this application at 1.37 substantially exceeds the Mayor of London's draft London Plan UGF target score of 0.3 for commercial development and the UGF requirements in the emerging City of London draft Local Plan.

## **Design**

### **Bulk and Massing**

64. The scheme's height at 11 storeys (55m AOD) is considered appropriate both in terms of local townscape and views of St Paul's from a number of key Protected Vistas in the London Views Management Framework.
65. The height relates to the townscape character of Holborn Viaduct and is appropriately scaled in relation to other buildings on the north side and creates an appropriate statement on a prominent bookend corner site of townscape importance.
66. The existing building, by reason of its staggered building line and incongruous form provides a poor definition to the Snow Hill and Holborn Viaduct street frontages and when compared to the previous 1880's building on the site, fails to adequately denote or celebrate this important bookend corner site. The bulk, height, building line and massing of the

proposed building provides a cleaner and denser urban grain in a more coherent and convincing manner.

#### Design Approach

67. The design approach of a wholly living green walled building facade framing recessed windows wrapping around both Holborn Viaduct and Snow Hill, is eye-catching and radical. The green walled facade mirrors the diagonal structural bracing of the building cantilevering over the subterranean railway tracks. It appears as a latticed pattern of horizontal and diagonal lines enclosing angled window openings, providing an architectural honesty and coherence in the approach to the green facade. The proposal represents an exemplar of “Green Living / Botanical architecture” which is a new genre of architecture to address climatic and environmental challenges.
68. Living green walls have numerous environmental benefits. Information supporting the application sets out that the proposed green wall will generate 7 tonnes of oxygen in a year ; extract 9 tonnes of CO<sub>2</sub> annually; filtering 483kg of particulate air-borne pollution; absorbing nitrogen dioxide and other volatile organic compounds ; positively influencing the heat island effect by lowering the temperature 3 degrees C around the building and biodiversity benefits of green living walls. In addition, green walls are considered to be beneficial for sound absorption as well as having a positive impact on physical and mental well-being.
69. The Urban Greening Factor has been calculated as 1.37 and would to date be the greenest building in London in terms of the Urban Greening Factor and in terms of the living green wall is likely to be the largest in Europe.
70. The green wall would include some 400,000 plants (average of 100 plants per m<sup>2</sup>) consisting of native and ornamental grasses, shrubs and herbaceous perennial plants. The green wall would be curated to create a changing palette of colour, texture and shadows and will remain green throughout the year. The living wall system comprises of vertical planting trays made from 100% recycled material incorporating an organically grown medium and a fully automatic irrigation system to enable every area of the wall to have the correct amount of water. The maintenance regime would ensure adequate moisture level, the wellbeing of the plants and the application of feed and nutrients.
71. The fire safety aspects of the green wall has been assessed by the City’s District Surveyor and found to be acceptable subject to maintenance conditions and obligations. The proposal comprises a non-combustible green wall construction with a built-in irrigation system which is connected to a fire alarm system so it can act as a drencher system in the event of a fire. The District Surveyor will be consulted on the maintenance plan required under condition.
72. Although such a genre of living wall architecture may not be architecturally appropriate everywhere in the City, especially in sensitive areas with a more unified or specific townscape character, it is

considered an appropriate architectural response at this location. In particular, the green living walled building will create an appropriate backdrop and foreground to Holy Sepulchre Church alongside the green landscaped churchyard and mature canopy of the London Plane trees. The expansive green façade will contribute positively in softening the currently somewhat hard townscape of Holborn Viaduct. Holborn Viaduct consists of a diverse and eclectic architectural ensemble with robust stone, brick, metal framed and glazed facades. Within this townscape setting there is considered to be an opportunity for a radical green walled architectural statement.

73. In oblique views the generous planting will relate satisfactorily to the dark brown metal (such as weathered Corten steel) of the window reveals which will have a complementary natural, quality and colour. The depth of reveals of the window openings and their dynamic angular shapes will enhance the depth of modelling and vibrancy of the elevations, especially in oblique views.
74. The curved corner facing east makes a convincing and dynamic statement on this corner site. The manner in which the curved façade on the corner angles outwards gives the impression of a prow to the building, an appropriate response given the townscape importance of this corner without over-dominating the Church to the east.
75. The building's proportions are considered convincing with a double height recessed base visually supporting the upper storeys and providing an appropriate ground / street level presence on an important thoroughfare. The recessed corner with its cantilevered form over the pocket park assists in emphasizing the entrance to the public roof terrace in wayfinding terms.
76. In comparison with the inactive, inward looking office facades of the existing building, the scheme provides active frontages on all elevations enlivening the public realm and creating vibrancy which will transform the area and substantially enhance the public realm.
77. The ground floor facades have an undulating curvaceous quality providing modelling and visual interest in oblique views and areas of shelter for seating underneath the cantilevered upper storeys on Holborn Viaduct and the corner plaza. This will be complemented by circular masonry seating and water features and the facades will include projecting metal fins to emphasise the undulating facades of the lower storeys.
78. The building is visually terminated by a recessive final storey set back generously from the building frontage, relating satisfactorily with the recessed roof storeys of other buildings on the north side of Holborn.
79. A pocket plaza is provided on the south east corner of the site underneath the cantilevered eastern corner of the building. This public space will face south and east and include informal seating and water features encouraging the public to dwell and would be sheltered from inclement weather or shaded in the height of summer. It has the

potential to be a successful dwell space for groups given its proximity to the proposed Museum of London and Thameslink station.

80. The pocket park will have an appropriate generosity of space with a double height of 7m between the ground floor and the soffit of the cantilevered upper storeys. Entrance to the public viewing terrace would be via a generously scaled dedicated entrance from this public space.
81. The roof level terrace at Level 11 will provide exceptional views of the City including St Paul's Cathedral, the Old Bailey, the City Cluster, Smithfield Market as well as Holy Sepulchre. From a height of 50 metres the views from this public terrace will have a dynamic three-dimensional quality with landmarks appreciated against open sky. The terrace will receive copious sunlight throughout the year. The terrace will include generous soft landscaping and seating set back from the perimeter to provides contemplative areas for quiet dwelling. The balustrade will be 1.8m. in height.
82. The northern part of the roof will include a non-accessible green roof/wildflower garden to prevent overlooking to residential properties to the north and provide biodiverse habitats. The roof plant is enclosed by a screen and therefore concealed from public viewpoints.
83. A draft lighting strategy is submitted which indicates a restrained and appropriate lighting approach in accordance with the City's Lighting Strategy which would be subject to a condition.
84. The building is capable of accommodating street lights in accordance with the City requirements and their exact location and fixing will be subject to a condition.

## **Wind**

85. A pedestrian level wind assessment of the proposed Citicape development was undertaken using Computational Fluid Dynamics (CFD) simulations, looking at the Existing site with Existing Surrounding Buildings and the proposed development with Existing Surrounding Buildings.
86. The existing site has wind conditions suitable for sitting to standing use during the windiest season. These wind conditions are expected of a low to medium rise urban area such as this part of London where the majority of the surrounding buildings are of a similar height to each other. During the summer season, wind conditions are generally one category calmer.
87. Wind conditions around the Site would remain similar to the existing when the Proposed Development is completed as it is similar in height to the surrounding buildings and therefore would not change the local aerodynamics. All areas of the Proposed Development would be suitable for the intended use, including the ground level amenity space at the south-east corner of the Site and at the Level 10 terrace. All thoroughfare and entrance locations at ground level would be suitable for the intended use.



88. Overall, all areas in and around the Proposed Development would be suitable for the intended use with no occurrences of strong wind exceedances and no mitigation measures are necessary.

### **London Views Management Framework**

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

#### View 3A.1 – Kenwood

90. The site lies within the landmark viewing corridor of the Kenwood Protected Vista (London Panorama). The proposal does not breach the threshold height of the landmark viewing corridor which rises from 55.437 m to 56.125 m across the site and will not harm the appreciation of St Pauls Cathedral from this view.

#### View 2A.1 – Parliament Hill

91. The site lies within the landmark viewing corridor of the Parliament Hill Protected Vista (London Panorama) focussing on St Paul's Cathedral. The proposed development does not breach the threshold height of the landmark viewing corridor which rises from 55.115m to 55.735m across the site. The visual demonstrates ensure that St Paul's Cathedral and its western towers remain recognisable in accordance with LVMF guidance.

#### View 4A.1 – Primrose Hill

92. The site lies within the Wider Setting Consultation Area of the Primrose Hill Protected Vista (London Panorama) focussing on St Paul's Cathedral. The consultation threshold is a constant plane of 52.1m AOD at this point as the site lies within the vista foreground. The proposal breaches this height by some 1.48m. However, the scheme is located some distance to the east of the Cathedral and to the left of a taller building in the foreground (outside the City) and will not harm the appreciation or views of St Paul's Cathedral or other landmarks identified in this LVMF view.

#### View 5A.2 – Greenwich Park

93. The site lies within the Wider Setting Consultation Area (background) of the Greenwich Park Protected Vista (London Panorama). The proposal breaches the consultation threshold height by some 1.48m. However, the scheme is located some distance to the east of the Cathedral and will not harm the appreciation or views of St Paul's Cathedral or other landmarks identified in this LVMF view.

#### View 6A.1 – Blackheath Point

94. The site lies within the Wider Setting Consultation Area (left lateral) of the Blackheath Point Protected Vista (London Panorama). The proposal breaches the consultation threshold height by some 2.62 m. However, the scheme is located some distance to the north east of the Cathedral and will not harm the appreciation or views of St Paul's Cathedral or other landmarks identified in this LVMF view.

#### **Impact on significance and setting of listed buildings**

A number of listed buildings are located in close proximity of the site.

##### Holy Sepulchre Without Newgate Church

95. The proposal will appear as an eye-catching neighbour to this Grade 1 listed Church but not in a manner which harms its setting or significance. The Church, on Holborn Viaduct, is characterized by the mature canopy and greenery of the imposing London Plane trees and its grassed churchyard. The green walled facades of the proposed building will relate comfortably with this landscaped setting enabling the robust stone Church and its tower to be read against a foreground and background of greenery. The height and scale of the proposed building on this key townscape book end site is considered appropriate and is located at a sufficient distance from the Church so as not to over-dominate. In this respect the proposal is not considered to harm the setting or significance of the listed Church or the ancillary buildings to its rear.

##### 4 and 5 Snow Hill

96. These Grade 2 listed buildings (which includes Snow Hill Police Station) are located at mid-terrace in the tight urban block on the north side of Snow Hill. The dynamic green façade of the proposed development will appear as a strong and eye-catching element in views along Snow Hill and Holborn Viaduct in the foreground in views of the listed buildings. There will be a dynamic contrast between the robust masonry and the dynamic softer green facades of the new development which is considered appropriate and an interesting juxtaposition. The setting and significance of these listed buildings will not be harmed.

##### Holborn Viaduct

97. The Grade 2 listed bridge and its associated Gatehouses are a distinctive Victorian landmark in this part of the City. The proposed development will be viewed in the foreground and background of the bridge where it will appear as an eye-catching green façade contrasting with the stone and glazed façades on Holborn Viaduct but merging in a convincing manner with the mature tree canopy of the London Plane trees on the south side of Holy Sepulchre Church. The setting and significance of the listed Viaduct and gatehouses will not be harmed.

##### 1-8 Holborn Viaduct

##### 15 Old Bailey

98. The Grade 2 listed building, built originally as a hotel, stands to the south east of the site. The proposed development will appear as a green walled façade in the foreground and background of the listed building in views along Holborn Viaduct and Snow Hill. The green facades will contrast with the robust stone facades of the listed building in a convincing manner, in particular, in views along Snow Hill, where the living green façade will relate attractively with the mature London Plane trees framing views of the listed building. The setting and significance of the listed building will not be harmed.

#### Smithfield Market (West Market and Poultry Market)

99. These Grade 2\* and Grade 2 listed buildings stand to the north of the site. In views along West Smithfield and West Poultry Avenue, the green walled facades of the proposed development will appear as an eye-catching backdrop looking south west but not in a manner which harms the setting or significance of either listed building.

#### The Old Bailey (Central Criminal Court)

100. This Grade 2\* listed building is located to the south east of the development. In views west, in particular along Newgate Street, the proposal will appear as a green walled prow behind the mature London Plane trees of Holy Sepulchre churchyard which will contribute positively in creating a green backdrop in views of the north elevation of the Old Bailey. Furthermore, the public roof terrace which forms part of the proposal will offer exceptional new elevated public views of the cupola of the Old Bailey, a significant public benefit. The development is not considered to harm the setting or significance of this important listed building.

#### The Viaduct Tavern (126 Newgate Street)

101. This Grade 2 listed corner public house is located to the east of the site. In views westwards along Newgate Street the green walled facades and corner prow of the proposal will appear alongside the London Plane trees in St Sepulchre's churchyard contributing positively to the green backdrop to the listed pub. The setting or significance of the listed building will not be harmed

#### St Paul's Cathedral

102. Although some distance away to the south east, the impact of the proposal on London wide views of St Paul's is discussed in the assessment of LVMF views. The free to visit public roof terrace which forms part of the proposal will offer high quality elevated public views of St Paul's which is considered to be a significant public benefit.

#### **Impact on the significance of conservation areas**

The site is adjacent to or in close proximity to two conservation areas, Newgate and Smithfield.

### Smithfield Conservation Area

103. This Conservation Area is located to the north and east of the site. The proposed development marks a major approach to the Conservation Area and will appear as an eye catching green walled façade in views along Snow Hill and Smithfield. The proposal will not harm the setting, character and appearance of these views and will appear as a convincing frontage, re-introducing the tight grain and definition of Snow Hill as was the case in the 1880's building destroyed in the war as well as providing a softer green backdrop in these views.

### Newgate Street Conservation Area

104. This Conservation Area is located to the south and east of the site and includes Holy Sepulchre's Church. The principal impact of the proposal in these views is the appearance of the green walled prow of the development merging with the mature canopy of the London Plane trees in churchyard in views westwards. This impact is considered to be a positive one which complements the listed Church's setting. The setting, significance, character and appearance of the Conservation Area is not harmed.

### **Non-designated Heritage Assets**

105. The proposed development would not impact on the significance of any non-designated heritage assets in its vicinity.

### Inclusive Design

106. The proposed scheme has been designed to be inclusive and stepfree access to all parts of the building and roof terraces is secured.
107. It provides a designated wheelchair accessible parking space and including charging and mobility scooter charging.
108. 5% of the cycle spaces are capable of accommodating larger/adapted cycles and with a suitable shower and WC is provided adjacent.
109. 10% of the hotel bedrooms are wheelchair accessible, 9% of which are designed for independent use and 1% for assisted use with the provision of a fixed ceiling track hoist and peninsular layout toilet en-suite.
110. In addition, an accessible baby changing facility and a changing places toilet is to be provided in the reception area.
111. At least one lift is to be designed so that it can be used as part of the evacuation strategy.
112. The Access Officer welcomes the comprehensive Access Statement and seeks the preparation of an Accessibility Management Plan in accordance with the London Plan. However, she has a number of details comments in relation to positioning and width of doors, access width, width of ramps, materials and manifestations and seating provisions.
113. Details of these will be required by Condition as well as the provision of an Access Management Plan.

## **Transport implications**

### **Servicing**

- 114. The building is serviced from a loading bay located to the north of the site accessed from Snow Hill. It provides space for a single disabled parking bay and bays and for two service vehicles at any one time.
- 115. The loading area is located above the railway tunnels' slab and due to structural constraints can only accommodate vehicles up to 7.5tonnes.
- 116. This requires the site to be serviced by smaller vehicles which the developer has indicated is feasible (and this will be the subject of a condition) except for the refuse vehicles which will require refuse to be collected from the street. A bin store is located to the rear of the loading bay and the bins will be brought out in accordance with a management strategy, to be agreed so that they are not left in the street. A S278 agreement will be required to mitigate any impact on cycling as Snow Hill is part of the future cycling programme.
- 117. The applicant has predicted that there will be 16 deliveries per day to service both the offices and the hotel.
- 118. The scheme would be subject to the requirement for a Delivery and Servicing Plan to be agreed that would restrict the number of vehicles and require that there would be no deliveries between the hours of 7am-10am, 12noon-2pm and 4pm-7m.
- 119. A booking system would be required for all deliveries as well as a Consolidation Strategy which would be secured through the hotel group's other two hotels located within 1.5 miles of the site.
- 120. A legal agreement would require the developer to strengthen the pipe subway next to the entrance to the loading bay at the developer's expense in order to enable 7.5 tonne vehicle movements to cross it.

### **Cycle parking**

- 121. The scheme provides 109 long-stay cycle parking spaces and 27 short-stay cycle parking spaces (total 136).
- 122. The Draft London Plan would require a minimum of 97 long-stay and 48 short-stay cycle parking spaces (total 145) in order to be compliant.
- 123. The proposals for the long-stay cycling parking exceed the Draft London Plan, although the short-stay cycle parking is not compliant.
- 124. The applicant has provided 12 additional long-stay cycle parking spaces in lieu of short-stay cycle parking, pointing out that 20% of the people who eat at the restaurant are expected to be hotel guests. The applicant argues that providing additional cycle parking spaces would amount to double counting. During negotiations the applicant increased its short-stay cycle parking spaces offer by a further 13 resulting in the 27 outlined. This is considered to maintain an appropriate balance between cycling parking provision and an exceptional public realm
- 125. There should be a minimum of 11 showers and locker provision for 109 respectively (1 shower per 10 cycle parking spaces, and one locker per

cycle parking space and this would be subject to a condition. For information the showers are located in two places: lower ground (7 showers) for the office and retail uses and at Basement 3 (4 showers) for hotel workers.

126. The developer has agreed to enter discussions around a S278 agreement which may provide some public cycle parking, in addition to that proposed as well as more spaces on their private land.

### **Coach parking**

127. The hotel will not attract coaches and the applicant has accepted a Section 106 clause limiting their use by restricting group bookings.

### **Public Transport**

128. The site has the highest level of public transport provision with a PTAL of 6B. the site is opposite Holborn Viaduct Thameslink station, close to Farringdon Underground the Elizabeth Line station and the underground stations for St Paul's and Chancery Lane are in close proximity. The site is close to a large number of bus routes running past the site or close by. This high level of provision is likely to reduce the demand for taxis.
129. The building is anticipated to attract 3,552 persons per day. The pavements adjoining the site are of a generous width and with the set-backs along the southern edge and the accessible public space at the corner will result in an acceptable impact on the public realm.

### **Projections**

130. There are no projections proposed over the public highway. The planting system is within the red line ownership boundary and without any containers projecting into the public highway.

### **Security**

131. The scheme has been designed taking into account Secure by Design principle as well as recognising the nature of the proposed uses, the public terrace and the proximity of the site to other sensitive site users.
132. CCTV is to be incorporated and access would be controlled to non-public parts of the building.
133. The high-level terrace will be managed through security checks and CCTV and the enclosing glazed balustrade will be 1.8m. high to limit the potential risk of suicides.

### **Energy and sustainability**

134. BREEAM: The Energy Statement and Sustainability Strategy prepared by the Applicant indicates that this development has been designed to achieve a BREEAM rating of "Excellent" for both the hotel and the office areas. For the City's priority credits the BREEAM pre assessment shows that high credits have been achieved for Energy and Materials with lower scores for Water and Pollution. The City is an Air Quality Management

Area and an area of water stress therefore every effort should be made to improve the water and pollution BREEAM credits.

135. A post construction BREEAM assessment is required by condition with the aim of maximising BREEAM credits for the City's priorities: Energy, Materials, Water and Pollution.
136. Energy Strategy: The Energy Statement shows that this development has been designed to achieve a carbon reduction of 37.16% compared to a Building Regulations compliant building. This has been achieved through energy efficiency measures, the use of Aerothermal heat pumps and high efficiency gas boilers.
137. Although no carbon offsetting contribution is required a S106 carbon offsetting agreement is required in case the final development fails to meet carbon targets
138. This development has been designed to comply with London Plan targets for major development. The new London Plan target is anticipated to require all new development to be zero carbon, and the City has an aspiration to be combustion free, therefore any further improvement to carbon performance should be sought

### **Archaeology**

139. The site is an area of archaeological potential situated to the west of the Roman and medieval walled City, to the north of a major Roman road and on the eastern edge of the Fleet River valley. There is potential for Roman remains including burials, and features associated with or adjacent to the Roman road and 19th century remains. An Historic Environment Assessment and an Archaeological Evaluation Report has been submitted with the application.
140. The archaeological reports set out the archaeological potential and impact of the existing building. There would be no remains surviving where the rail tunnel crosses the west part of the site or the southern edge which is adjacent to Holborn Viaduct. The results of the archaeological evaluation have shown that the archaeological potential is limited and only cut features such as pits and wells are likely to have survived. There is potential for Roman remains to have survived.
141. Conditions are recommended to cover a programme of archaeological work and foundation design to record archaeological remains affected by the proposed development.

### **CIL and Planning Obligations**

142. The proposed development would require planning obligations to be secured in a Section 106 agreement to mitigate the impact of the development to make it acceptable in planning terms. Contributions would be used to improve the City's environment and facilities. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.

143. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
144. From 1 April 2019 Mayoral CIL 2 (MCIL2) supersedes the Mayor of London's CIL and associated section 106 planning obligations charging schedule. This change removes the Mayor's planning obligations for Crossrail contributions. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).
145. CIL contributions and City of London Planning obligations are set out below.

MCIL2

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
<b>MCIL2 payable</b>	£3,461,955	£3,323,477	£138,478

City CIL and S106 Planning Obligations

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
City CIL	<b>£1,833,600</b>	<b>£1,741,920</b>	<b>£91,680</b>
City Planning Obligation Affordable Housing	<b>£488,960</b>	<b>£484,070</b>	<b>£4,8902</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>£73,344</b>	<b>£72,611</b>	<b>£733</b>
Carbon Reduction Shortfall (as designed)	<b>£380,214</b>	<b>£380,214</b>	<b>£0</b>
Section 278 Design and Evaluation	<b>£</b>	<b>£</b>	<b>£0</b>
City Planning Obligation Monitoring Charge	<b>£1,750</b>	<b>£0</b>	<b>£1750</b>
<b>Total liability in accordance with the City of London's policies</b>			<b>£99,053</b>



### **City's Planning Obligations**

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

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan to include consolidation
- Travel Plan/cycling promotion plan
- Restriction of coaches
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Section 278 Agreement
- Reinforcement of the pipe subway prior to commencement
- Free public access to the roof terrace
- Incubator space for start-ups at a reduced charge or an initial 3 month charge free period to be subject to further negotiation.

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

#### **Monitoring and Administrative Costs**

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

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

#### **Site Specific Mitigation**

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

### **Residential Amenity**

151. With the exception of the residential unit in the tower of Holy Sepulchre without Newgate Church there are no residential units which adjoin the site. However, there are 28 residential units in 32 and 37 Cock Lane and 124 residential units in 10 Hosier Lane, 6 residential units at 8-9 Giltspur Street and one unit in the Watch Tower, Giltspur Street.

152. There is potential that noise emanating from the terrace could result in disturbance to adjoining residents.

- 153. A condition will be imposed requiring no amplified, live or other music to be played on the terrace.
- 154. Environmental Health have requested that there be no use of the terrace at Levels 10 and 11 between 11pm-8am and at no time on Sunday or Bank holidays.
- 155. In that there this is in conjunction with an hotel and a public terrace it is considered that this is overly restrictive and that Sunday and Bank holiday opening should be allowed with a closing time of 9pm.

### **Noise**

- 156. Conditions have been imposed to mitigate the noise impact from the operation of plant and mechanical systems including extraction systems for ventilation and fumes.

### **Demolition and Construction**

- 157. Demolition to slab level ?? is being undertaken in accordance with the previously approved prior approval.
- 158. Construction and any outstanding demolition will be subject to conditions in accordance with the normal practice to safeguard the amenity of adjoining occupants and residents.

### **Conclusion**

- 159. The development is regarded as acceptable in land-use terms and is a progressive and exciting response to an increase in urban greening appropriate to this location subject to compliance with the recommended conditions and the conclusion of the Section 106 agreement which would include S278 requirements.

**Background papers**

The Revd David Ingall Letter 21 October 2019

Network Rail email 31 October 2019

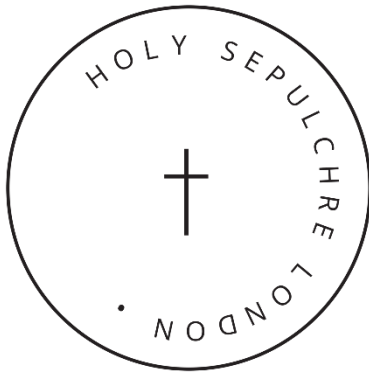
Transport for London letter 17 October 2019

Thames Water email 29 October 2019

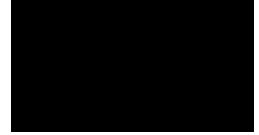
London Borough of Lewisham email 6 November 2019

London Borough of Tower Hamlets letter 30 October 2019

Natural England email 14 November 2019



Rev'd David Ingall,  
Holy Sepulchre London,  
Holborn Viaduct,  
London,  
EC1A 2DQ



21 October 2019  
6156.01

L Hart Esq  
Case Officer City of London,  
Planning Department  
PO Box 270 Guildhall  
London EC2P 2EJ

Dear Mr Hart

**Your ref: 19/01038/FULMAJ - 61-65 Holborn Viaduct, London EC1A 2FD**  
**By email [PLNComments@cityoflondon.gov.uk] and post**

I am writing as the Rector of Holy Sepulchre London (also known as St. Sepulchre-without-Newgate) and on behalf of the Parochial Church Council, in regard to the application referenced above for a planning consent under consideration by your Department.

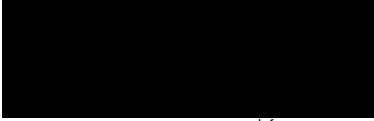
In particular:

1. There are Daylight and sunlight implications for the church, and these have not yet been addressed.
2. The proposed development has implications for the setting of the Grade I Listed building. In particular, the height of the new building will be increased if the scheme is constructed as shown on the application, and the green walling for the façade whist striking will have a material impact both aesthetically and possibly in relation to wind borne abrasion, etc.
3. There appear to be a number of roof terraces on the proposed development at differing levels in close proximity to the church and in particular, the residential accommodation within the southwest porch of the church. This has the potential to cause significant overlooking and noise.
4. There are concerns about the impact that demolition and construction related dust, noise, vibration and structural movement could have on the church, both as a physical Heritage Asset, and a Place of Worship / community use building.

The Church has had initial discussions with the agent for the proposed Developer. These discussions have been very positive, and we are hoping to agree suitable mitigation measures in order to address the issues detailed above, which would enable us to support the application. However, the discussions

are on-going and likely to continue to be so for some time. Until such time as suitable mitigation measures have been agreed, please could the Corporation of London Planning Department take this emailed letter as a means of lodging a 'holding objection' to the proposed scheme, as submitted?

Yours sincerely

A black rectangular box redacting the signature of David Ingall.

David Ingall  
(Rector, and Chair of the PCC, Holy Sepulchre London)

## **Appendix A**

### **London Plan Policies**

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

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

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

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

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy; Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;

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

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

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

Policy 4.6 Support the continued success of London's diverse range of arts, cultural, professional, sporting and entertainment enterprises and the cultural, social and economic benefits that they offer to its residents, workers and visitors.

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

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

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

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

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

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

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

Policy 5.15 (Water Use and Supplies) sets out a series of ways to achieve the objective “to protect and conserve water supplies and resources”. This includes supporting schemes which incorporate water saving measures.

Policy 5.17 (Waste Capacity) states that development proposals should seek to reduce waste production and also encourage reuse and recycling, through on-site facilities and space.

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

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

Policy 6.10 (Walking) encourages new developments to “ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.”

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must: ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles provide parking for disabled people in line with Table 6.2 meet the minimum cycle parking standards set out in Table 6.3 provide for the needs of businesses for delivery and servicing.

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

Policy 7.3 Creation of safe, secure and appropriately accessible

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

Policy 7.11 (London View Management Framework) Manage the impact of development on key panoramas, river prospects and townscape views.

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

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

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

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

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



## Relevant Local Plan Policies

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

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

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

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

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

#### ***DM1.3 Small and medium business units***

To promote small and medium sized businesses in the City by encouraging:

- a) new accommodation suitable for small and medium sized businesses or occupiers;
- b) office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units;
- c) continued use of existing small and medium sized units which meet occupier needs.

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

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

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

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing

public and corporate confidence in the City's role as the world's leading international financial and business centre.

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

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

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

### ***DM3.5 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.

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

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

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

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

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

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

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

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

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

l)there is the highest standard of accessible and inclusive design.

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

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

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

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

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

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

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

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

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

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

#### ***DM10.8 Access and inclusive design***

To achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both new and refurbished), open spaces and streets, ensuring that the City of London is:

- a) inclusive and safe for 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.

#### ***CS11 Allow hotels in suitable locations***

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy by (inter alia) allowing hotels that support the primary business or cultural role and refusing hotels where they would compromise the City's business function.

#### ***DM11.3 Hotels***

Proposals for new hotel and apart-hotel accommodation will only be permitted where they:

- a) do not prejudice the primary business function of the City;

- b) are not contrary to policy DM1.1;
- c) contribute to the balance and mix of uses in the immediate locality;
- d) do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
- e) provide satisfactory arrangements for pick-up/drop-off, service delivery vehicles and coaches, appropriate to the size and nature of the hotel or apart-hotel;
- f) are inclusive, providing at least 10% of hotel rooms to wheelchair-accessible standards;
- g) ensure continuing beneficial use for historic buildings, where appropriate.

### ***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.

#### ***DM12.3 Listed buildings***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

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

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

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

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
  - a) road dangers;
  - b) pedestrian environment and movement;
  - c) cycling infrastructure provision;
  - d) public transport;
  - e) the street network.

2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

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

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

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

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

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

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

and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

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

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

#### ***DM18.1 Development in Flood Risk Area***

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

5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.
6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

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

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

### ***DM18.3 Flood protection and climate***

1. Development must protect the integrity and effectiveness of structures intended to minimise flood risk and, where appropriate, enhance their effectiveness.
2. Wherever practicable, development should contribute to an overall reduction in flood risk within and beyond the site boundaries, incorporating flood alleviation measures for the public realm, where feasible.

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

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

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

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

2. New open space should:
  - a) be publicly accessible where feasible; this may be achieved through a legal agreement;
  - b) provide a high quality environment;
  - c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
  - d) have regard to biodiversity and the creation of green corridors;
  - e) have regard to acoustic design to minimise noise and create tranquil spaces.
3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

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

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

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

#### ***DM20.2 Retail links***

To encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Links, ensuring that the location and balance of uses does not adversely affect the function of the Link, any nearby PSC or their surrounding areas.

#### ***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: 19/01038/FULMAJ

### 61-65 Holborn Viaduct London EC1A 2FD

**Demolition of existing building structure and erection of a mixed-use building comprising four basement levels, lower ground, ground and ten upper storeys for (i) hotel use (Class C1) at part basement levels one to four, part lower ground, part ground and part first, and second to tenth floors levels; (ii) restaurant / bar use (Class A3/A4) at part tenth floor level; (iii) office workspace use (Class B1) at part basement levels one to three, part lower ground and part first floor levels; (iv) flexible hotel / cafe / workspace (Sui Generis) at part ground floor level; (v) a publicly accessible terrace at roof level and; (vi) ancillary plant and servicing, hard and soft landscaping and associated enabling works.**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.  
REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction
- 3 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved

Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

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

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

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

- 5 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 6 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.



Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 7 Before any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.

REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 8 There shall be no construction or excavation on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be

commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

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

- 9 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, pumps, green roof, design for system exceedance, design for ongoing maintenance,; surface water flow rates shall be restricted to no greater than 2 l/s from one outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 150m<sup>3</sup>;
  - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works
- REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 10 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) have been submitted to and approved in writing by the local planning authority which:
- (i) provide details on all structures
  - (ii) written approval from London Underground prior to works commencing
  - (iii) accommodate the location of the existing London Underground structures and tunnels
  - (iv) accommodate ground movement arising from the construction thereof.
- Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2015 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 20

- 11 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.  
REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.
- 12 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.  
REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.
- 13 Refuse storage and collection facilities shall:(a) be provided within the curtilage of the site to serve each part of the development in accordance with details which must be submitted to and approved in writing by the Local Planning Authority prior to work commencing; and(b) thereafter be maintained as approved throughout the life of the building.  
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 14 The roof terraces on levels 10 & 11 hereby permitted shall only be used or accessed between the hours of 08:00 and 23:00 on Monday to Saturday and between 0800 and 2100 on Sundays and Bank Holidays other than in the case of emergency.  
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7,DM21.3.

- 15 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.
- 16 Unless otherwise approved by the LPA no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.  
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 17 No cooking shall take place within any Class A1, A3, A4 or A5 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.  
REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.
- 18 Unless otherwise approved by the LPA there must be no building, roof structures or plant above the top storey, including any building, structures or plant permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.  
REASON: To ensure protection of the view of St Paul's Cathedral and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: CS14, DM10.1 DM12.1.
- 19 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.  
REASON: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3

- 20 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.  
REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.
- 21 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.
- 22 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 23 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.  
(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.  
(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

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

- 24 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

- 25 The development shall not be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development, or 2. A housing and infrastructure phasing plan has been agreed with Thames Water. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

- 26 The development shall not be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

- 27 No construction shall take place within 5m of the water main unless information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

- 28 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure.

- 29 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

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

- 30 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 31 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.

- 32 The whole of the development shall only be serviced by vehicles of up to 7.5tonnes for the life of the building.  
REASON: To ensure that all delivery vehicles can enter the loading bay and service off-street in accordance with the following policies of the Local Plan: DM16.1, DM21.3.
- 33 No doors, gates or windows at ground floor level shall open over the public highway.  
REASON: In the interests of public safety
- 34 The proposed development shall provide 19,179 sq. m of Class C1 hotel floorspace (382 rooms), 3,741 sq. m of B1 office floorspace, 1,014 of flexible hotel/cafe/workspace (sui generis), 514 sq. m of Class A3/A4 restaurant/bar and 514 sq. m of publicly accessible roof terrace.  
  
Reason: to ensure the development is carried out in accordance with the approved plans.
- 35 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:  
(a) A Lifetime Maintenance Plan for the SuDS system to include:  
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;  
- A Maintenance Inspection Checklist/Log;  
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.  
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 36 Permanently installed pedal cycle storage shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 109 Long Stay pedal cycles (5% of which should be for larger/adapted cycles) and 27 short-stay pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking. A minimum of 11 showers and 109 lockers shall be provided and maintained.  
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.



- 37 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
  - (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
  - (c) details of loading bay doors;
  - (d) details of ground floor elevations;
  - (e) details of the green wall planting
  - (f) details of windows and external joinery;
  - (g) details of soffits, hand rails and balustrades;
  - (h) details of external terraces including planting and biodiversity measures e.g. bird boxes;
  - (i) details of junctions with adjoining premises;
  - (j) details of the integration of window cleaning equipment, cradles and the garaging thereof, plant, flues, fire escapes, solar panels and other excrescences at roof level
  - (k) details of plant, plant enclosures and ductwork;
  - (l) details of ventilation and air-conditioning for the A3, A4 and sui generis uses.
  - (m) details of external lighting
  - (n) an advertisement strategy
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.
- 38 A minimum of 10% of the hotel bedrooms shall be wheelchair accessible, comprising 9% designed for independent use and 1% for assisted use as set out in the Access Statement.  
Reason: To ensure the hotel provides a fully accessible and inclusive facility in accordance with Policy DM10.8
- 39 Prior to first occupation of the hotel an Accessibility Management Plan shall be su

- 40 No servicing of the premises shall be carried out between the hours of:

07:00hrs and 09:00hrs, 12:00hrs and 1400hrs, 16:00hrs and 19:00hrs, Mondays to Fridays.

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

REASON: To manage traffic, avoid congestion and manage the safe and convenient movement of pedestrians and cyclists in the area and to reduce air and noise pollution, in accordance with the following policies of the Local Plan: DM15.7, DM15.7, DM16.1, and DM16.

- 41 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:

6174-20-195; 6174-20-196; 6174-20-197A; 6174-20-198A; 6174-20-199A; 6174-20-200A; 6174-20-201B; 6174-20-202; 6174-20-203; 6174-20-204; 6174-20-205; 6174-20-206; 6174-20-207; 6174-20-208; 6174-20-209; 210A; 6174-20-211; 6174-20-300; 6174-20-301; 6174-20-400; 6174-20-401; 6174-20-402; 6174-SK-120 REV A

## INFORMATIVES

- 1 Given the proximity of the proposed development to Network Rail's land and the risk this poses to Network Rail's railway tunnels, Network Rail requests the developer contacts [AssetProtectionLondonSouthEast@networkrail.co.uk](mailto:AssetProtectionLondonSouthEast@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with them to enable approval of detailed works. The design will need to satisfy Network Rail's Asset Protection team that the proposed developed will have minimal impact and interface with the tunnel and the railway infrastructure within.

- 2 The Mayor of London has adopted a new charging schedule for Community Infrastructure Levy ("the Mayoral CIL charge or MCIL2") on 1st April 2019.

The Mayoral Community Levy 2 Levy is set at the following differential rates within the central activity zone:

Office J185 sq.m

Retail J165 sq.m

Hotel J140 sq.m

All other uses J80 per sq.m

These rates are applied to "chargeable development" over 100sq.m (GIA) or developments where a new dwelling is created.

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

The CIL will be recorded on the Register of Local Land Charges as a legal charge upon "chargeable development" when planning permission is granted. The Mayoral CIL will be passed to Transport for London to help fund Crossrail and Crossrail 2. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and interested parties will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Where a liable party is not identified the owners of the land will be liable to pay the levy. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: [www.planningportal.gov.uk/cil](http://www.planningportal.gov.uk/cil)).

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

- 3 The investigation and risk assessment referred to in condition \*\*\*\* must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme must be submitted to and approved in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, open spaces, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This investigation and risk assessment must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

- 4 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

(a)

The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b)

Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk), via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d)

Deconstruction or Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department including payment of any agreed monitoring contribution.

## Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

## Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO<sub>x</sub> emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

(g)

All gas Combined Heat and Power plant should be low NO<sub>x</sub> technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

(h)

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

Developers are encouraged to install non-combustion renewable technology to work towards energy security and carbon reduction targets in preference to combustion based technology.

## Standby Generators

(j)

Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be

obtained from the Department of Markets and Consumer Protection.

(k)

There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

#### Cooling Towers

(l)

Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

#### Noise Affecting Residential Properties

(m)

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

(n)

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

#### Ventilation of Sewer Gases

(o)

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

level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas.

#### Food Hygiene and Safety

(p)

Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

(q)

If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

(r)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: [www.smokefreeengland.co.uk](http://www.smokefreeengland.co.uk).

- 5 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.

- 6 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.

- 7 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.

- 8 Consent may be needed from the City Corporation for the display of advertisements on site during construction works. The display of an advertisement without consent is an offence. The City's policy is to restrain advertisements in terms of size, location, materials and illumination in order to safeguard the City's environment. In particular, banners at a high level on buildings or scaffolding are not normally acceptable. The Built Environment (Development Division) should be consulted on the requirement for Express Consent under the Town & Country Planning (Display of Advertisements) (England) Regulations 2007.

- 9 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:

(a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

(b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.



(c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway).

You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Bridges over highways

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

(f) Declaration, alteration and discontinuance of City and Riverside Walkways.

(g) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

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

(i) Carriageway crossovers.

(j) Servicing arrangements, which must be in accordance with the City of London Corporation's guide specifying "Standard Highway and Servicing Requirements for Development in the City of London".

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<b>Committee(s):</b> Planning & Transportation Committee	<b>Date(s):</b> 28 January 2020
<b>Subject:</b> Traffic & Parking Service Programme 2020-2022	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> <b>Ian Hughes, Assistant Director (Highways)</b>	

## Summary

The momentum provided by the City's innovative Transport Strategy is leading towards a re-evaluation of a number of key elements within the Department of the Built Environment's Traffic & Parking Service. Alongside the introduction of new technology and the opportunity provided by upcoming contract retenders, several fundamental changes in structure & delivery will reshape the way in which parking in the Square Mile is provided, managed & enforced.

Key to this direction will be the City's on-going priorities for making our streets safer, improving air quality, minimising congestion and making better use of our existing kerbside space. In addition, back office processes will be reviewed to ensure the service functions as efficiently as possible given the operation has significantly increased in size and complexity since the introduction of the landmark Bank of Safety scheme.

Key milestones within this programme, such as tariff reviews and major contract awards, will be subject to individual reports to this Committee in due course, and a summary report regarding the use of the On-Street Parking Account will also come separately to your Committee.

At this point, Members are only being asked to approve the move to a fully cashless on-street parking operation following a successful trial that has been delivered without incident or complaint.

In keeping with the general move towards a cashless society, only 1% of takings from the City's on-street Pay & Display bays are currently made with cash at the machine, with the vast majority made through the City's pay by phone service. Therefore, subject to a satisfactory Equalities Impact Assessment, it is proposed to withdraw cash payment facilities in time for the expiry of the current Pay & Display machine maintenance contract in October 2020.

## Recommendation(s)

Members are recommended to approve the implementation of a fully cashless on-street parking operation for Pay & Display bays subject to a satisfactory Equalities Impact Assessment.

## **Main Report**

### **Background**

1. The City's Transport Strategy provides a 25-year framework for future investment in and management of the City's streets, as well as measures to reduce the social, economic and environmental impacts of motor traffic and congestion. The Square Mile's streets must enable the movement of people and vehicles to and through the City while also providing space for parking and loading.
2. A core tenet of the Transport Strategy is that street space is to be used more efficiently and effectively. Some streets will be used in different ways at different times of the day, for example, by providing space for people to walk and relax during the day, while allowing deliveries overnight. Temporary closures of streets to motor vehicles will provide opportunities for cultural and community events. The kerbside will also be used more dynamically and effectively, particularly at the busiest times of day.
3. Traffic and parking enforcement is a key enabler for the Transport Strategy as the enforcement of vehicle restrictions drives compliance, reducing congestion, enabling improvements in air quality and improving road safety (see Appendix 1).

### **Current Position**

4. Over the next 18 months, a programme of key parking and traffic enforcement initiatives will start to be rolled out in support of core aspects of the Transport Strategy, whilst a review of kerbside usage is due to complete in Spring 2020 which will have further implications for the Traffic & Parking Service.
5. The programme includes a series of measures that focus on making our streets safer, improving air quality, minimising congestion and making better use of our existing kerbside space, all through differing aspects of parking management & enforcement.
6. Milestones for these initiatives are contained within Appendix 2, but in summary these projects include:
  - The use of Automatic Number Plate Reading (ANPR) cameras to provide consistent enforcement for 'access only' restrictions and other banned turns, improving road safety and minimising the impact on other road users & local communities;
  - The establishment of a Zero Emission Street at Beech Street to address the high levels of recorded pollutants affecting residents, pedestrians, cyclists and other users of the street;
  - Further development of the City's ground-breaking on-street emissions-based parking tariff which introduced (in 2018) a three-tier tariff structure linked to engine emissions;
  - Options to enable the City to address air quality caused by vehicles parked with their engines idling;

- The introduction of enforcement by CCTV camera of yellow box junctions to improve traffic flows by minimising the extent of vehicles unnecessarily blocking junctions;
  - Reviewing the existing 40min concession for commercial vehicles to load & unload, historically agreed by consensus at London Councils, with the aim of reducing congestion and making more efficient use of our road-space.
7. In addition, the Traffic & Parking Service as a whole will be reviewed to incorporate lessons learned from previous initiatives in our parking regime and to ensure the service is efficient, fit for purpose and sufficiently prepared to deliver the ambition set out in the Transport Strategy.
  8. This service review includes planning for the continued enforcement of restrictions at Bank Junction into the medium term (where compliance remains around 96% of original volumes), and also:
    - The creation of a formal Parking Enforcement Plan that makes clear the connection between the parking and traffic service and the priorities and delivery objectives of the Transport Strategy;
    - A review of the City's car park tariffs, following the last such review in 2016, with a long-term tariff strategy based on benchmarking against the tariffs of our competitors;
    - The extension of the current cashless parking trial for Pay & Display machines across the whole City, so that all on-street parking payments are made via our phone payment service.
  9. In addition, three major contract tenders are due in the next two years covering:
    - On-street parking enforcement (Feb 2021)
    - Back-office IT processing systems for the management of PCNs (March 2021)
    - Management of six City Corporation public car parks (2022)
  10. Prior to these respective contract tenders, there will be root & branch reviews of how these services are delivered going forward, whether there are contract synergies to be made and whether there are opportunities to take advantage of new technologies to further automate particular functions.
  11. In particular, there may be significant benefits to aligning the three tenders into one procurement process, with tenderers able to select one or more lots to bid for. This would enable the market to determine what functions might best be delivered together, with the potential for one supplier to bid for everything it fits their operational & commercial model. Such an approach would likely aim for a contract award date in autumn 2021, with the current contract expiry dates adjusted accordingly.
  12. This proposal is still being finalised and would be subject to appropriate oversight by both the appropriate officer procurement board and Member Committee but is likely to deliver the best value outcome for the service moving forward.

## **Options**

13. In order to progress these various initiatives, some (such as the trial of CCTV cameras) can be implemented under existing officer delegations, whilst others require formal Member approval to agree in detail.
14. In terms of those aspects that require formal Committee approval, setting new on-street and off-street parking tariffs will be subject to a further report to your Committee in the Spring, followed by public consultation and then implementation in the Autumn.
15. In terms of tendering contracts, the scale of the on-street enforcement contract and the car park management contract are likely to require Member approval at the appropriate time, as would a request for a procurement waiver if the contract award dates are to be aligned.
16. Otherwise, a report is being planned for Members to agree the necessary next steps towards the enforcement of idling engines, and the Zero Emission Street proposal has recently passed Gateway 5 for implementation this March.
17. However, in terms of Member approval at this point, it would be timely to consider the case for moving towards a fully cashless parking regime following the recent successful trial.

## **Proposals – Cashless Parking**

18. The City has operated a cashless payment service for several years for its on-street Pay & Display parking bays, with the current contract operated by RingGo. It has still maintained cash payment facilities direct at the machines, but gradually cash usage has declined to 1% of the total transaction volume.
19. When Members last reviewed the options around payment methodology in 2016, they asked for a localised trial of fully cashless parking, but also recommended that the cash payment option be retained in those localised areas where it represented a larger percentage.
20. General acceptance of cashless payment technology has since increased and with the cashless trial proving successful, the number of Pay & Display machines in the City has been gradually reduced by two thirds to just 32 from an original 90.
21. Proposal: Given the societal shift towards cashless methods of payment, moving to fully Pay by Phone solution now seems appropriate. Sensitivities remain regarding the Equality Impact Assessment (EIA) of going fully cashless in that it relies on the user having a mobile phone and a credit or debit card, therefore the proposal is subject to a satisfactory EIA.

## **Financial Implications**

22. In terms of the cashless parking proposal, annual savings from moving to a fully cashless service would amount to around £25k pa from a combination of reduced

costs in Pay & Display machine maintenance (10k), cleaning (£5k) and cash collection costs (£10k), albeit these savings in Year 1 would be offset by the cost of removing machines (£16k), signage and traffic order changes and public communications (£10k).

23. For the wider Traffic & Parking Service, its continued objective is to be at least self-financing, and it has continued to generate increasing surpluses to the On-Street Parking Account in recent years, particularly with the enforcement requirements for the Bank on Safety scheme.
24. How these surplus funds are used is documented in a separate annual report to this Committee from the Chamberlain, but the forecast is the surplus funds available in the On-Street Parking Account will increase over the next few years, with those funds wholly allocated towards funding appropriate & legitimate projects and services in accordance with the City's statutory obligations.

### **Corporate & Strategic Implications**

25. The provision of high quality traffic and parking services forms part of the strategy to deliver a number of key objectives under the Corporate Plan, including ensuring the City is an effective & attractive place to live and work, ensuring ease of access to the Square Mile and championing a clean and high quality residential, worker and visitor offer.

### **Conclusion**

26. An efficient and effective parking service is fundamental to the City's Transport Strategy and its direction of travel. A series of initiatives are planned in the next two years to deliver a safer, healthier and less congested Square Mile, whilst the service itself positions itself for the next round of parking contracts to meet these needs.

### **Appendices**

- Appendix 1 – Transport Strategy Context
- Appendix 2 – Traffic & Parking Services Programme: Key Milestones

### **Ian Hughes**

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## **Appendix 1 – Transport Strategy Context**

Traffic & parking enforcement is a key enabler to the Transport Strategy as the enforcement of vehicle restrictions drives adherence, reducing congestion, enabling improvements in air quality and improving road safety.

In particular:

- **Proposal 2:** Put the needs of people walking first when designing and managing our streets. Enforcement policies and processes are designed with a core objective of prioritising and protecting pedestrians, for example enforcing traffic restrictions on pedestrian priority streets.
- **Proposal 11:** Take a proactive approach to reducing motor traffic. Our award-winning emissions-based on-street parking tariff is a contributor toward reducing use of high-polluting vehicles in the City.
- **Proposal 14:** Make the best and most efficient use of the kerbside and car parks. The proposed programme is central to this proposal; the strategy and parking management teams are working in close coordination to identify and introduce enhanced policies and processes to improve pedestrian and cyclist priority, for example, reviewing weekend and evening charges and usage. Note a review of kerbside use is due in Spring 2020.
- Enforcement of access restrictions is a critical success factor in achieving these strategic objectives:
  - **Proposal 12:** Design and manage the street network in accordance with the City of London Street Hierarchy, introducing access restrictions and other measures to reduce through traffic
  - **Proposal 13:** Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time.
  - **Proposal 38:** Reduce the number of freight vehicles in the Square Mile
- **Proposal 20:** Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero. Traffic Restriction Enforcement for existing restrictions including signed turns and yellow box junctions will help to improve road safety, especially for pedestrians and cyclists. Congestion at these locations is expected to decrease.
- **Proposal 29:** Support and champion a central London Zero Emission Zone (ZEZ). Beech Street will be the first Zero Emission Street in London and is expected to provide measurable air quality improvement along with valuable input to the wider proposal. Being the first Zero Emission Street highlights the City's commitment to innovation and demonstrates our action plan to improve air quality and is a precursor to the Zero Emission Zones proposed in the Transport Strategy.
- **Proposal 36:** Encourage innovation in air quality improvements and noise reduction. Congestion reduction is a key benefit of the Traffic Restriction Enforcement proposal for existing restrictions which can be expected to enable improvements in air quality.



## Appendix 2: Traffic & Parking Services Programme - Key Milestones

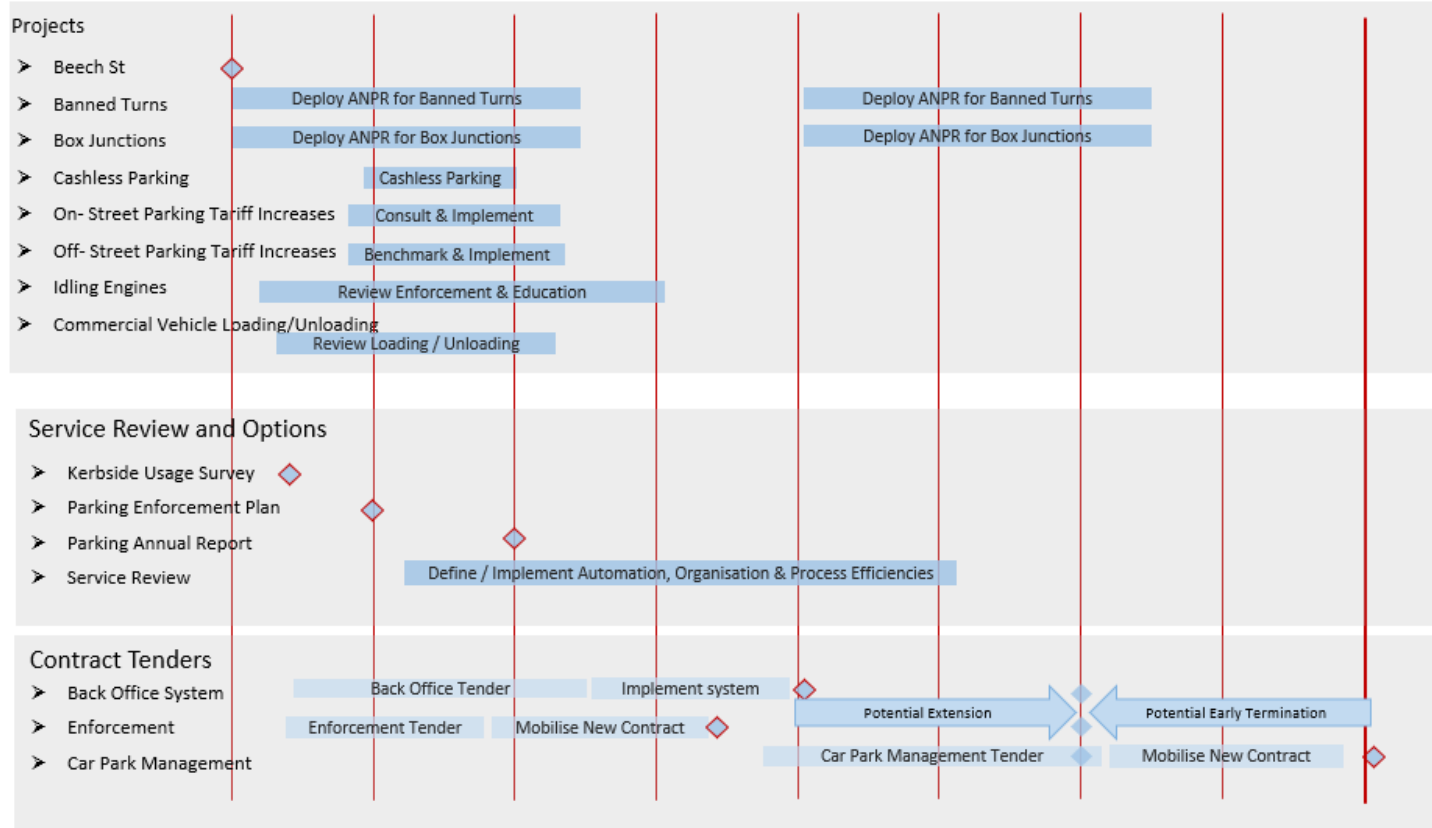
### Traffic and Parking Services Programme Key Tasks and Milestones

Through Mar 2022

Key

Dates

Jan-20 Mar-20 Jun-20 Sep-20 Dec-20 Mar-21 Jun-21 Sep-21 Dec-21 Mar-22



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<b>Committee:</b>	<b>Date:</b>
Planning & Transportation Committee	28 January 2020
<b>Subject:</b> Revenue and Capital Budgets and High-Level Summary Business Plans 2020/21	<b>Public</b>
<b>Report of:</b> The Chamberlain Director of the Built Environment Director of Open Spaces	<b>For Decision</b>
<b>Report author:</b> Dipti Patel, Chamberlain's Department Elisabeth Hannah, Built Environment	

## Summary

This report presents for approval the revenue and capital budgets for the Planning & Transportation Committee and final high-level summary Business Plans for the Departments of the Built Environment and Open Spaces for 2020/21.

Overall the proposed revenue budget for 2020/21 totals (£19.382M), a decrease in net expenditure of (£0.602M) compared to the 2019/20 Original Budget.

## Recommendation

Members are asked to:

- i) review and approve the proposed revenue budget for 2020/21 for submission to Finance Committee;
- ii) review and approve the proposed capital and supplementary revenue projects budgets for 2020/21 for submission to Finance Committee;
- iii) authorise the Chamberlain, in consultation with the Directors of the Built Environment and Open Spaces, to revise these budgets to allow for any further implications arising from Corporate Projects, other reviews and changes to the Cyclical Works Programme;
- iv) agree that minor amendments for 2019/20 and 2020/21 budgets arising during budget setting be delegated to the Chamberlain;
- v) note the factors taken into consideration in compiling the Business Plans of the Departments of the Built Environment and Open Spaces, including efficiency measures;
- vi) approve, subject to the incorporation of any changes sought by this Committee, the final high-level summary Business Plans for 2020/21.

## Main Report

### Background

1. As part of the new framework for corporate and business planning, departments were asked to produce standardised high-level, 2-side Business Plans for the first time in 2017 for the 2018/19 year. Members generally welcomed these high-level plans for being brief, concise, focused and consistent statements of the key ambitions and objectives for every department.
2. For 2020/21, the high-level summary Business Plan has been further evolved to make use of the information now available and give a better overview of how the department's work contributes to the Corporate Plan. It provides an overview of departmental activity and resources, mainly but not limited to the forthcoming 12 months, including capital and revenue projects. As a high-level summary, this document does not capture the granularity of departmental work but gives the overall picture of departmental activity, customer feedback, trends where applicable and direction of travel.
3. For the first time in 2020/21, high-level summary Business Plans are being brought forward alongside budget estimates, pending full integration of the processes for 2021/22, to inform medium-term financial planning and the development of spending priorities. This report therefore presents the budget and draft final high-level summary Business Plans together as appendices.

### Proposed Revenue Budget for 2020/21

4. This report presents, at Appendix 1, the provisional 2020/21 budget for your Committee and under the control of the Directors of the Built Environment and Open Spaces, analysed between:
  - **Local Risk Budgets** – these are budgets deemed to be largely within the Chief Officer's control.
  - **Central Risk Budgets** – these are budgets comprising specific items where a Chief Officer manages the underlying service, but where the eventual financial outturn can be strongly influenced by external factors outside his/her control or are budgets of a corporate nature.
  - **Support Services and Capital Charges** – these cover budgets for services provided by one activity to another. The control of these costs is exercised at the point where the expenditure or income first arises as local or central risk.
5. The budget has been prepared within the resources allocated to each Director.
6. Income increases and reductions in expenditure are shown as positive balances, whereas brackets will be used to denote expenditure, increases in expenditure, or reductions in income. Only significant variances (generally those greater than £50,000) have been commented on.

7. Overall, the 2019/20 latest budget is net expenditure of (£20.398M), an increase in net expenditure of (£414k) compared to the 2019/20 original budget. The proposed 2020/21 budget is net expenditure of (£19.382M), a decrease of £1.016M in net expenditure compared to the 2019/20 latest budget.

<b>Table 1 Summary Revenue Budgets 2019/20 and 2020/21</b>	<b>Original Budget 2019/20 £'000</b>	<b>Latest Budget 2019/20 £'000</b>	<b>Original Budget 2020/21 £'000</b>
Expenditure	(40,215)	(41,320)	(48,136)
Income	32,816	33,558	41,127
Support Services & Capital Charges	(12,585)	(12,636)	(12,373)
<b>Total Net Expenditure</b>	<b>(19,984)</b>	<b>(20,398)</b>	<b>(19,382)</b>

8. Appendix 2 provides details on budget movements between the 2019/20 original budget and 2019/20 latest budget. Overall, there is an increase in net expenditure of (£414k). Main reasons for this net increase are:

**Budget Increases:**

- Transfer of the Built Environment Directorate from Port Health & Environmental Services Committee to the Planning and Transportation Committee (£1,047k).
- Changes in the recharging of internal legal fees which are now part of local risk budgets (£332k).
- An increase in pay costs due to contribution pay and recruitment of apprentices (£167k)
- One off items (£168k) and carry forward monies from 2018/19 (£68k).
- Energy inflation budget adjustment (£126k)
- An increase in central recharges (£51k).

**Budget Decreases:**

- Reduction in contributions to the Bridges, Repairs, Maintenance & Major Works Fund following the BHE governance review £1,143k.
- A reduction in the cost of the Cyclical Works Programme due to changes in planned works £299k
- One off budget transfer of £100k for Climate Action Strategy.

9. Appendix 3 provides details on budget movements between the 2019/20 latest budget and the 2020/21 proposed budget. Overall, there is a decrease in net expenditure of £1.016M. Main reasons for this net decrease are:

**Budget Decreases:**

- Net Fundamental Review savings £7.576M
- Decrease in support service charges £263k

**Budget Increases:**

- Increase in transfers to Parking reserves (£6.748M).
- Cyclical Works Programme phasing (£89k)

## Staffing Statement

10. A summary of the movement in manpower and related staff costs are shown in Table 2 below

<b>Table 2 Manpower statement</b>	<b>Original Budget 2019/20</b>		<b>Original Budget 2020/21</b>	
	<b>Manpower Full-time Equivalent</b>	<b>Estimated Cost £000</b>	<b>Manpower Full-time Equivalent</b>	<b>Estimated Cost £000</b>
<b>Director of The Built Environment</b>				
Town Planning	53.8	(3,249)	49.8	(3,188)
Planning Obligations	2.2	(136)	2.2	(140)
Transportation Planning	47.0	(3,112)	41.0	(2,878)
Road Safety	4.0	(260)	3.0	(202)
Building Control	23.9	(1,559)	23.5	(1,604)
Structural Maintenance/Inspections	5.1	(360)	5.1	(372)
Highways	26.8	(1,621)	26.8	(1,666)
Traffic Management	18.5	(913)	17.5	(886)
Off-Street Parking	2.0	(98)	2.0	(101)
On-Street Parking	16.0	(920)	31.0	(1,308)
Drains & Sewers	8.4	(452)	8.4	(465)
Directorate	0.0	0	10.4	(967)
Vacancy Factor		162		306
	<b>207.6</b>	<b>(12,518)</b>	<b>220.7</b>	<b>(13,471)</b>
<b>Director of Open Spaces</b>				
Tower Bridge Operational	31.6	(1,442)	31.5	(1,469)
	<b>31.6</b>	<b>(1,442)</b>	<b>31.5</b>	<b>(1,469)</b>
<b>Total P&amp;T Committee</b>	<b>239.2</b>	<b>(13,960)</b>	<b>252.2</b>	<b>(14,940)</b>

## Bridges Repairs, Maintenance and Major Works

11. The functions relating to the control, maintenance and repair of the five City river bridges (delegated to Planning & Transportation Committee) is exercised in the City's capacity as trustee of Bridge House Estates (BHE). The main purpose of the BHE charity is the maintenance and support of the bridges. In considering whether or not to expend funds of the BHE, the City Corporation as sole trustee of the charity must ensure expenditure is in furtherance of the charitable purposes and BHE is compliant with the duties on the City as trustee (including to act in the best interests of the charity). See Appendix 4 for a summary of the principal duties and responsibilities of charity trustees.
12. The City as trustee has established a designated fund to meet expenditure on repair, maintenance and works on the bridges, known as the BHE Bridges Repairs Fund. It is operated to provide sufficient resources to meet maintenance costs of the five bridges over a period of 50 years. In accordance with the management of the Fund, the schemes have been reviewed and updated in the 50 year projections to 2069/70. These are shown in Appendix 5.
13. Designated funds relevant to the BHE bridges are now managed as follows:

- Bridges Repairs – representing funds required to maintain the bridges for the next 5 years. The balance held at each financial year-end will be adjusted in line with the maintenance reports provided by the specialist structural engineers contracted by DBE to advise on matters relating to the Bridges owned by DBE, to ensure sufficient funds have been ring fenced.
- Bridges Replacement - representing funds set aside for the future rebuild of the bridges, based on the present value of estimated future costs and adjusted for increases in construction costs.

14. The value of the above designated funds as at 31 March 2019 was:

- Bridges Repairs £34,022,200
- Bridges Replacement £104,635,247

15. A summary of the works projection is shown below in Table 3. The proposed works are considered to be within the purposes of BHE.

<b>Table 3:</b>	
<b>Bridges Repairs, Maintenance and Major 50 Year Works Projection to 2069/70</b>	
	<b>£'000</b>
Planned expenditure (inflated at 2% pa):	
• Blackfriars Bridge	(52,868)
• Southwark Bridge	(44,668)
• London Bridge	(29,458)
• Millennium Bridge	(33,496)
• Tower Bridge	(142,352)
<b>Forecast Works as at 31 March 2070</b>	<b>(302,842)</b>

16. Within the budgets provided for you as part of the overall Bridges Repairs Fund, there are a number of projects which are currently classed as Supplementary Revenue Projects (SRP) which will have to go through the gateway process.

The forthcoming projects which may be required are summarised in Table 4 below.

<b>Table 4</b>	<b>Project</b>	<b>Budget £'000</b>	<b>Starting Date</b>
Blackfriars Bridge	Parapet repairs /Painting	8,579	2019/20-2022/23
Southwark Bridge	Approach Spans Refurbishment	2,044	2020/21-2021/22
	Footway Strengthening	1,330	2021/22-2022/23
London Bridge	Bearing replacement/Waterproofing	5,049	2020/21
	Scour Protection	663	2020/21
Millennium Bridge	Cable re-tensioning (if required)	459	2021/22
Tower Bridge	High Voltage System Replacement	5,255	2019/20-2021/22
	Hydraulic Power Pack Replacement	1,173	2019/20-2020/21
	Domestic/Foul Water Drainage	500	2022/23
	Sprinkler System Replacement	3,000	2022/23
	Paint Touch-up	4,250	2021/22-2023/24
	Service Cover Duct Replacement	501	2020/21-2021/22
All Bridges	River Camera Projects	352	2020/21(TBC)



## **Draft Capital and Supplementary Revenue Budgets**

17. The latest estimated costs for the Committee's current capital and supplementary revenue projects are summarised in Appendix 6.
18. Pre-implementation costs comprise feasibility and option appraisal expenditure which has been approved in accordance with the project procedure, prior to authority to start work.
19. It should be noted that the figures exclude the indicative costs of schemes which have not yet received authority to start work, such as the capital costs of implementing the Holborn/Snow Hill pipe subways scheme or Bridges' waterproofing projects.
20. The latest Capital and Supplementary Revenue Project forecast expenditure on approved schemes will be presented to the Court of Common Council for formal approval in March 2020.

## **Annual Capital Bid Process**

21. The following qualifying bids were approved by Resource Allocation Sub Committee in December 2019. These projects will now progress through the Gateway approval process:
  - London Wall Car Park Joints & Waterproofing £2.0M
  - Lindsay Street Bridge Strengthening £5.0M
  - Dominant House Footbridge £1.078M
  - London Wall Car Park Fire Safety Works £1.370M
  - Fire Safety Works in Car Parks £1.0.32M
22. The following capital bids are subject to further information requests by Resource Allocation Sub Committee, before a final decision is made:
  - Bank Junction Transformation £4.0M
  - Culture Mile Implementation Phase 1 £0.685M
  - Temple Area Managed Access & Traffic Review £2.0M
  - St Pauls Gyratory Removal £30.0M

## Draft final high-level summary Business Plan for 2020/21 – Department of the Built Environment

23. This report presents, at Appendix 7, the draft final high-level summary Business Plan for 2020/21 for the Department of the Built Environment.

24. This section outlines the following:

- the factors taken into consideration in compiling the Business Plan,
- how the 2020/21 efficiency target will be delivered,
- which activities will be reduced or stopped, and
- initiatives, programmes and projects identified through the Fundamental Review to be developed and delivered along with the expected timescales for doing so.

25. The Business Plan continues to be based on delivering the Department's vision of *Creating and facilitating the leading future world class city*. The DBE Business Plan contains eight aims and objectives which support the City's Corporate Plan and contribute to the success of corporate aims and outcomes.

26. The Department has compared its activities against the Corporate Plan's twelve corporate outcomes. The table below shows that over half of DBE activities contribute to corporate outcomes 10, 11 and 12. More details can be found in the high level business plan at Appendix 7.

<b>Corporate Outcomes</b>	
11. We have clean air, land and water and a thriving and sustainable natural environment	20%
10. We inspire enterprise, excellence, creativity and collaboration	17%
12. Our spaces are secure, resilient and well-maintained	17%

27. Significant work is being carried out across the Department to improve our performance and outcome monitoring databases. This will enable better monitoring of the Department's impact on business plan and corporate outcomes and improved reporting to Members.

28. As part of the Fundamental Review, a benchmarking exercise in collaboration with other Local Authorities will review the Parking Ticket Office to ensure we are providing an efficient service and that our systems are fit for purpose.

29. The DBE budget has been reduced to include a 2% efficiency saving which will be achieved by increased income targets, efficiencies and avoided costs:

- Increased income, reviewing fees in line with Financial Regulations
- Increased staff vacancy factor, review on all vacancies and
- Recommissioning and realigning of divisional work programmes to focus on the Corporate Plan aims and outcomes.

30. DBE will achieve its savings commitments. Savings, budgeting and reviews remain on all management agendas and continue to be a priority for the SLT. By working closely with colleagues in the Chamberlains team, SLT will continue to adjust budgets as needed to address changing business constraints and opportunities.
31. Fees and charges are reviewed biennially to ensure they remain competitive (benchmarked) and cover costs of delivery. Such reviews, in line with the Fundamental Review and Financial Regulations, are included in our budget forecasting for 2020/21 and will be brought to committee for approval. The Department is also reviewing its approach to traffic enforcement and toilet provision as part of the Fundamental Review process.
32. The Department's major activities in 2020/21 will include preparing and delivering on our key strategies, providing an excellent service to our customers and the public, strengthening our resilience to risks from natural and man-made threats, supporting the major projects and the agreed capital programme, ensuring that our staff and departmental structures are fit for the future.
33. The Department will be bringing to committee several key strategies during 2020 and 2021 to help deliver its corporate and business priorities including the Climate Action Strategy, Local Plan, Riverside Strategy and Waste Strategy.
34. Implementation of the Transport Strategy will be a key focus bringing about change in the public realm, and work is being done by officers to ensure our portfolio of projects is aligned to the Transport Strategy, and our Corporate and Departmental priorities.

### **Draft final high-level summary Business Plan for 2020/21 – Open Spaces Department**

35. The draft business plan priorities for 2020/21 for Tower Bridge Operational Service area covered by this Committee, is contained within a separate report in the higher-level business plan reported to Open Spaces Committee and Culture Heritage and Libraries Committee.

### **Corporate & Strategic Implications**

36. Collaboration with other departments continue to offer efficiency benefits. DBE is in collaboration with Markets and Consumer Protection concerning procurement of replacement software to support both planning and environmental health services delivery including enhanced mobile working by officers off site. Such innovation accords with Corporate Plan action 9b.

## **Public sector equality duty**

37. DBE continues to factor equalities responsibilities into all its Business Plan proposals. We are conducting Equality, Diversity and Inclusion self-assessments which will enable a local action plan which is better aligned to the Corporate E&I Plan.
38. Together with colleagues in HR we will be looking at recruitment to ensure all our recruitment adverts are free of gendered language as well as increasing the number of female identifying staff in the department and BAME staff at higher grades.

## **Resourcing implications**

39. The Departmental Workforce Plan has been updated to capture current and foreseeable workforce issues, as well as to ensure the department and staff are 'fit for the future'.

## **Conclusion**

40. This report presents the budget estimates and final high-level summary Business Plans for 2020/21 for the Department of the Built Environment for Members to consider and approve.

## **Appendices**

- Appendix 1 – Committee Summary Budget – by Risk, Fund and Chief Officer
- Appendix 2 – 2019/20 Original Budget to 2019/20 Latest Budget
- Appendix 3 – 2019/20 Latest Budget to 2020/21 Original Budget
- Appendix 4 - Summary of Charity Trustee's Role
- Appendix 5 - Bridges Repairs, Maintenance and Major works 50 Year Programme
- Appendix 6 – Draft Capital and Supplementary Revenue Budgets
- Appendix 7 – Final high-level summary Business Plan 2020/21 – Department of the Built Environment

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## Committee Summary Budget – by Risk, Fund and Chief Officer

Analysis by Service: City Fund and Bridge House Estates by Chief Officer	Original Budget 2019/20 £'000	Latest Budget 2019/20 £'000	Original Budget 2020/21 £'000
<b>CITY FUND</b>			
<b>Director of Built Environment</b>			
Town Planning	(2,630)	(2,834)	(2,834)
Transportation Planning	(778)	(654)	(611)
Road Safety	(432)	(432)	(399)
Street Scene	(70)	(70)	(70)
Building Control	(275)	(304)	(488)
Structural Maintenance/Inspections	(501)	(506)	(513)
Highways	(3,108)	(3,230)	(3,152)
Traffic Management	1,256	1,253	1,412
Off Street Parking	410	298	431
On Street Parking	(3,356)	(3,398)	(3,933)
Drains & Sewers	(239)	(230)	(240)
Contingency	162	0	306
Built Environment Directorate	0	(1,226)	(1,172)
<b>LOCAL RISK</b>	<b>(9,561)</b>	<b>(11,333)</b>	<b>(11,263)</b>
<b>City Surveyor – All Services</b>	<b>(1570)</b>	<b>(1,271)</b>	<b>(1,360)</b>
<b>TOTAL LOCAL RISK</b>	<b>(11,131)</b>	<b>(12,604)</b>	<b>(12,623)</b>
<b>CENTRAL RISK</b>			
<b>Director of Built Environment</b>			
Town Planning	660	690	660
Structural Maintenance/Inspections	60	60	60
Highways	2,319	2,314	2,314
Off Street Parking	266	224	515
On Street Parking	3,689	3,736	4,253
Contingency	(15)	(15)	(15)
<b>TOTAL CENTRAL RISK</b>	<b>6,979</b>	<b>7,009</b>	<b>7,787</b>
<b>BRIDGE HOUSE ESTATES</b>			
<b>Director of Built Environment</b>			
Bridges	(262)	(270)	(275)
<b>Director of Open Spaces</b>			
Tower Bridge Operational	(1,743)	(1,772)	(1,806)
<b>TOTAL LOCAL RISK</b>	<b>(2,005)</b>	<b>(2,042)</b>	<b>(2,081)</b>
Bridges	(1,242)	(125)	(92)
<b>TOTAL CENTRAL RISK</b>	<b>(1,242)</b>	<b>(125)</b>	<b>(92)</b>
<b>TOTAL SUPPORT SERVICES AND CAPITAL CHARGES</b>	<b>(12,585)</b>	<b>(12,636)</b>	<b>(12,373)</b>
<b>COMMITTEE TOTAL NET EXPENDITURE</b>	<b>(19,984)</b>	<b>(20,398)</b>	<b>(19,382)</b>

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## APPENDIX 2

<b>Latest Revenue Budget 2019/20</b>	Local or Central Risk	Original Budget 2019/20 £'000	Latest Budget 2019/20 £'000	Movement Better/ (Worse) £'000	Para Ref
<b>Analysis of Service Expenditure</b>					
<b>Expenditure</b>					
Employees	L	(13,840)	(14,818)	(978)	1
Employees	C	(120)	(120)	0	
Premises Related Expenses	L	(5,789)	(6,340)	(551)	2
Premises Related Expenses	C	(1,173)	0	1,173	3
City Surveyor – Repairs & Maintenance	L	(1,570)	(1,271)	299	4
Transport Related Expenses	L	(28)	(30)	(2)	
Supplies & Services	L	(1,134)	(2,541)	(1,407)	5
Supplies & Services	C	(672)	(602)	70	6
Third Party Payments	L	(4,090)	(4,090)	0	
Third Party Payments	C	(173)	(443)	(270)	7
Contingencies	C	(15)	(15)	0	
Transfer to Reserve	C	(11,467)	(10,605)	862	8
Capital Charges	C	(44)	(445)	(401)	9
<b>Total Expenditure</b>		<b>(40,115)</b>	<b>(41,320)</b>	<b>(1,205)</b>	
<b>Income</b>					
Grants, Reimbursements & Contributions	L	205	1,334	1,129	10
Grants, Reimbursements & Contributions	C	0	405	405	9
Customer, Client Receipts	L	9,288	9,288	0	
Customer, Client Receipts	C	16,825	16,209	(616)	11
Transfer from Reserves	C	2,516	2,440	(76)	12
Recharges to Capital Projects	L	3,822	3,822	0	
Recharges to Capital Projects	C	60	60	0	
<b>Total Income</b>		<b>32,716</b>	<b>33,558</b>	<b>842</b>	
<b>Total Expenditure/(Income)</b>		<b>(7,399)</b>	<b>(7,762)</b>	<b>(363)</b>	
<b>Recharges</b>					
Central Support & Capital Charges		(11,364)	(12,584)	(1,220)	13
Recharges within Fund		(912)	282	1,194	14
Recharges Across Funds		(309)	(334)	(25)	
<b>Total Recharges</b>		<b>(12,585)</b>	<b>(12,636)</b>	<b>(51)</b>	
<b>TOTAL NET EXPENDITURE/(INCOME)</b>		<b>(19,984)</b>	<b>(20,398)</b>	<b>(414)</b>	

### Notes:

1. Transfer of DBE Directorate budget from PHES Committee to P&T Committee (£813k) and allocations for apprentice costs (£105k) and contribution pay (£62k) from central pots.
2. Increase relates to Local Implementation Plan Programme (£194k) and street scene works (£111k), which are fully offset by matching income contributions (see para 10). Further increases relate to energy inflation (£126K), transitional rates relief adjustment (£53k), Baynard House capital bid funding (£37k) and carry forward from 2018/19 for Highways works (£30k).
3. Reduction in contributions to the Bridges Repairs, Maintenance and Major Works Fund following the BHE governance review £1.143M.
4. Changes to phasing of the Cyclical Works Programme (CWP), delivered by the City Surveyor's.

5. Increase relates to:
  - Local Implementation Plan Programme (£528k) and street scene works (£243k), which are fully offset by matching income contributions (see para 10).
  - Changes in the recharging of internal legal fees which are now met by local risk budgets (£332k).
  - Transfer of DBE Directorate budget from PHES Committee to P&T Committee (£238k)
  - Carry forward from 2018/19 for ANPR cameras (£38k).
6. Budget transfer to third party payments £100k (para 7) for pay by phone contract costs, partly offset by increase for costs relating to the London Bridge Inquiry (£30k).
7. Budget transfer from supplies & services (Para 6) for pay by phone contract costs (£100k) and additional enforcement contract costs to recruit and train staff prior to commencement of the “Traffic Restriction Enforcement through improved camera technology, including Beech Street Zero Emission Zone” (£170k).
8. Decrease in transfers to Parking reserves due to shortfall in PCN income.
9. Increase relates to revenue expenditure funded from capital under statute for 100 Bishopsgate, Crossrail Farringdon East Urban Integration and Crown Place, spend is offset by matching contribution income £405k.
10. Contribution from TfL for Local Implementation Plan Programme (£773k) and street scene works third party contributions (£358k).
11. Decrease is mainly due to shortfall in PCN income (£895k), which has been offset by an increase in parking meter income £250k.
12. Decrease in transfer from Parking reserves required to Off Street Parking, due to reduced net operating costs at the car parks, largely due to changes to phasing of CWP.
13. Increase in capital charges, relates mostly to increase in highway infrastructure asset depreciation costs (£1.112M).
14. Increase due to transfer of DBE Directorate recharge budget from PHES Committee to P&T Committee.



## APPENDIX 3

<b>Latest Revenue Budget 2020/21</b>	Local or Central Risk	Latest Budget 2019/20 £'000	Original Budget 2020/21 £'000	Movement Better/ (Worse) £'000	Para Ref
<b>Analysis of Service Expenditure</b>					
<b>Expenditure</b>					
Employees	L	(14,818)	(14,512)	306	1
Employees	C	(120)	(428)	(308)	2(i)
Premises Related Expenses	L	(6,340)	(5,895)	445	3
Premises Related Expenses	C	0	(30)	(30)	
City Surveyor – Repairs & Maintenance	L	(1,271)	(1,360)	(89)	4
Transport Related Expenses	L	(30)	(24)	6	
Supplies & Services	L	(2,541)	(2,228)	313	5
Supplies & Services	C	(602)	(1,181)	(579)	2(ii),6
Third Party Payments	L	(4,090)	(4,263)	(173)	7
Third Party Payments	C	(443)	(585)	(142)	2(iii),8
Contingencies	C	(15)	(15)	0	
Transfer to Reserve	C	(10,605)	(17,353)	(6,748)	2(iv),9
Capital Charges	C	(445)	(262)	183	10
<b>Total Expenditure</b>		<b>(41,320)</b>	<b>(48,136)</b>	<b>(6,816)</b>	
<b>Income</b>					
Grants, Reimbursements & Contributions	L	1,334	209	(1,125)	11
Grants, Reimbursements & Contributions	C	405	225	(180)	10
Customer, Client Receipts	L	9,288	9,534	246	12
Customer, Client Receipts	C	16,209	24,503	8,294	2(iv),9
Transfer from Reserves	C	2,440	2,761	321	13
Recharges to Capital Projects	L	3,822	3,835	13	
Recharges to Capital Projects	C	60	60	0	
<b>Total Income</b>		<b>33,558</b>	<b>41,127</b>	<b>7,569</b>	
<b>Total Expenditure/(Income)</b>		<b>(7,762)</b>	<b>(7,009)</b>	<b>753</b>	
<b>Recharges</b>					
Central Support & Capital Charges		(12,584)	(12,321)	263	14
Recharges within Fund		282	284	2	
Recharges Across Funds		(334)	(336)	(2)	
<b>Total Recharges</b>		<b>(12,636)</b>	<b>(12,373)</b>	<b>263</b>	
<b>TOTAL NET EXPENDITURE/(INCOME)</b>		<b>(20,398)</b>	<b>(19,382)</b>	<b>1,016</b>	

### Notes:

1. Introduction of a departmental vacancy factor including Fundamental Review savings of £200k after allowing for incremental and inflationary increases.
2. Fundamental Review budget adjustment for "Traffic Restriction Enforcement through improved camera technology, including Beech St Zero Emission Zone".
  - i. Increased staff costs for Parking Ticket Office (£428k) offset by funding transfer to local risk as part of Bank on Safety Scheme which is now part of business as usual £120k
  - ii. One-off costs for cameras (£954k)
  - iii. On-going contract costs (£380k) and removal of one-off contract costs to recruit and train staff prior to commencement of works £170k
  - iv. Enforcement income £8.973M

3. Decrease relates to removal of the 2019/20 Local Implementation Plan Programme £194k and street scene works £111k, which are fully offset by a reduction in the matching income contributions (para 11). Further decreases relate to energy costs £88k and removal of one-off budget relating to carry forward monies from 2018/19 for Highways works £30k.
4. Changes to phasing of the Cyclical Works Programme.
5. Decrease relates to:
  - Removal of 2019/20 Local Implementation Plan Programme £528k and street scene works £243k, which are fully offset by a reduction in the matching income contributions (para 11).
  - Removal of one-off carry forward from 2018/19 for ANPR cameras £38k.
  - Transfer of (£337k) from central risk as part of Bank on Safety Scheme now part of business as usual (para 6).
  - One-off costs relating to Fundamental Review for review of Planning Obligations Funding requirements and CIL changes on developments (£130k).
6. Increase in supplies & services, see paragraph 2(ii). Offset by transfer in budget from central risk as part of Bank on Safety Scheme which is now part of business as usual £345k.
7. Uplift in contract costs including London Living Wage increases for On-Street parking and Off-Street parking.
8. Increase in third party payments, see paragraph 2(iii) (£380k) and increase in pay by phone contract costs (£100k). Offset by transfer in budget from central risk as part of Bank on Safety Scheme which is now part of business as usual £173k and see paragraph 2(iii) £170k.
9. Increase in transfer to Parking reserves after allowing for net operational costs increases in On Street parking and increase in enforcement income see paragraph 2(iv).
10. Decrease relates to revenue expenditure funded from capital under statute, this is offset by reduction in matching contribution income £180k.
11. Reduction relates to removal of the 2019/20 contribution for Local Implementation Plan Programme (£773k) and street scene works (£358k).
12. Increase in income from Fundamental Review relating to planning pre-application and post application charges £150k, Highway fee charges £120k and Statement of Significance fee £25k.
13. Increase in transfer from Parking reserves required to Off Street Parking, due to increase in net operating costs at the car parks, largely due to changes to phasing of CWP.
14. Decrease in support services recharges due to changes in the cost and allocation of central departments.

## Summary of Charity Trustees' role

The City Corporation, acting through the Court of Common Council and committees to which functions of the Bridge House Estates Charity have been delegated, is the sole trustee of the Charity. Therefore all Members of the Court (or those committees) collectively, perform that role. All Charity trustees must always act in the best interests of the Charity and manage any conflicts of interest or loyalty accordingly. When Members of the Court (at the Court itself or across committees) are dealing with business associated with the Charity, they must ensure that the best interests of the Charity are paramount.

The City Corporation, as trustee of Bridge House Estates has the following main duties:-

1. To ensure the charity is carrying out its purposes for the public benefit.
2. To comply with the charity's governing documents and the law.
3. To act in the charity's best interests.
4. To manage the charity's resources responsibly.
5. To act with reasonable care and skill.
6. To ensure the charity is accountable.

The courts have developed principles of trustee decision-making which trustees should be able to show that they have followed. These are that in making decisions about the charity, trustees must:

1. act within their powers (i.e. consistent with the charity's objects and powers.)
2. act in good faith, and only in the interests of the charity.
3. make sure they are sufficiently informed, taking any advice they need.
4. take account of all relevant factors.
5. ignore any irrelevant ones.
6. manage conflicts of interest.
7. make decisions that are within the range of decisions that a reasonable trustee body could make in the circumstances.

While the City Corporation is acting in its general corporate capacity as trustee of Bridge House Estates, the Charity Commission's guidance for Local authorities acting as a charitable Trustee is helpful in providing clarification where an organisation must balance its competing duties and interests (available on their website at :

<https://www.gov.uk/government/publications/local-authorities-as-charity-trustees> ); as is the Charity Commission's Conflicts of Interest Guidance, CC29 (also available on their website at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/343408/CC29-PDF.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/343408/CC29-PDF.pdf) )

The report presented to Court of Common Council on 16 January 2014 entitled "The role of the City of London Corporation as Trustee of the Bridge House Estates" clarifies the distinct functions and responsibilities of Committees that conduct business relating to the Charity as they existed at the time, and is listed as a background document to this report.

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## BRIDGES REPAIRS, MAINTENANCE AND MAJOR WORKS 50 YEAR PROGRAMME

## APPENDIX 5

Bridge	Category	REVISED 2019/20 £'000	REVISED 2020/21 £'000	REVISED 2021/22 £'000	REVISED 2022/23 £'000	REVISED 2023/24 £'000	REVISED 2024/25 £'000	REVISED 2025/26 £'000	REVISED 2026/27 £'000	REVISED 2027/28 £'000	REVISED 2028/29 £'000	Later Years to 2070 £'000	50 years £'000
Blackfriars	Building main	(1,800)	(104,900)	(1,900)	(1,900)	(1,900)	(1,900)	(3,200)	(1,900)	(1,900)	(1,900)	(164,796)	(287,996)
Blackfriars	Floodlighting	(5,000)	(5,100)	(5,000)	(10,400)	(5,000)	(5,000)	(5,000)	(5,000)	(10,400)	(5,000)	(2,227,492)	(2,288,392)
Blackfriars	Street lighting	(35,700)	(5,800)	(2,500)	(3,400)	(2,500)	(2,500)	(3,500)	(3,400)	(2,500)	(2,500)	(571,436)	(635,736)
Blackfriars	Electrical	(116,000)	(20,900)	(20,500)	(20,500)	(20,500)	(20,500)	(20,500)	(26,000)	(20,500)	(20,500)	(1,332,821)	(1,639,221)
Blackfriars	Inspections	(5,000)	(2,000)	(5,000)	(2,000)	(5,000)	(20,500)	(45,000)	(278,700)	(5,000)	(2,000)	(754,202)	(1,124,402)
Blackfriars	Painting	(80,000)	(2,550,000)	(3,000,000)	(2,500,000)	0	0	0	0	0	0	(14,066,449)	(22,196,449)
Blackfriars	Civil/Structural	(8,300)	(457,100)	(14,600)	(28,100)	(8,100)	(658,100)	(58,100)	(8,100)	(8,100)	(8,100)	(20,512,830)	(21,769,530)
Blackfriars	Inclinor	(7,100)	(7,100)	(7,000)	(27,000)	(23,000)	(7,000)	(7,000)	(7,000)	(57,000)	(7,000)	(2,770,072)	(2,926,272)
<b>Blackfriars</b>	<b>All Categories</b>	<b>(258,900)</b>	<b>(3,152,900)</b>	<b>(3,056,500)</b>	<b>(2,593,300)</b>	<b>(66,000)</b>	<b>(715,500)</b>	<b>(142,300)</b>	<b>(330,100)</b>	<b>(105,400)</b>	<b>(47,000)</b>	<b>(42,400,100)</b>	<b>(52,868,000)</b>
Southwark	Building main	(2,600)	(60,000)	(2,600)	(3,700)	(2,600)	(2,900)	(2,900)	(2,600)	(12,600)	(2,600)	(275,659)	(370,759)
Southwark	Floodlighting	(5,000)	(5,100)	(5,000)	(5,000)	(6,200)	(5,000)	(5,000)	(5,000)	(5,000)	(96,200)	(2,451,613)	(2,594,113)
Southwark	Street lighting	(2,600)	(2,600)	(3,500)	(2,500)	(3,400)	(2,500)	(2,500)	(3,500)	(2,500)	(2,500)	(602,055)	(630,155)
Southwark	Electrical	(3,900)	(3,900)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(3,800)	(416,570)	(454,770)
Southwark	Inspections	(3,700)	(5,100)	(26,000)	(10,000)	(3,600)	(5,000)	(3,600)	(6,500)	(46,000)	(10,000)	(696,411)	(815,911)
Southwark	Painting	0	0	0	(100,000)	(500,000)	0	0	0	0	0	(10,346,942)	(10,946,942)
Southwark	Civil/Structural	(6,100)	(516,100)	(106,000)	(1,235,600)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(985,600)	(18,766,509)	(21,645,909)
Southwark	Park Street Bridge/approaches	(1,000)	(204,000)	(1,842,900)	0	(1,000)	0	(1,000)	0	(52,900)	(120,000)	(4,986,642)	(7,209,442)
<b>Southwark</b>	<b>All Categories</b>	<b>(24,900)</b>	<b>(796,800)</b>	<b>(1,989,800)</b>	<b>(1,360,600)</b>	<b>(526,600)</b>	<b>(25,200)</b>	<b>(24,800)</b>	<b>(27,400)</b>	<b>(128,800)</b>	<b>(1,220,700)</b>	<b>(38,542,400)</b>	<b>(44,668,000)</b>
London	Building main	(2,500)	(90,600)	(2,500)	(2,500)	(2,500)	(2,500)	(2,900)	(2,500)	(2,500)	(2,500)	(225,076)	(338,576)
London	Floodlighting	(5,000)	(5,100)	(5,000)	(5,000)	(6,600)	(5,000)	(5,000)	(5,000)	(6,600)	(5,000)	(3,004,874)	(3,058,174)
London	Street lighting	(2,000)	(2,000)	(4,100)	(2,000)	(4,100)	(2,000)	(2,000)	(4,100)	(2,000)	(4,100)	(550,027)	(578,427)
London	Electrical	(13,500)	(13,500)	(13,200)	(14,400)	(13,200)	(13,200)	(13,200)	(13,200)	(14,400)	(13,200)	(1,002,047)	(1,137,047)
London	Inspections	(2,200)	(47,600)	(2,200)	(3,900)	(2,200)	(13,200)	(2,200)	(3,900)	(2,200)	(3,900)	(570,751)	(654,251)
London	Access/Lifts	(19,300)	(28,700)	(28,200)	(7,000)	(7,000)	(19,000)	(7,000)	(7,000)	(7,000)	(7,000)	(784,446)	(921,646)
London	Civil/Structural	(1,663,100)	(4,060,600)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(6,000)	(506,000)	(13,562,716)	(19,834,416)
London	Approach Vaults	(3,600)	0	(3,500)	0	(9,300)	0	(3,500)	0	(3,500)	0	(2,814,576)	(2,837,976)
London	Duke St Hill Footbridge	(5,200)	0	(1,000)	0	(1,000)	0	(5,100)	0	(1,000)	0	(84,188)	(97,488)
<b>London</b>	<b>All Categories</b>	<b>(1,716,400)</b>	<b>(4,248,100)</b>	<b>(65,700)</b>	<b>(40,800)</b>	<b>(51,900)</b>	<b>(60,900)</b>	<b>(46,900)</b>	<b>(41,700)</b>	<b>(45,200)</b>	<b>(541,700)</b>	<b>(22,598,700)</b>	<b>(29,458,000)</b>
Millennium	Building main	(3,400)	(475,700)	(31,400)	(3,300)	(409,300)	(3,300)	(3,300)	(253,300)	(3,300)	(3,300)	(5,348,806)	(6,538,406)
Millennium	Floodlighting	(5,000)	(5,100)	(5,000)	(10,600)	(5,000)	(5,000)	(5,000)	(5,000)	(10,600)	(5,000)	(3,499,397)	(3,560,697)
Millennium	Electrical	(67,300)	(7,900)	(7,700)	(7,700)	(7,700)	(7,700)	(7,700)	(7,700)	(7,700)	(7,700)	(1,128,863)	(1,265,663)
Millennium	Painting	0	0	0	0	0	0	0	(100,000)	(1,900,000)	0	(6,505,797)	(8,505,797)
Millennium	Inclinor	(37,700)	(47,900)	(37,000)	(137,000)	(837,000)	(53,000)	(37,000)	(37,000)	(37,000)	(37,000)	(8,512,306)	(9,809,906)
Millennium	Struct/Inspections	(61,600)	(524,300)	(26,000)	(36,000)	(21,000)	(36,000)	(21,000)	(89,000)	(26,000)	(36,000)	(2,938,631)	(3,815,531)
<b>Millennium</b>	<b>All Categories</b>	<b>(175,000)</b>	<b>(1,060,900)</b>	<b>(107,100)</b>	<b>(194,600)</b>	<b>(1,280,000)</b>	<b>(105,000)</b>	<b>(74,000)</b>	<b>(492,000)</b>	<b>(1,984,600)</b>	<b>(89,000)</b>	<b>(27,933,800)</b>	<b>(33,496,000)</b>
Tower	Building main	(284,500)	(503,600)	(295,700)	(809,800)	(695,500)	(330,400)	(1,895,200)	(293,700)	(253,300)	(490,400)	(33,791,549)	(39,643,649)
Tower	Floodlighting	(20,400)	(20,400)	(267,100)	(20,000)	(20,000)	(20,000)	(20,000)	(27,100)	(20,000)	(20,000)	(4,877,425)	(5,332,425)
Tower	Street lighting	(60,900)	(6,100)	(6,000)	(6,000)	(6,000)	(8,200)	(6,000)	(6,000)	(6,000)	(6,000)	(1,295,689)	(1,412,889)
Tower	Electrical	(696,400)	(3,752,000)	(2,582,000)	(1,600)	(22,800)	(45,400)	(1,600)	(1,600)	(31,600)	(1,600)	(6,924,180)	(14,060,780)
Tower	Alarms/CCTV	(100,500)	(49,500)	(48,500)	(3,048,500)	(98,500)	(78,500)	(48,500)	(48,500)	(48,500)	(48,500)	(6,907,450)	(10,525,450)
Tower	Inspections	(5,100)	(14,200)	(5,000)	(50,000)	(10,000)	(3,900)	(5,000)	(3,900)	(5,000)	(50,000)	(1,044,727)	(1,196,827)
Tower	Lifts/Access	(84,600)	(119,200)	(114,500)	(61,500)	(123,500)	(334,500)	(318,600)	(88,500)	(77,500)	(59,500)	(9,877,523)	(11,259,423)
Tower	Heating	0	0	(25,000)	(25,000)	0	0	(5,000)	(5,000)	0	0	(5,717,674)	(5,777,674)
Tower	Bridge ops sys	(22,000)	(234,800)	(457,700)	(103,700)	(1,600)	(3,700)	(20,200)	(3,700)	(1,600)	(3,700)	(1,129,474)	(1,982,174)
Tower	Painting	0	0	(50,000)	(200,000)	(4,000,000)	0	0	0	0	0	(24,958,465)	(29,208,465)
Tower	Civil/Structural	(8,300)	(110,300)	(458,100)	(8,100)	(8,100)	(8,100)	(8,100)	(8,100)	(24,000)	(8,100)	(9,935,047)	(10,584,347)
Tower	Bridge Admin	(140,300)	(140,300)	(137,600)	(137,600)	(147,600)	(137,600)	(137,600)	(137,600)	(137,600)	(137,600)	(9,976,695)	(11,368,095)
<b>Tower</b>	<b>All Categories</b>	<b>(1,423,000)</b>	<b>(4,950,400)</b>	<b>(4,447,200)</b>	<b>(4,471,800)</b>	<b>(5,133,600)</b>	<b>(970,300)</b>	<b>(2,465,800)</b>	<b>(623,700)</b>	<b>(605,100)</b>	<b>(825,400)</b>	<b>(116,435,900)</b>	<b>(142,352,200)</b>

Total All Bridges All Categories

(3,598,200)	(14,209,100)	(9,666,300)	(8,661,100)	(7,058,100)	(1,876,900)	(2,753,800)	(1,514,900)	(2,869,100)	(2,723,800)	(247,910,900)	(302,842,200)
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**Draft Capital and Supplementary Revenue Budgets**

<b>Project</b>	<b>Exp. Pre 01/04/19 £'000</b>	<b>2019/20 £'000</b>	<b>2020/21 £'000</b>	<b>2021/22 £'000</b>	<b>2022/23 £'000</b>	<b>2023/24 £'000</b>	<b>Later Years £'000</b>	<b>Total £'000</b>
<b>BRIDGE HOUSE ESTATES</b>								
<b>Pre-implementation</b>								
Tower Bridge: HV system replacement	(23)	(174)	(82)	(46)				(325)
Blackfriars Bridge: Parapet refurbishment	(42)	(78)						(120)
London Bridge: Waterproofing	(32)	(41)						(73)
Southwark Bridge: Waterproofing	(5)	(10)	(54)	(20)				(89)
<b>Authority to start work granted</b>								
Tower Bridge:								
Bascule re-decking	(6,567)	(34)						(6,601)
Heating system replacement	(807)	(19)						(826)
<b>TOTAL BRIDGE HOUSE ESTATES</b>	<b>(7,476)</b>	<b>(356)</b>	<b>(136)</b>	<b>(66)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(8,034)</b>

## APPENDIX 6

Area	Exp. Pre 01/04/19 £'000	2019/20 £'000	2020/21 £'000	2021/22 £'000	2022/23 £'000	2023/24 £'000	Later Years £'000	Total £'000
<b>CITY FUND</b>								
<b>Schemes above £1m:</b>								
<b>Pre-implementation</b>								
Bank Junction Improvements	(878)	(407)						(1,285)
<b>Authority to start work granted</b>								
Street Lighting Strategy	(3,135)	(1,097)	(20)					(4,252)
HVM Security Programme	(537)	(811)	(194)	(183)				(1,725)
Aldgate Bank Junction Interim Safety Scheme	(22,191)	(207)						(22,398)
Cultural hub	(1,405)	(305)	(113)					(1,823)
Barts Close	(1,148)	(451)						(1,599)
Bloomberg	(1,626)	(762)	(454)					(2,842)
Crossrail	(2,287)	(7)						(2,294)
Fleet Building & Plumtree	(2,606)	(3,611)	(1,394)	(366)				(7,977)
London Wall	(4,683)	(2,704)						(7,387)
St Pauls Area	(2,647)	(98)	(416)					(3,161)
Lime Street	(1,702)	(122)						(1,824)
Beech Street	(1,145)	(313)				(41)		(1,499)
City Way Finding Signage	(234)	(498)	(453)	(560)				(1,745)
Moor Lane Enhancement	(865)	(986)	(105)					(1,956)
	(247)			(37)	(1,087)			(1,371)
<b>Total Above £1m</b>	(47,336)	(12,379)	(3,149)	(1,146)	(1,087)	(41)	0	(65,138)
<b>Schemes below £1m:</b>								
<b>Pre-implementation</b>	(1,922)	(2,353)	(612)	0	0	0	0	(4,887)
<b>Authority to start work granted</b>	(8,540)	(3,068)	(267)	(154)	0	(110)	(3)	(12,142)
<b>Total below £1m</b>	(10,462)	(5,421)	(879)	(154)	0	(110)	(3)	(17,029)
<b>TOTAL CITY FUND</b>	<b>(57,798)</b>	<b>(17,800)</b>	<b>(4,028)</b>	<b>(1,300)</b>	<b>(1,087)</b>	<b>(151)</b>	<b>(3)</b>	<b>(82,167)</b>
<b>TOTAL PLANNING &amp; TRANSPORTATION</b>	<b>(65,274)</b>	<b>(18,156)</b>	<b>(4,164)</b>	<b>(1,366)</b>	<b>(1,087)</b>	<b>(151)</b>	<b>(3)</b>	<b>(90,201)</b>





### Our aims and objectives are

1. Promoting the construction of high quality, inspiring, adaptable and environmentally sustainable developments which attract a wide range of uses and users
2. Advancing a flexible infrastructure that adapts to increasing capacity and changing demands
3. Creating a welcoming seven-day City that is inclusive, clean, secure and accessible
4. Improving the quality and safety of the environment for businesses, workers, residents and visitors
5. Ensuring the built environment, businesses and people take action on and are resilient to climate change.
6. Enabling digital connectivity that meets changing business and lifestyle needs
7. Enabling a flourishing society and a vibrant cultural offer
8. Aligning the capital programme to complement the City's major corporate projects and the Corporate Plan outcomes

### Our major activities this year will be

- ⇒ Delivery of the Transport Strategy
- ⇒ Preparation and delivery of the Climate Action Strategy to strengthen resilience
- ⇒ Providing an excellent Service to the Development Industry, our stakeholders and the Public
- ⇒ Strengthen resilience to the risks from natural and man made threats
- ⇒ Supporting the major projects and the agreed capital programme
- ⇒ Ensuring staff skills and Departmental structures are 'Fit for the Future'
- ⇒ Implement the Fundamental Review

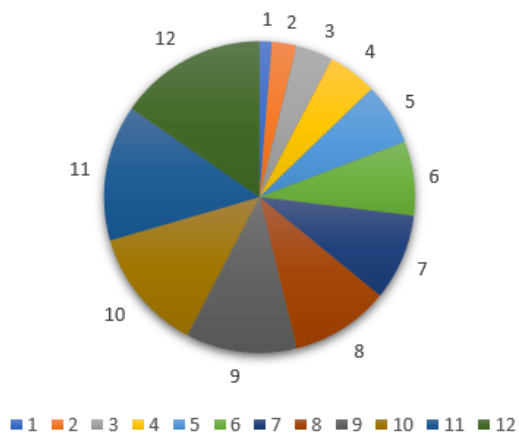
### Key stakeholders

- ⇒ Residents, Workers, & Visitors
- ⇒ Businesses, Occupiers and Developers
- ⇒ Greater London Authority
- ⇒ Transport for London
- ⇒ City Property Association
- ⇒ Government Departments

### Corporate Outcomes

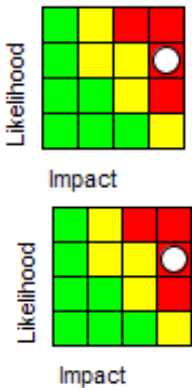
11. We have clean air, land and water and a thriving and sustainable natural environment	20%
10. We inspire enterprise, excellence, creativity and collaboration	17%
12. Our spaces are secure, resilient and well-maintained	17%

DBE workstream contributions to Corporate Plan Outcomes



### Key Risks

- Corporate
- CR20 Road Safety in the City
- CR30 Climate Action



### Plans under consideration

Change Action	Time Scales
Progress the Local Plan review through to submission to the Secretary of State to promote sustainable growth to 2036. Formal adoption due in early 2021.	Jul-20
Prepare a Climate Action Strategy to mitigate impacts of climate change on the City and to promote a Circular and Zero Carbon economy.	Jun-20
Develop a Riverside Strategy to provide a long term approach to mitigating the increased risk of river flooding in the City due to climate change.	Jan-21
Produce a new Waste Strategy which sets the City's ambitions for managing waste going forward and aligns with the Mayor of London's Environment Strategy, the Government's new Resources and Waste Strategy.	Jun-21

### Corporate Performance Measures

	Target for 20/21
Increase in office floorstock	↑4%
Reduction in motorised vehicles	↓25% by 2030
Air pollution improvement to non-dangerous levels	NO <sub>2</sub> levels to meet WHO Guidelines in over 90% of the City by 2025
Reduction in road traffic accidents (KSI)	70% against 2010-14 levels by 2030
Residual annual household waste	↓7%
Full Fibre enabled across the Square Mile	100%
Increased number of apprentices	↑5

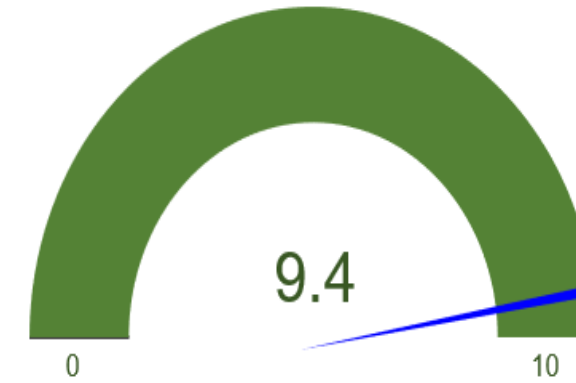
## What's changed since last year

1. Transport Strategy adopted in May 2019 with teams focussing on delivery to achieve outcomes
2. Environmental Resilience Team established to progress the preparation and delivery of a Climate Action Strategy
3. Improved digital infrastructure and connectivity including better street lighting
4. Wind microclimate guidelines published
5. New waste contract successfully implemented and monitored
6. Staff Turnover has remained steady at 12% with a slight reduction in headcount
7. The number of apprentices has increased to 17, including apprentices progressing to higher level apprenticeships

to provide advice on wind studies required to accompany planning applications

## Key Customer Feedback

Q1- Overall impression of the Building Control service – Average 9.4 out of 10



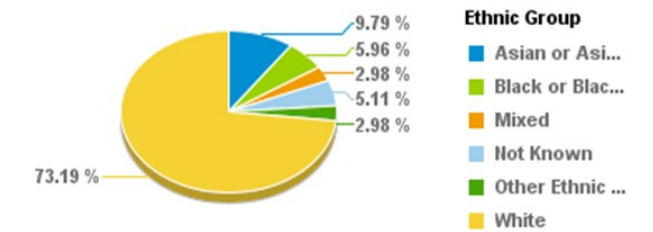
## Equalities & Inclusion

We are aiming to increase the number of female identifying staff in the department, with a corporate target of 45%.

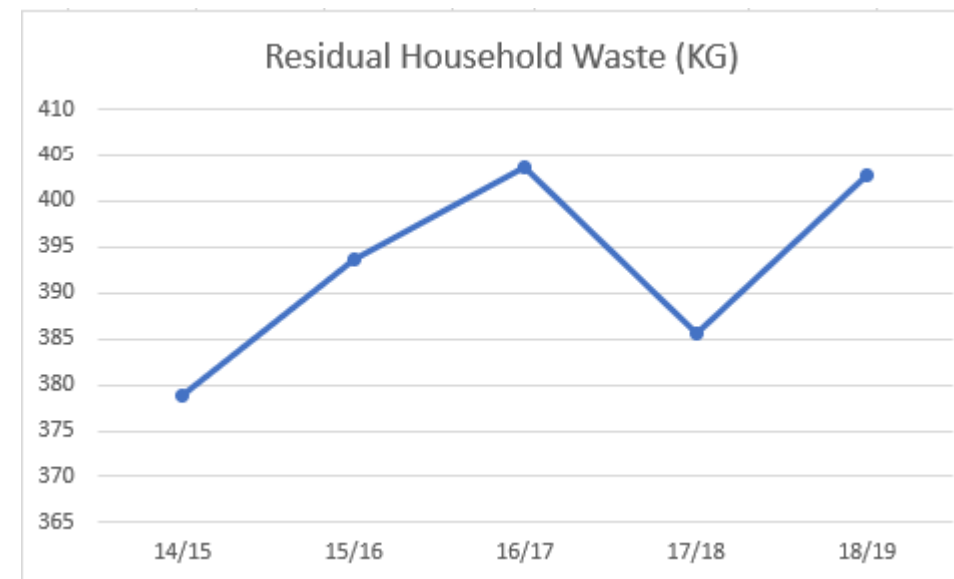
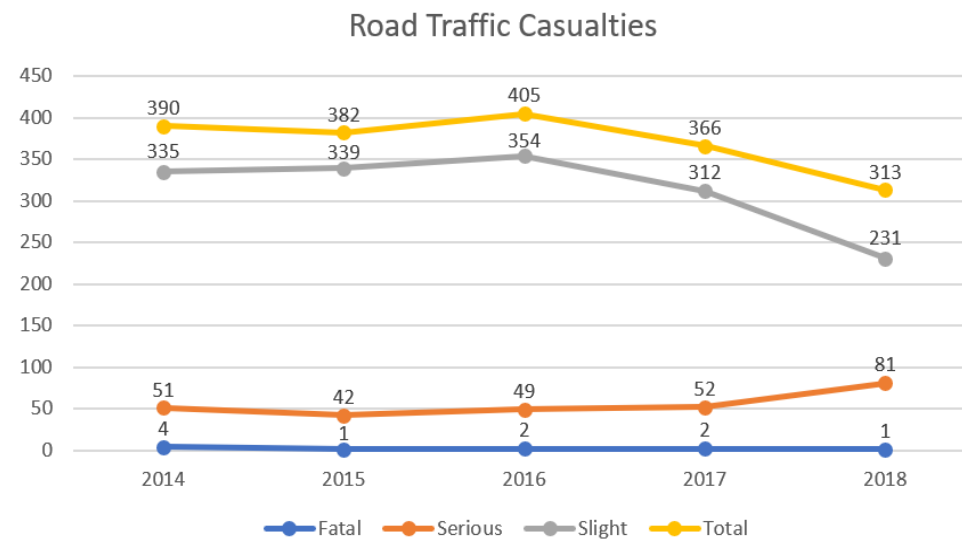
Additionally we aim to increase diversity, particularly, at higher grades.

Gender Profile

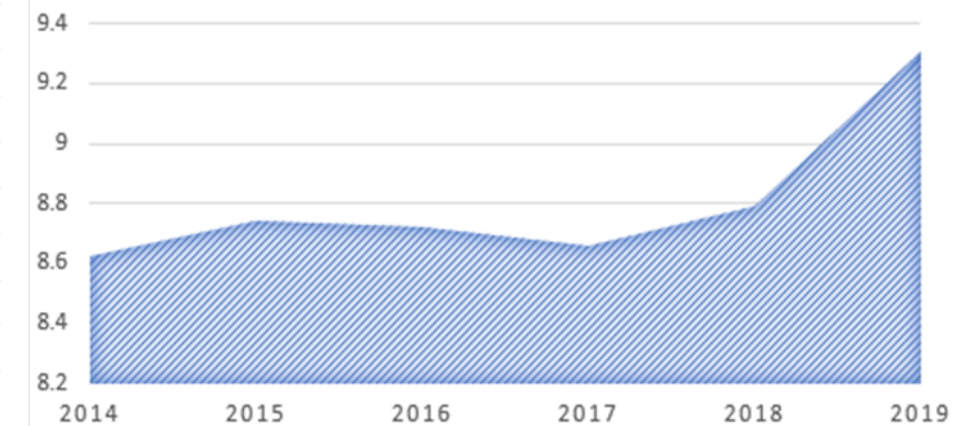
Female	Male
40.34%	59.66%



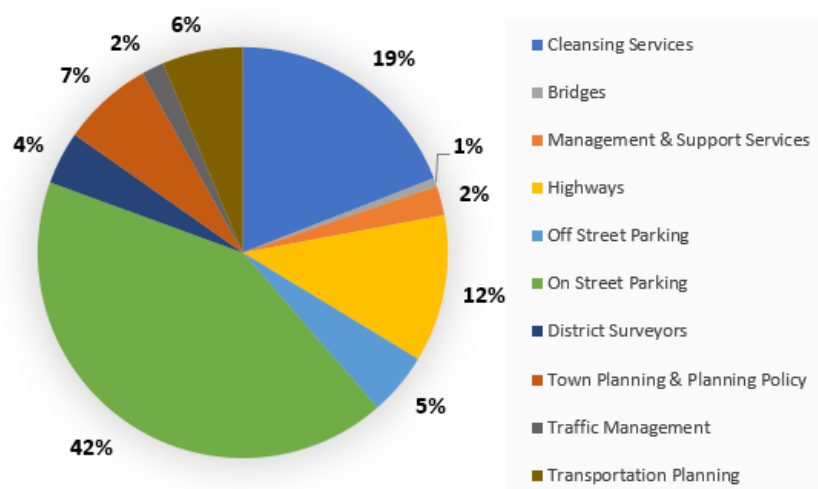
## Our Impact



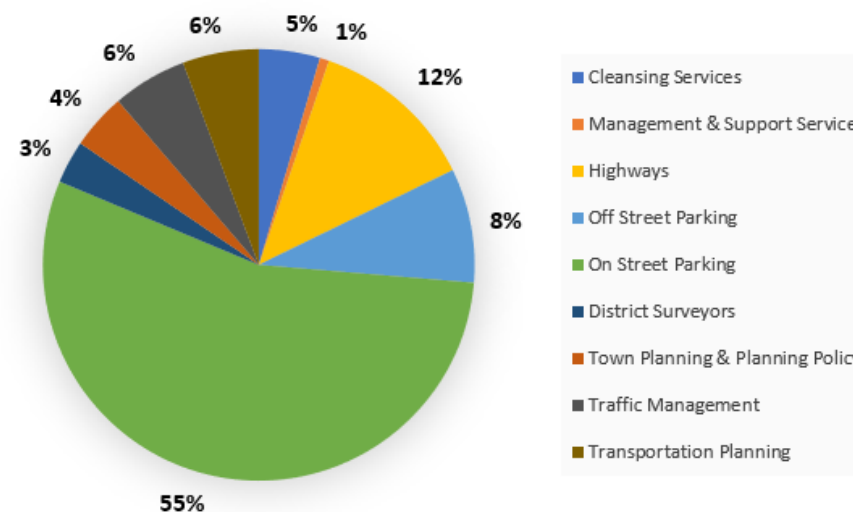
## TOTAL OFFICE SPACE (M SQM)



## Where our money comes from



## Where our money is spent



## Bids for Capital Funding

### Agreed in principle by RASC

	£'000
London Wall Car Park Joints & Waterproofing	2,000
Lindsay Street Bridge Strengthening	5,000
Dominant House Footbridge	1,078
London Wall Car Park Fire Safety Works	1,370
Fire Safety Works in Car Parks	1,032
<b>Total</b>	<b>10,480</b>

### More information requested by RASC

Bank Junction Transformation	4,000
Culture Mile Implementation Phase 1	685
Temple Area Managed Access & Traffic Review	2,000
St Paul's Gyratory Removal	30,000
<b>Total</b>	<b>36,685</b>

<b>Committee(s):</b>	<b>Dates(s):</b>
Finance	21 <sup>st</sup> January 2020
Planning & Transportation	28 <sup>th</sup> January 2020
Streets and Walkways Sub	25 <sup>th</sup> February 2020
Court of Common Council	5 <sup>th</sup> March 2020
<b>Subject:</b> Annual On-Street Parking Accounts 2018/19 and Related Funding of Highway Improvements and Schemes	<b>Public</b>
<b>Report of:</b> Chamberlain	<b>For Information</b>
<b>Report author:</b> Simon Owen, Chamberlain's Department	

## Summary

The City of London in common with other London authorities is required to report to the Mayor for London on action taken in respect of any deficit or surplus in its On-Street Parking Account for a particular financial year.

The purpose of this report is to inform Members that:

- the surplus arising from on-street parking activities in 2018/19 was £13.681m;
- a total of £6.833m, was applied in 2018/19 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2019 was £36.828m, which will be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

## Recommendation

Members are asked to:

- Note the contents of this report for their information before submission to the Mayor for London.

## Main Report

### Background

1. Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended), requires the City of London in common with other London authorities (i.e. other London Borough Councils and Transport for London), to report to the Mayor for London on action taken in respect of any deficit or surplus in their On-Street Parking Account for a particular financial year.

2. Legislation provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes:
- a) making good to the City Fund any deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
  - b) meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
  - c) the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
  - d) if it appears to the City that the provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely:
    - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
    - the purposes of a highway or road improvement project in the City;
    - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
    - for an “environmental improvement” in the City.
  - e) meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
  - f) making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above.
3. In the various tables of this report, figures in brackets indicate expenditure, reductions in income or increased expenditure.

## 2018/19 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2018/19 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2018	29.980
Surplus arising during 2018/19	13.681
Expenditure financed during the year	(6.833)
<b>Funds remaining at 31<sup>st</sup> March 2019, wholly allocated towards funding future projects</b>	<b>36.828</b>

5. Total expenditure of £6.833m in 2018/19 was financed from the On-Street Parking Reserve, covering the following approved projects:

<b>Revenue/SRP Expenditure:</b>	<b>£000</b>
Highway resurfacing, maintenance & enhancements	(2,242)
Concessionary fares & taxi card scheme	(517)
Thames Court footbridge	(376)
Ring of steel compliance & stabilisation	(175)
Holborn Viaduct & Snow Hill pipe-subways	(137)
Minories car park structural building report	(118)
Temple Area traffic review	(113)
Special needs transport	(91)
HVM security team	(81)
Bank Junction experimental safety scheme	(56)
City Wayfinding Signage/Legible London	(29)
Cleansing / planting maintenance / Aldgate / other	(20)
Off-Street car parking contribution to reserves	116
<b>Total Revenue/SRP Expenditure</b>	<b>(3,839)</b>
<b>Capital Expenditure:</b>	
Street lighting project	(2,368)
City Wayfinding Signage/Legible London	(227)
HVM security bollards	(160)
Bank Junction experimental safety scheme	(141)
Beech Gardens Barbican Podium waterproofing	(98)
<b>Total Capital Expenditure</b>	<b>(2,994)</b>
<b>Total Expenditure Funded in 2018/19</b>	<b>(6,833)</b>

6. The surplus on the On-Street Parking Reserve brought forward from 2017/18 was £29.980m. After expenditure of £6.833m funded in 2018/19, a surplus balance of £6.848m was carried forward to future years to give a closing balance at 31st March 2019 of £36.828m.
7. Currently total expenditure of some £110.9m is planned over the medium term from 2019/20 until 2023/24 (as detailed in Table 1), by which time it is anticipated that the existing surplus plus those estimated for future years will be fully utilised.
8. The total programme covers numerous major capital schemes including funding towards the Street lighting project; repairs to Holborn Viaduct & Snow Hill pipe-subways; City Wayfinding Signage/Legible London; HVM security; Bank Junction experimental safety and permanent scheme; Thames Court footbridge; Minories car park structural building report; Barbican Podium waterproofing & Highwalk remedial works; Dominant House footbridge repairs; Temple Area traffic review; London Wall car park waterproofing, joint replacement & concrete repairs; Museum of London public realm; St Pauls gyratory; Fire Safety at the car parks; Lindsey Street Bridge strengthening; Beech Street; and transport & public realm around Combined Courts/Police Development.
9. The programme also covers ongoing funding of future revenue projects, the main ones being highway resurfacing, enhancements & road maintenance

projects; concessionary fares & taxi cards; contributions to the costs of Off-Street car parks; and special needs transport. The progression of each individual scheme is, of course, subject to the City's normal evaluation criteria and Standing Orders.

10. A forecast summary of income and expenditure arising on the On-Street Parking Account and the corresponding contribution from or to the On-Street Parking surplus, over the medium-term financial planning period, is shown below:

<b>Table 1 On-Street Parking Account Reserve Projections 2018/19 to 2023/24</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Total</b>
	<b>Actual £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>£m</b>
Income	20.3	15.4	23.8	22.7	19.7	16.9	118.8
Expenditure ( <i>Note 1</i> )	(6.6)	(4.8)	(6.4)	(4.7)	(4.3)	(4.2)	(31.0)
<b>Net Surplus arising in year</b>	<b>13.7</b>	<b>10.6</b>	<b>17.4</b>	<b>18.0</b>	<b>15.4</b>	<b>12.7</b>	<b>87.8</b>
Capital, SRP and Revenue Commitments	(6.8)	(7.0)	(15.4)	(25.3)	(34.1)	(29.1)	(117.7)
<b>Net in year contribution (from)/ to surplus</b>	<b>6.9</b>	<b>3.6</b>	<b>2.0</b>	<b>(7.3)</b>	<b>(18.7)</b>	<b>(16.4)</b>	<b>(29.9)</b>
(Deficit) / Surplus cfwd at 1 <sup>st</sup> April	29.9	36.8	40.4	42.4	35.1	16.4	
<b>(Deficit) / Surplus cfwd at 31<sup>st</sup> March</b>	<b>36.8</b>	<b>40.4</b>	<b>42.4</b>	<b>35.1</b>	<b>16.4</b>	<b>0.0</b>	

*Note 1: On-Street operating expenditure relates to direct staffing costs, repair & maintenance of pay & display machines, Saba enforcement contractor costs, fees & services (covering cash collection, pay by phone, postage & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.*

11. A noticeable increase in income is forecast from 2020/21 relating to traffic restriction enforcement through improved camera technology, including Beech Street zero emission zone, to be introduced as part of the fundamental review proposals. Depending upon future motorist's compliance, these forecast future income streams may need refining.

## Conclusion

12. So that we can meet our requirements under the Road Traffic Regulation Act 1984 (as amended), we ask that the Court of Common Council notes the contents of this report, which would then be submitted to the Mayor of London.

## Background Papers

13. Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
14. Final Accounts 2018/19.

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<b>Committee(s):</b> Streets & Walkways Sub Committee Planning & Transportation Committee	<b>Date(s):</b> 3 December 2019 7 January 2020
<b>Subject:</b> Major Highway Activities 2020	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> <b>Ian Hughes, Assistant Director (Highways)</b>	

## Summary

The City's statutory Network Management Duty requires the City Corporation to minimise disruption to its road network and the networks of its neighbouring authorities.

As a result, the City takes a proactive role in planning, prioritising and programming a whole range of on-street activities, from building developments and utility operations to major transport infrastructure projects and the City's own highway maintenance works.

An assessment of the last 12 months would suggest the volume of planned utility works continued to grow as the utility industry upgraded their networks and responded to the needs of a strong development community. In addition, emergency works and filming activities also continued their steady trend upwards from previous years.

Through proactive negotiation & discussion, 676 days of disruption were saved in 2019 (so far) through collaborative working, and the ability of the network to absorb activities like Cadent's closure of Cannon St would suggest such activities, appropriately managed and communicated, represent an opportunity to test the resilience of the City's long-term road network.

This report also provides an early indication of the works likely to affect the City's streets in 2020, with Cadent's continuing investment in their aging network of deep level gas mains leading the way.

In the context of the evolving Transport Strategy, the continuing focus for 2020 will remain minimising the impact of construction sites & utility works, particularly in terms of road danger, freight transport, noise impact, air quality and the extent to which they occupy space on the highway.

## Recommendation(s)

Members are asked to receive this report.



## Main Report

### Background

1. The Traffic Management Act 2004 placed a Network Management Duty on the City Corporation to ensure the 'expeditious movement of traffic' on both its road network and the road networks of its neighbouring authorities.
2. To help deliver that statutory function, the Highways team within the Transportation and Public Realm Division of the Department of the Built Environment (DBE) permits and co-ordinates all major activities on the City's highway, including:
  - Road closures and diversions;
  - Major building site operations, including Construction Logistics Plans, vehicle loading bays and mobile crane works;
  - Street works by utilities;
  - Highway works by the City's term contractor, JB Riney, and highway structural repair works by DBE's Structures Team;
  - Works by major transport infrastructure providers, such as Transport for London, Crossrail and Thames Tideway;
  - Special events;
  - Parking permissions & suspensions for major deliveries, removals and filming operations.
3. Whilst enabling applicants to safely deliver works that are the lifeblood of the Square Mile, it is equally important to minimise the individual and cumulative impact on City businesses, residents and the public at large. (See Appendix 1 for further background, including the limitations to the consent process & political oversight on DBE's delegated authority.)

### Current Position

4. The table below shows the breakdown of road closure applications by source over the last six years.

*Road Closure Application Volumes*

Type / Year	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Developments	101	155	231	175	214	190
Utilities	62	67	89	95	91	125
Emergencies	26	57	68	38	35	76
CoL	40	85	89	78	93	98
Other	3	18	17	51	88	119
<b>Total</b>	<b>232</b>	<b>382</b>	<b>494</b>	<b>437</b>	<b>521</b>	<b>608</b>



5. From these figures, the key trends are:

- Building and development activity remains the largest single reason for roads to be closed. Most of these applications are for side streets and / or take place at weekends for activities like crane operations.
- Planned utility works are now at their highest level since the Olympic moratorium, as various network repairs and upgrades have been delivered whilst the needs of the Square Mile's development sector continue to be met.
- Emergency road closures significantly increased, with utilities requesting 75% of emergency traffic orders.
- Filming remains the largest component of 'Other' road closure group reflecting the continuing desire from this sector to use the City as a backdrop.

6. This increasing demand for road space by utilities in particular is also reflected in the number of permit applications to excavate the City's highway.

Utility Street Works Permit Applications

Year	2013	2014	2015	2016	2017	2018	2019
<b>Total Permit Applications</b>	3319	3099	3074	3448	4400	4896	4428*

\* Projection based on permit application volumes from Jan-Sept 2019.

7. However, officers continue to proactively identify opportunities to combine works from different contractors, with 676 days of disruption saved on the network between January and October this year - an exceptionally high number for any highway authority. This reflects the level of co-operation from utilities in using round table discussions to draw out medium and long-term plans.

## **Major Works & Schemes for 2020**

8. This section of the report looks ahead to the major works expected to take place in the next 12 months, with an outline calendar and map of locations contained in Appendices 2 & 3. Activities are categorised under four main sources, namely:

- Development activities
- Major infrastructure projects
- Utility works
- City of London projects

## **Development Activities**

9. Over 50 development sites are currently members of the City's Considerate Contractor Scheme and just over half of the 31 streets listed as long-term closures on DBE's weekly Traffic Management Bulletin are building sites.

10. Such high volumes have historically indicated a thriving Square Mile but their impacts are minimised through the approval of Construction Logistics Plans conditioned at the planning stage, as well as from close day-to-day contact and cooperation with developers and their contractors. Any impact on major roads in particular is actively discouraged, but safety from what can often be challenging construction operations in close proximity to the public remains the key priority.

### **Major Infrastructure Projects**

11. Three major infrastructure projects remain on-going in the City, namely:
- Crossrail's construction & fit out at Farringdon East, Moorfields and Liverpool St is expected to conclude towards the end of 2020. The City's public realm works immediately adjacent to the station entrances will finish early next year, with wider area improvements integrated with the various oversite developments from the end of 2020 onwards;
  - Thames Tideway's works on Victoria Embankment are expected to remain relatively static during 2020, with the riverside walkway and down slip from Blackfriars Bridge closed for the duration of the project. The Blackfriars site will also reach a major milestone next year when the tunnel boring machine will connect into & through the construction site;
  - TfL's Bank Station Capacity Upgrade project remains highly active and on course to deliver a new Northern Line tunnel and station entrance in Cannon St by 2022. The next major milestone will be a closure of the Bank branch of the Northern Line for several weeks in summer 2021 to allow the team to connect the new running tunnel with the existing one.

### **Utility Works**

12. As noted above, the need to facilitate the current boom in development activity has helped drive a high volume of general utility activity. However, as Members are only too aware, the most noticeable impact from utility works in the last year has come from just one company, namely Cadent Gas.

#### Cadent

13. The last four years has seen Cadent progressively replace their medium & low pressure gas mains across the City with one of the largest capital investment programmes the City has seen for many years. This year saw them complete works in Cornhill, Leadenhall St and Cannon St, but they acknowledge their remaining network is highly vulnerable to emergency leaks, health & safety risks to premises and ad hoc disruption to the road network.
14. In terms of Cadent's programme for 2020, their three main priorities are:
- Fenchurch St – This will complete the upgrade works originally started in 2018 but were put on hold as other more urgent locations were prioritised.
  - Newgate St, Cheapside and Poultry – This requires full replacement during 2020 with road closures in sections from Bank to the Old Bailey.

Local communications & drop in events have already started on the basis of works beginning in January.

- Tudor St – This location has become an increasing concern due to the frequency of leaks and has recently been prioritised for inclusion in Cadent's replacement programme.

15. Cadent's works are particularly challenging given the depth below the surface, and they have the potential to be disruptive & slow as other utility chambers have to be demolished and cables diverted in order to reach them. However, extended working hours, 'sleeving' (where plastic pipes are fed inside the old ones) and spray lining repairs from the inside the pipe will all be encouraged where possible.
16. The extent & impact of the works at Newgate St, Cheapside and Poultry have already led to some other activities originally planned for 2020 being deferred until the following year, but unlike this year's closure of Cannon St, it is not expected that the restrictions on through traffic at Bank Junction will need to be amended for these works.
17. Local liaison remains crucial to minimising the disruption these works might cause, and further information will be provided to all Members and other stakeholders as / when they become available. In the meantime, officers will continue to provide e-mail updates when emergency works are triggered.

#### Power Supplies to the Eastern City Cluster

18. The Reach Active works in early 2019 to connect new power supplies to developments in the Eastern Cluster allowed the opportunity to save 152 days of disruption as works by Cadent, Thames Water and JB Riney (amongst others) were drawn in.
19. Further power connections from either UK Power Networks or Reach Active are likely in Gresham St, Leadenhall St and Threadneedle St at some point in 2020, but we are waiting for further information before this can be planned in detail.

#### Thames Water Victorian Mains Replacements

20. Thames Water continue to revisit some of the work originally thought complete under the previous Victorian Mains Replacement programme and are currently working in Old Broad St to redo some of those works.

#### **City of London Projects**

21. The vast majority of the City's own planned public realm, road safety and highway maintenance programme is expected to have little impact on the road network, with activities sensitively programmed to avoid clashes with other works and minimising local impacts.
22. The one exception to this will be the delivery of the interim scheme at Bank Junction, where Members have already agreed for kerb lines to be built out into the junction so that more space is made available for pedestrians. These works

are intended to take place in phases during the first half of 2020, although closures of the various arms (where necessary) are expected to be confined to weekends.

23. In terms of major projects with the potential to affect traffic, DBE's Structures team have a series of works to replace and / or repair various structures within their remit, with timing dependent on the Gateway approval process.
24. The most significant project will involve the replacement of the waterproofing and bearings on London Bridge, requiring traffic across the bridge to be potentially restricted to buses, taxis and cycles only, as well as pedestrians being diverted to use one footway or the other.
25. Significant discussions have already taken place with TfL and LB Southwark about how these works can be managed & programmed, with works currently planned to start in March 2020 and lasting for around six months.

### **Corporate & Strategic Implications**

26. The activity outlined above helps create a safe, effective and fit-for-purpose environment for the City community to flourish in the long term. Development activity in particular is traditionally a sign of a thriving Square Mile, but it brings with it a need for road and footway space for construction, essential utility connections and additional heavy vehicle traffic.
27. The City has a series of statutory duties to maintain safe highways for the public to enjoy, to regulate activity that takes place on its streets and to co-ordinate that activity to ensure its impact is minimised. As a result, the focus must continue to be meeting these statutory requirements and to deliver safer streets, but at the same time to ensure the City retains its competitive edge & remains an attractive place to live, work and visit.
28. These duties, objectives and outcomes will also be re-examined as part of the Transport Strategy, which will focus on the pace, safety aspect and space needed for works, as well as the wider aspects of freight management, air quality, noise impact and maintaining access for walking & cycling.

### **Conclusion**

29. The City's approach to network management continues to focus on identifying the needs of these major projects early, to combine them where possible, and to keep them apart when necessary. With the support & guidance from appropriate political oversight, this requires officers to:
  - establish the dependency between separate projects;
  - understand their potential conflicts and impacts, and;
  - engage with project managers early and often to ensure that disruption can be minimised through a combination of regulation, negotiation and influence.

30. With the development boom continuing, significant utility works underway and projects such as Thames Tideway and Bank Station Capacity Upgrade well on track, co-ordinating works on the City's road network will remain a challenge into the longer term.
31. However, the City must continue to ensure the co-operation of major project sponsors, utility companies and developers in co-ordinating their works programmes and reducing their durations in order to limit both the direct and cumulative impact on the public at large.

## **Appendices**

- Appendix 1 – Network Management Duty; Limitations & Oversight
- Appendix 2 – Major Works Timeline
- Appendix 3 – Major Works Map

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## **Appendix 1**

### **Network Management Duty**

The City's statutory Network Management Duty includes a responsibility to minimise disruption to its road network, needing officers to work closely with major project sponsors, utility companies, developers, our own contractors and key Members to co-ordinate activities and minimise the impact of works on our streets.

In discharging that responsibility, the City continues to focus on:

- balancing the need to keep projects on track with the need to minimise congestion and road danger risk to traffic and pedestrians (especially vulnerable road users);
- ensuring the needs of City businesses, residents and visitors are also considered;
- maximising the opportunity to combine works together to minimise their overall impact;
- identifying & promoting safe and effective ways to reduce work durations;
- working with Transport for London and our neighbouring authorities to ensure the needs of the wider transport network are considered.

Key to that effort remains:

- the close level of contact between officers, utilities, developments and projects;
- the ability to find, influence and negotiate innovative solutions to construction problems and programmes with contractors;
- understanding, programming and managing the City's own long-term programme of projects;
- continuing the development of the City's various communication channels through which upcoming activities are publicised.

### **Limitations to the Consent Process**

The City exercises its authority to control activity on-street through the issue of scaffold & hoarding licences, permits to dig up the street, traffic orders to allow roads to be closed, approval of Construction Logistics Plans for developments and the granting of parking dispensations & bay suspensions for lorries to deliver.

However, the City has to act reasonably in exercising these powers, and its ability to control the pace and detail behind major works has a number of limitations. That means the City must rely on its knowledge & influence to co-ordinate and manage that activity, rather than relying on its limited regulatory authority. For example:

- Utilities retain wide-ranging statutory powers to excavate the highway, particularly in emergencies.

- Developers can decide when to trigger their planning application and start work.
- We are obliged by the Highways Act 1980 to issue scaffold licences on request (albeit we can impose conditions), and there is no effective legislative mechanism to fine or penalise building sites that overrun.
- As Strategic Transport Authority, TfL have the authority to implement wider Mayoral transport policy initiatives such as Cycle Super Highway that affect our network, and their management of traffic signals across London also means they can significantly influence the ability of that network to absorb temporary traffic disruption.
- Crossrail, the Bank Station Capacity upgrade and Thames Tideway projects come with bespoke powers enabled by Acts of Parliament that assume primacy of their works over other projects. They have disappplied many of the City's normal controls and have deliberately limited the ability of local authorities to change, prevent or delay those works.

### Political Oversight

Given the volume & technical complexity involved in managing these activities, Members have previously agreed a series of delegations to enable DBE to effectively deliver this function on a day-to-day basis.

However, in response to Member concerns regarding effective political oversight, a more structured political engagement process was implemented to ensure appropriate and proportionate oversight of DBE's delegated authority for the most significant activities.

The vast majority of applications continue to be managed by 'Business as Usual' protocols under DBE's existing delegations, but regular briefings now take place for the Chairmen and Deputy Chairmen of the Streets & Walkways and Planning & Transportation Committees in advance of major activities being agreed.

This ensures a greater degree of political oversight for those activities judged to have the greatest likelihood of impacting City stakeholders, with officers held to account for ensuring that all reasonable steps have been taken to minimise the disruption, reduce the duration and publicise such works.

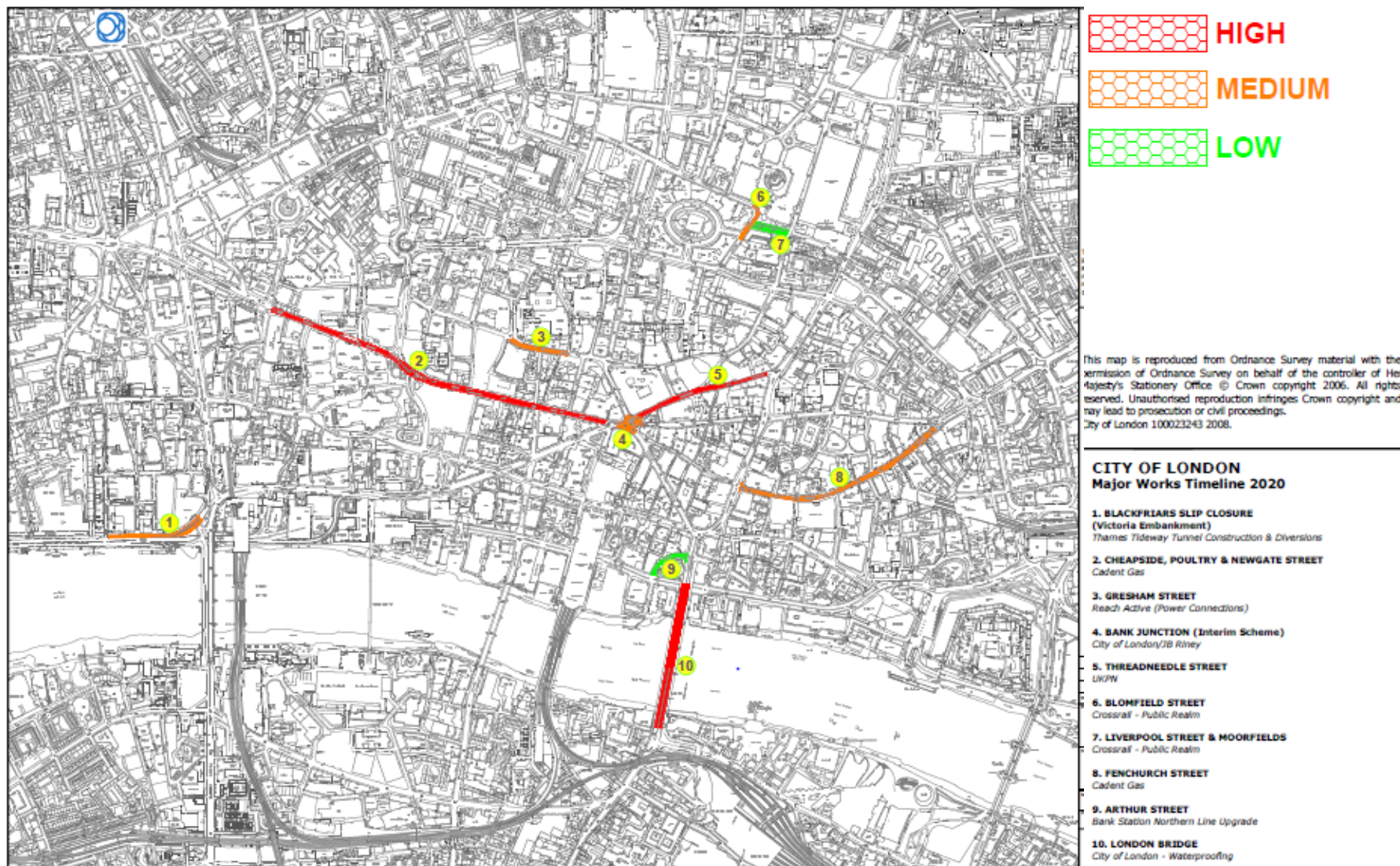
## **Appendix 2 – Major Works Timeline 2020**

(**High**, Medium & **Low** Impact schemes)

Q1 Jan-Mar	<b>High</b>  Cheapside / Poultry - Cadent  London Bridge City of London Waterproofing	<b>Medium</b>  Fenchurch St – Cadent  Bank Junction Interim Scheme – CoL / JB Riney  Blackfriars slip closure (Tideway)	<b>Low</b>  Liverpool St, Moorfields - Crossrail public realm  Arthur St – Bank Station Northern Line upgrade
Q2 Apr-June	<b>High</b>  Cheapside / Poultry - Cadent  London Bridge City of London Waterproofing	<b>Medium</b>  Bank Junction Interim Scheme – CoL / JB Riney  Blackfriars slip closure (Tideway)	<b>Low</b>  Arthur St – Bank Station Northern Line upgrade
Q3 July-Sept	<b>High</b>  Newgate St - Cadent  London Bridge City of London Waterproofing	<b>Medium</b>  Gresham St – Reach Active (power connections)  Blackfriars slip closure (Tideway)	<b>Low</b>  Arthur St – Bank Station Northern Line upgrade
Q4 Oct-Dec	<b>High</b>  Threadneedle St - UKPN	<b>Medium</b>  Blomfield St – Crossrail public realm  Blackfriars slip closure (Tideway)	<b>Low</b>  Arthur St – Bank Station Northern Line upgrade



## Appendix 3 – Major Works Map



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# PLANNING AND TRANSPORTATION COMMITTEE REPORT

## Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 3 public escalator/lifts that were operational for less than 95% of the time.
- The report was created on 17<sup>th</sup> December 2019 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location	Status as of 16/12/2019	% of time in service Between 22/11/2019 and 16/12/2019	Number of times reported Between 22/11/2019 and 16/12/2019	Period of time Not in Use Between 22/11/2019 and 16/12/2019	Comments Where the service is less than 95%
Millennium Bridge SC6459245	OUT OF SERVICE	0%	0	576 hours	Lift was out of service for the whole period, due to ongoing repairs with the energy chain. Return to service is expected week ending the 20/12/2019.
London Wall Down Escalator SC6458958	OUT OF SERVICE	0%	0	576 hours	Escalator was out of service for the whole period, due to ongoing repairs in relation to the handrail drive gear being faulty and needing to be manufactured and replaced. Return to service is expected week ending 20/12/2019.
London Wall West SC64558965	IN SERVICE	56.5%	11	252 hours	22/11/2019 – Lift was out of service due to entrapment, passengers released, and lift returned to service. Fault caused by the lift floor sensor being faulty. 30/11/2019 - Lift was out of service due to entrapment, passengers released, and lift returned to service. Fault caused by a 2 <sup>nd</sup> lift door sensor being faulty. 03/12/2019 – Engineer attended and found the primary safety circuit lost to the lift, repaired and returned to service.

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# PLANNING AND TRANSPORTATION COMMITTEE REPORT

## Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 4 public escalator/lifts that were out of service less than 95% of the time.
- The report was created on 14<sup>th</sup> January 2020 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location	Status as of 09/10/2020	% of time in service Between 17/12/2019 and 09/01/2020	Number of times reported Between 17/12/2019 and 09/01/2020	Period Not in Use Between 17/12/2019 and 09/01/2020	Comments Where the service is less than 95%
<b>Millennium Bridge</b> <b>SC6459245</b>  Page 143	In Service	69.88%	2	168 hrs	17/12/2019 – Lift was out of service due to replacement of control energy track, works finished on the 18 <sup>th</sup> December 19 and returned to service. 23/12/2019 – Lift stuck at top level and was not responding to call signal, engineer attended, and parts required, delay to delivery due to the Christmas Break so the Inclinator was out of service for longer than it should have been.
<b>London Wall West</b> <b>SC64558965</b>	In Service	37.17%	4	347 hours	Repeated lift car level failures are occurring, lift is left out of service during non-working hours to avoid a health and safety issue and is why the out of service time is so high. Engineers are working with the City's lift team to identify the ongoing fault.
<b>Wood Street Public Lift</b> <b>SC6458970</b>	Out of service	0%	0	552 hours	Lift was out of service for the whole period, due to Refurbishment project. (Lift motor and control remedial works and lift landing gear) Estimated return to service 13/01/2020.
<b>London Wall Up and Down Escalators</b>	Out of service	0%	1	552 hours	Insurance inspector took both escalators out of service on the 17 <sup>th</sup> December 19 due to dangerous comb plates. Quote to replace were obtained and work started on site

## PLANNING AND TRANSPORTATION COMMITTEE REPORT

Location	Status as of 09/10/2020	% of time in service Between 17/12/2019 and 09/01/2020	Number of times reported Between 17/12/2019 and 09/01/2020	Period Not in Use Between 17/12/2019 and 09/01/2020	Comments Where the service is less than 95%
					on the 13 <sup>th</sup> January 2020, once works complete the Insurance Inspector will need to return to confirm they are fit for use.

*Additional information*

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	28 <sup>th</sup> January 2020
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

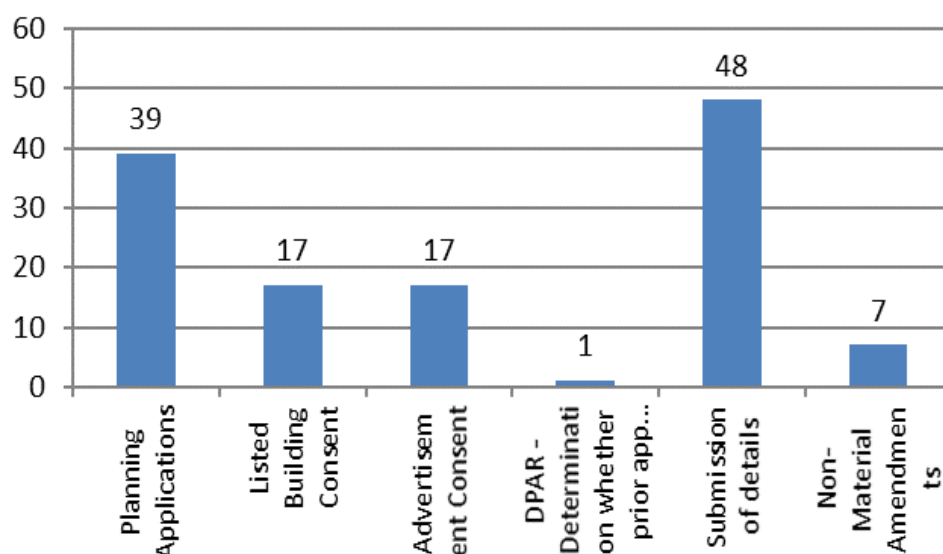
## Summary

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

In the time since the last report to Planning & Transportation Committee One-Hundred and thirty-two(132) matters have been dealt with under delegated powers.

Forty-Eight (48) relate to conditions of previously approved schemes Seventeen(17) relate to works to Listed Buildings and Seventeen (17) applications for Advertisement Consent. Thirty-Nine (39) full applications which, including Eleven (11) Change of Use and 5925.8sq.m floorspace created.

**Breakdown of applications dealt with under delegated powers**



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

### Details of Decisions

<b>Registered Plan Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Decision &amp; Date of Decision</b>	<b>Applicant / Agent</b>
19/00639/NMA Aldersgate	Ben Jonson House, Breton House, Bunyan Court And Willoughby House Barbican, Residential Car Park London EC2	Application for a non-material amendment to planning permission 17/00909/FULL dated 24 April 2018 to enable the removal of reference to the size of the storage units from the approved plans.	Approved 07.01.2020	City of London Corporation
19/00549/FULL Aldgate	East India Arms Public House 67 Fenchurch Street London EC3M 4BR	Replacement of the windows at the 1st, 2nd, 3rd floors and tank room with purpose made timber windows to match existing in style and opening.	Approved 19.12.2019	Sheperd Nearme
19/00752/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Submission of details of an addendum to a programme of archaeological work pursuant to condition 11 of planning permission dated 29th May 2014 (application number 13/01004/FULEIA as amended by 15/00151/NMA and 15/01106/NMA)	Approved 23.12.2019	Vanquish Properties (UK) Limited Partnership
19/00788/LDC Aldgate	19 - 21 Billiter Street London EC3M 2RY	Submission of details of an addendum to a programme of archaeological work pursuant to condition 5 of Listed	Approved 23.12.2019	Vanquish Properties (UK) Limited Partnership



		Building Consent dated 21 February 2019 (application number 18/01278/LBC)		
19/00930/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Submission of Energy Statement pursuant to Condition 17 of planning permission 13/01004/FULEIA dated 29.05.2014	Approved 05.12.2019	Vanquish Properties (UK) Limited Partnership
19/00966/FULL Aldgate	John Stow House 18 Bevis Marks London EC3A 7JB	Temporary installation of a new external flue to the canopy roof at first floor level.	Approved 28.11.2019	Meron Holdings Limited
19/01049/LBC Aldgate	The Baltic Exchange 38 St Mary Axe London EC3A 8EX	Replacement of the existing signage and installation of new signage comprising of one set of non-illuminated text on panel over entrance; one non-illuminated projecting sign; one non-illuminated awning; two non-illuminated sets of text on panels and the retention of two illuminated menu boxes.	Approved 03.12.2019	Stonegate Pub Company
19/01111/FULL Aldgate	52 Lime Street London EC3M 7AF	Change of use of part ground floor and part basement to leisure (Class D2) use in lieu of a restaurant (Class A3) use (830sq.m).	Approved 12.12.2019	WRBC Development UK Limited

19/01112/FULL Aldgate	52 Lime Street London EC3M 7AF	Use of private land for the siting of 10 tables and 20 chairs in association with the adjacent cafe (Class A3) use.	Approved 10.12.2019	WRBC Developme nt UK Limited
19/01026/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Details of ventilation and air conditioning for the (A1) (A3) use pursuant to Condition 2 (h) of planning permission dated 30 June 2014 (ref: 14/00259/FULL).	Approved 12.12.2019	Daisy Green Food Limited
19/01065/FULL Bassishaw	55 Gresham Street London EC2V 7HQ	Creation of a cooking area and bar at ninth floor terrace level ancillary to the Class B1 office use.	Approved 12.12.2019	Investec Asset Manageme nt Limited
19/00898/ADVT Billingsgate	Wine Bar 2 Minster Court London EC3R 7BB	Installation and display of an externally illuminated fascia sign 0.33m high by 5.6m wide at a height above ground of 2.4m.	Approved 03.12.2019	Stonegate Pub Company
19/00931/ADVT Billingsgate	Retail Unit 2 20 Eastcheap London EC3M 1EB	Installation and display of (i) two halo illuminated fascia signs measuring 0.352m high by 1.2m wide at a height above ground of 4.45m; (ii) one externally illuminated	Approved 03.12.2019	Rocket Leisure Limited

		projecting sign with a suspended halo illuminated sign measuring 0.88m high by 0.6m wide at a height above ground of 2.95m.		
19/01043/FULL Billingsgate	2 Minster Court London EC3R 7BB	Installation of mechanical plant to 4th and 9th floor external terraces.	Approved  05.12.2019	WeWork
18/01129/MDC Bishopsgate	Site Bounded By Stone House And Staple Hall Bishopsgate Devonshire Row London	Details of step free access to all retail units pursuant to Condition 28 of planning permission 17/00623/FULL dated 27.07.2018.	Approved  12.12.2019	UOL Group Ltd
18/01133/MDC Bishopsgate	Site Bounded By Stone House And Staple Hall Bishopsgate, Devonshire Row London, EC2	Details of the position and size of the green roofs, the type of planting and the contribution of the green roofs to biodiversity and rainwater attenuation pursuant to Condition 20 of planning permission 17/00623/FULL dated 27.07.2017.	Approved  10.12.2019	UOL Group Ltd
19/00570/ADVT Bishopsgate	1 Finsbury Avenue London EC2M 2AN	Installation and display of one set of internally illuminated fascia letters measuring 0.2m high, 1.8m wide, at a height above ground of 2.17m.	Approved  17.12.2019	Everyman Group
19/00571/LBC Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Installation of one set of internally illuminated fascia letters and one set of internally illuminated letters	Approved  17.12.2019	Everyman Group

		inside the building at ground floor level at the north west corner of the site.		
19/00796/FULL Bishopsgate	Umi House 4 - 10 Artillery Lane London E1 7LS	Change of use of part ground floor and basement from office (Class B1) to flexible use for either office (Class B1) or shop (Class A1) or restaurant (Class A3) use (162sq.m). Refurbishment of the existing building, construction of roof terrace, extension of the lift core, installation of a plant enclosure on the rear elevation, installation of windows and alterations to the front and rear facades.	Approved 19.12.2019	Sterling Securities Ltd
19/00837/FULL Bishopsgate	155 Bishopsgate London EC2M 3TQ	Change of use at ground floor level to include (i) change of use from office lobby (Class B1) to office/cafe/bar (Sui Generis); (ii) change of use of flexible office/retail (Class B1/A1) to flexible office/retail/professional services and/or restaurant (Class B1/A1/A2/A3);(iii) change of use of ground floor retail Class A1 units to flexible retail/professional services/restaurant and/or cafe(Class A1, A2 and/or A3)	Approved 03.12.2019	Bluebutton Properties UK Limited

		and (iv) change of use of ground floor drinking establishment (Class A4) unit to flexible retail/professional services/restaurant and/or cafe/drinking establishment (Class A1,A2,A3 and/or A4); External alterations and improvements to facades of retail units and office frontages at ground floor; public realm improvements fronting Bishopsgate, to include external landscaping and outdoor seating; provision of external terraces to offices at levels 4 and 7; new tenants plant and plant enclosures on level 8 and 10 terraces; provision of cycle storage and other works incidental to the development.		
19/00916/FULL Bishopsgate	Retail Unit 8 - 10 Brushfield Street London E1 6AN	Reinstatement of glazing in entrance door.	Approved 23.12.2019	Mr Blennerhas sett
19/00917/ADVT Bishopsgate	8 - 10 Brushfield Street London E1 6AN	Installation and display of (i) one non-illuminated fascia sign measuring 0.2m high by 1.42m wide at a height above ground of 3.08m; and (ii) one	Approved 23.12.2019	Mr Blennerhas sett

		externally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 3.49m.		
19/00918/LBC Bishopsgate	8 - 10 Brushfield Street London E1 6AN	Reinstatement of glazing in entrance door, installation of signage and redecoration of the shopfront.	Approved 23.12.2019	Mr Blennerhas sett
19/00935/NMA Bishopsgate	135 Bishopsgate London EC2M 3YD	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 18/00816/FULL dated 20th September 2018 to enable a revision of the approved plan 'M1 Mezzanine floor plan' to extend the area of the existing mezzanine (54 sqm) to be used for flexible shop and/or shop, restaurant and cafe and drinking establishment (sui generis use) purposes.	Approved 03.12.2019	Bluebutton Properties UK Ltd
19/00989/FULL Bishopsgate	Flat 6 Astral House 129 Middlesex Street London E1 7JJ	Demolition of existing infilled window recesses and insertion of two new sash windows to match existing.	Approved 31.12.2019	Ms Sheikh

19/00990/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2PF	Submission of details of kitchen extract arrangements for retail unit 11 pursuant to conditions 12 and 14 of planning permission 17/00831/FULL dated 21 September 2017.	Approved  12.12.2019	Farmer J Limited
19/00994/MDC Bishopsgate	133 Middlesex Street London E1 7JF	Submission of a post completion internal noise assessment pursuant to condition 8 (in part) of planning permission dated 24/10/2017 (17/00855/FULL).	Approved  03.12.2019	Mr Shabir Bhanji
19/00999/ADVT Bishopsgate	19 - 20 Liverpool Street London EC2M 7PD	Installation and display of (i) one externally illuminated fascia sign measuring 0.8m high by 5.76m wide at a height above ground of 3.58m; (ii) one externally illuminated fascia sign measuring 0.8m high by 5.83m wide at a height above ground of 3.71m and (iii) one non illuminated projecting sign measuring 0.4m high by 0.5m wide at a height above ground of 3.8m.	Approved  28.11.2019	Pret A Manger (Europe) Limited

19/01000/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2PF	Submission of details of fume extract arrangements and ventilation in respect of Unit 4 pursuant to condition 14 (in part) of planning permission 17/00831/FULL.	Approved 12.12.2019	Bluebutton Properties UK Ltd
19/01037/ADVT Bishopsgate	33 Liverpool Street London EC2M 7PP	Installation and display of (i) one externally illuminated fascia sign measuring 0.56m high by 5.5m wide at a height above ground of 3m and (ii) one non illuminated projecting sign measuring 0.52m high by 0.7m wide at a height above ground of 3.26m.	Approved 10.12.2019	Mr Martyn Hufton
19/01076/ADVT Bishopsgate	Nautilus House 8 Brushfield Street London E1 6AN	Installation and display of one non-illuminated vinyl fascia sign measuring 0.2m high by 3.3m wide at a height above ground of 2.7m and one externally illuminated projecting sign measuring 0.6m by 0.6m at a height above ground of 2.85m.	Approved 05.12.2019	Wells
19/01107/FULL Bishopsgate	8 Devonshire Row London EC2M 4RH	Installation of discharge louvre on the rear wall of the building	Approved 12.12.2019	Humble Grape Group Limited



19/01110/ADVT Bishopsgate	Broadwalk House 5 Appold Street London EC2A 2AG	Installation and display of one internally illuminated fascia sign measuring 0.48m high by 4.4m wide at a height above ground of 2.95m.	Approved 10.12.2019	Bluebutton Properties UK Limited
19/01119/FULL Bishopsgate	12 - 14 Devonshire Row London EC2M 4RH	Change of use of fourth floor from office (Class B1) to a flexible use for either office (Class B1) or medical use (Class D1) (37.2sq.m).	Approved 17.12.2019	BCO Enterprise Limited
19/01161/FULL Bishopsgate	5 Appold Street London EC2A 2AG	Installation of black mesh panelling to rear of signage above the main entrance.	Approved 10.12.2019	Bluebutton Properties UK Ltd
19/01175/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2PF	Submission of fume and extract arrangements for retail unit 3 pursuant to condition 14 of planning permission 17/00831/FULL dated 21.09.17.	Approved 17.12.2019	Bluebutton Properties UK Ltd
19/01113/FULL Bridge And Bridge Without	5 Philpot Lane London EC3M 8AN	Installation of a new shopfront.	Approved 09.01.2020	Healthy Retail Limited
19/01114/ADVT Bridge And Bridge Without	5 Philpot Lane London EC3M 8AN	Installation and display of (i) one internally illuminated fascia sign measuring 0.569m high by 2.82m wide at a height above ground of 2.983m; (ii) one internally illuminated fascia sign measuring 0.569m high by	Approved 09.01.2020	Healthy Retail Limited

		2.83m wide at a height above ground of 2.863m; (iii) one internally illuminated fascia sign measuring 0.569m high by 2.83m wide at a height above ground of 2.78m; (iv) one internally illuminated projecting sign measuring 0.65m high by 0.65m wide at a height above ground of 2.96m.		
18/00704/MDC Broad Street	60 London Wall London EC2M 5TQ	Details of street lighting including location of fittings, cable runs and other associated apparatus pursuant to condition 25 of planning permission dated 27th April 2017 (16/00776/FULMAJ) .	Approved  19.12.2019	MEAG
19/00996/FULL Broad Street	15 Austin Friars London EC2N 2HE	Change of use of part ground floor from office (Class B1) use to a flexible use for either office (Class B1) or to non-residential institution (Class D1) use (143sq.m).	Approved  05.12.2019	London Gynaecology Limited
19/01064/DPAR Broad Street	120 Old Broad Street London EC2N 1AR	Determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether prior approval is required for the upgrade of an existing	Prior Approval Given  28.11.2019	London Gynaecology Limited

		telecommunications installation at roof level.		
18/00035/ADVT Candlewick	17 St Swithin's Lane London EC4N 8AD	Installation and display of one externally illuminated projecting sign measuring 0.66m high by 0.6m wide located 3m above ground level and one non illuminated plaque measuring 0.3m high by 0.4m wide at a height of 2.1m above ground floor level.	Approved 10.12.2019	Whitbread Hotels & Restaurants
19/00862/MDC Candlewick	Sherborne House 119 - 121 Cannon Street London EC4N 5AT	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects for the demolition and construction process; detailed design, method statements and load calculations of structures and to accommodate the location of the existing London Underground structures and tunnels (in consultation with London Underground) pursuant to conditions 2 (part), 3 (part) and 4 (part) of planning permission 18/01370/FULL dated 7th March 2019.	Approved 17.12.2019	UK Properties Specialist Ltd

19/00891/MDC Candlewick	120 Cannon Street London EC4N 6AS	Submission of a Demolition Management Plan pursuant to condition 2 of planning permission dated 22nd March 2019 (18/01122/FULL)	Approved 17.12.2019	City of London
19/00893/MDC Candlewick	120 Cannon Street London EC4N 6AS	Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects for the construction works pursuant to condition 4 of planning permission dated 22nd March 2019 (18/01122/FULL).	Approved 17.12.2019	City of London
19/01012/LDC Candlewick	Sherborne House 119 - 121 Cannon Street London EC4N 5AT	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level pursuant to condition 2 (part) of listed building consent 18/01371/FULL dated 7th March 2019.	Approved 10.12.2019	UK Properties Specialist Ltd
19/01022/MDC Candlewick	Sherborne House 119 - 121 Cannon Street London EC4N 5AT	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level pursuant to	Approved 10.12.2019	UK Properties Specialist Ltd

		condition 5 (part) of planning permission 18/01370/FULL dated 7th March 2019.		
19/01030/ADVT Candlewick	28 King William Street London EC4R 9AT	Installation and display of: (i) one internally illuminated fascia sign measuring 0.8m high by 3.0m wide situated at a height above ground of 3.2m (ii) one internally illuminated fascia sign measuring 0.8m high by 4.9m wide situated at a height above ground of 3.2m (iii) one internally illuminated projecting sign measuring 0.6m high by 0.6m wide situated at a height above ground of 3.2m	Approved 10.12.2019	Stone Pub Company
19/01127/ADVT Candlewick	Five Arrows House 18 St Swithin's Lane London EC4N 8AD	Installation of a projecting sign measuring 0.9m high by 0.6m wide at a height of 2.92m above ground level.	Approved 19.12.2019	Northern Ireland Local Government Officers Superannuation Co
19/01133/FULL Candlewick	1 King William Street London EC4N 7AR	Change of use of part of the lower ground from office (Class B1) to surgery dental practice (Class D1) total floorspace 202sq.m.	Approved 23.12.2019	Dr Hayder Hasen
19/01163/FULL Candlewick	24 Martin Lane London EC4R 0DR	Change of use of part basement from office (Class B1) use to a flexible as	Approved 17.12.2019	Six Physio

		either office (Class B1) use or non-residential (Class D1) use (170 sq.m).		
19/00683/FULL Castle Baynard	16 - 18 New Bridge Street London EC4V 6AG	Planning permission is sought for the removal and replacement of two antennas with four new antennas, removal and replacement of one 300mm dish, removal of one equipment cabin and replacement of with two new cabins, removal of two Remote Radio Units (RRU) and replacement with six RRU units.	Approved 28.11.2019	Waldon Telecom Limited
19/00864/FULL Castle Baynard	Flat 2 9 Bride Court London EC4Y 8DU	Installation of timber softwood casement windows and a timber French door in lieu of the existing casement windows and door.	Approved 28.11.2019	Mr Paul Downes
19/00987/FULL Castle Baynard	61 Fleet Street London EC4Y 1JU	Installation of a 10m x 10m painted sundial on the blank flank wall of 61 Fleet Street with projecting gnomon.	Approved 17.12.2019	Mr Piers Nicholson
19/01014/LBC Castle Baynard	5 Pemberton Row London EC4A 3BA	Listed Building Consent for internal alterations including alterations to partitions; installation of a lobby on each level; alterations to the balustrade and installation of an MEP cupboard.	Approved 17.12.2019	Mr Andrew Weisz

19/01047/ADVT Castle Baynard	109 Fleet Street London EC4A 2AB	Installation and display of (i) one internally illuminated fascia sign to the lettering only measuring 1.2m high by 6.453m wide at a height above ground of 3.366m; (ii) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 3.875m.	Approved  05.12.2019	Pret A Manger (Europe) Limited
19/01070/FULL Castle Baynard	Ludgate House 107 - 111 Fleet Street London EC4A 2AB	Change of use of part of the mezzanine floor from office (Class B1) to a flexible use for either office (Class B1) or health clinic (Class D1) (10sq.m).	Approved  03.12.2019	Mr Alexander Hamilton
19/01109/FULL Castle Baynard	Outside Hamilton House 1 Temple Avenue London EC4Y 0HA	Installation on the traffic island of a cycle hire docking station comprising of 24 docking points and a terminal.	Approved  12.12.2019	Transport for London - Cycle Hire
19/01173/TCA Castle Baynard	The Old Deanery Dean's Court London EC4V 5AA	Pruning works to London Plane tree (Platanus x hispanica).	No objections to tree works - TCA  19.12.2019	Church Commissioners For England
19/01185/LDC Castle Baynard	The Old Deanery Dean's Court London EC4V 5AA	Submission of details of replacement of gates to the north end of the front boundary wall to match existing details re-using existing metal	Approved  05.12.2019	The Church Commissioners For England

		components pursuant condition 4 (c) of the listed building consent dated 13.12.2018 (17/01280/FULL).		
19/01067/FULL Cornhill	66 - 67 Cornhill London EC3V 3NB	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 7 (hours of opening) and 9 (no music audible outside the premises) of planning permission dated 13 September 2018 (18/00681/FULL).	Approved  23.12.2019	Cumbrae Properties (1963) Limited
18/00833/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of treatment and alterations at roof level pursuant to condition 5(c) of planning permission 14/00518/FULL and condition 2(c) of listed building consent 14/00519/LBC dated 1 May 2015.	Approved  23.12.2019	Floral Properties Ltd
19/00846/LBC Coleman Street	118A London Wall London EC25 5JA	i) Hand painted signage to the fascia panels; ii) installation of one projecting sign on the Moorfields elevation; and iii) internal alterations.	Approved  03.12.2019	Cubitts
19/01068/FULL Coleman Street	Pavement Outside 118A London Wall London EC2Y 5JA	Change of use of a K6 telephone kiosk to a mobile phone repair (Class A1) unit and associated alterations (0.6sq.m).	Approved  12.12.2019	Red Kiosk Designs



19/01104/LBC Coleman Street	Salisbury House 164 London Wall London EC2M 5QD	Installation of one internally illuminated fascia sign and one externally illuminated projecting sign.	Approved 17.12.2019	Rice Brands Limited
19/01105/ADVT Coleman Street	Salisbury House 164 London Wall London EC2M 5QD	Installation and display of (i) one internally illuminated fascia sign measuring 0.48m high by 2.94m wide at a height above ground of 3.83m and (ii) one externally illuminated projecting sign measuring 0.5m high by 0.5m wide at a height above ground of 2.75m.	Approved 17.12.2019	Rice Brands Limited
19/01118/FULL Coleman Street	City Point Ropemaker Street London EC2Y 9AW	Use of part of City Point Plaza for a temporary market between 3rd December to 23rd December 2019.	Approved 03.12.2019	Wavegrange Limited
19/01122/ADVT Coleman Street	18 - 31 Eldon Street London EC2M 7LA	Installation and display of one externally illuminated projecting sign measuring 0.6m (w) by 0.6m(h) displayed at a height of 3.2m above ground floor level.	Approved 17.12.2019	Pret A Manger (Europe) Limited
19/01123/LBC Coleman Street	18 - 31 Eldon Street London EC2M 7LA	Installation of a projecting advertisement measuring 0.6m (w) x 0.6m (h) displayed at a height of 3.2m above ground floor	Approved 17.12.2019	Pret A Manger (Europe) Limited

		level; internal alterations including the removal of existing partitions, fixtures and fittings; installation of a new staircase; installation of 'back of house'; internally mounted fascia.		
19/01130/MDC Coleman Street	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Submission of details of SUDs components pursuant to condition 11 of planning permission dated 04/05/2018 (app. no. 17/01095/FULEIA).	Approved 09.01.2020	LS 21 Moorfields Developme nt Manageme nt Ltd
19/01162/LBC Coleman Street	Salisbury House 31 Finsbury Circus London EC2M 5SQ	Installation of ten glazed screens to internal walls on the second, fifth and sixth floors and new partitions at second and fifth floor level.	Approved 19.12.2019	Workspace Group PLC
19/01178/ADVT Coleman Street	100 Moorgate London EC2M 6AB	Installation and display of one externally illuminated projecting sign measuring 0.65m high, 0.65m wide, at a height above ground of 2.75m.	Approved 09.01.2020	Workspace Group PLC
19/01179/LBC Coleman Street	100 Moorgate London EC2M 6AB	Installation and display of one externally illuminated projecting sign measuring 0.65m high, 0.65m wide, at a height above ground of 2.75m.	Approved 09.01.2020	Healthy Retail Ltd

19/01227/NMA Coleman Street	101 Moorgate London EC2M 6SL	Non-material amendment under Section 96A of the Town and Country Planning Act to alter the description of development to planning permission dated 30/03/2012 (app. no. 11/00773/FULEIA) and for the addition of a new condition detailing approved floor areas.	Approved 17.12.2019	Aviva Investors
19/00784/MDC Cheap	30 King Street London EC2V 8EE	Particulars and samples of materials to be used in all external surfaces of the building pursuant to condition 2 of planning permission 19/00011/FULL.	Approved 17.12.2019	The Wardens And Commonalty
19/00894/MDC Cordwainer	1 Poultry London EC2R 8EJ	Details of a noise impact survey pursuant to condition 4(b) of planning permission 16/00841/FULL dated 20.06.2017.	Approved 12.12.2019	Puttshack Limited
19/00944/FULL Cordwainer	1 Bow Churchyard London EC4M 9DQ	Alterations and extension of the existing building including: (i) window refurbishment; (ii) infilling of the existing colonnade at ground floor level to provide additional office (Class B1) and flexible retail (Class A1/A3/A4) (iii) change of use of part ground floor from drinking	Approved 17.12.2019	Aviva Life & Pensions UK Limited

		<p>establishment (Class A4) to office (Class B1) (iv) change of use of part ground and basement floor from drinking establishment (Class A4) to flexible retail (Use Class A1/A3/A4) (Total: 651sq.m) (iv) formation of new entrances at ground floor level; (v) creation of roof terraces at first, third, fourth and fifth floor level to serve the existing office accommodation; (vi) alterations to the existing car and cycle parking facilities</p>		
19/00986/FULL Cordwainer	Watling House 33 Cannon Street London EC4M 5SB	Installation of a new canopy and alterations to the entrance door at the main entrance on the corner of Cannon Street and Bread Street.	Approved  10.12.2019	Blackrock
19/00203/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Scheme for the avoidance of expansion joints pursuant to condition 37 of planning permission 17/00770/FULL dated 19th July 2018.	Approved  10.12.2019	ISg
19/00961/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London	Submission of a piling method statement pursuant to condition 9 of planning permission	Approved  10.12.2019	ISg

	EC1Y 0TZ	17/00770/FULL dated 19th July 2018.		
19/00937/MDC  Cripplegate	Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Submission of details of a scheme to minimise the transmission of structure borne sound or vibration from plant pursuant to condition 26 of planning permission 16/00590/FULL dated 30th August 2017.	Approved  28.11.2019	Taylor Wimpey UK Limited
19/01021/NMA  Cripplegate	Former Richard Cloudesley School Golden Lane London EC1Y 0TZ	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 17/00770/FULL dated 19th July 2017 to: i) allow the demolition of an additional section of boundary wall between the site and Hatfield House; and ii) vary the wording of Condition 22 so that it is a compliance condition.	Approved  28.11.2019	City of London Corporation
19/00871/MDC  Dowgate	Cannon Street Railway Bridge Cousin Lane London, EC4	Submission of details hours of illumination pursuant to condition 9 and an Environmental Management Strategy pursuant to condition 10 of planning permission 18/00457/FULEIA dated 7th September 2018.	Approved  03.12.2019	Illuminated River Foundation

19/00592/FULL Farringdon Within	41 Farringdon Street London EC4A 4AN	Installation of a new shop front.	Approved  28.11.2019	Dalton
19/00593/LBC Farringdon Within	41 Farringdon Street London EC4A 4AN	Installation of a new shop front and internal alterations.	Approved  28.11.2019	Dalton
19/00613/FULL Farringdon Within	33 Black Friars Lane London EC4V 6EP	Change of use of the basement floor from ancillary A3/A4 (restaurant and bar) to sui generis (beauty spa and restaurant).	Approved  10.12.2019	Mr. Cheng Xin
19/00915/MDC Farringdon Within	Procession House 55 Ludgate Hill London EC4M 7JW	Details of the materials to be used on all external faces of the building including external ground and upper level surfaces; all new windows and doors; new dormer windows including reveals, materials and jointing; balustrades; the metal perforated screen on the New Bridge Street entrance; and the Pageantmaster Court entrance, including reveals pursuant to conditions 2 (a), (b), (c), (d), (e) and (f) of planning permission 17/00897/FULL dated 3rd November 2017.	Approved  19.12.2019	Greycoat LLP

19/01128/LBC Farringdon Within	2 King Edward Street London EC1A 1HQ	Installation of handrails and balustrades between ground and first floor levels on the north stair.	Approved  19.12.2019	Bank of America
19/01135/MDC Farringdon Within	Land Bounded By Charterhouse Street, Lindsey Street, Long Lane & Hayne Street London EC1	Submission of details of a mechanical plant mountings pursuant to condition 21 of planning permission (appeal decision reference APP/K5030/A/15/30 69991) dated 20/01/2016.	Approved  03.12.2019	Helical
18/01047/ADVT Farringdon Without	317 High Holborn London WC1V 7BN	Retention of one internally illuminated fascia sign measuring 0.5m in height by 1.5m in width situated at a height of 2.4m above ground level.	Approved  23.12.2019	Greens The Signmakers
19/00677/MDC Farringdon Without	Old Pathology Building & Residential Staff Quarters Building St Bartholomew's Hospital West Smithfield London EC1A 7BE	Submission of details of the new stonework for the rebuilt facades of the Pathology Building, including details to facilitate the MRI removal pursuant to condition 2(b) of planning permission dated 29.05.2018 (ref: 16/01311/FULL).	Approved  19.12.2019	Nuffield Health
19/00681/MDC Farringdon Without	St Bartholomew's Hospital West Smithfield London EC1A 7BE	Submission of details in relation to expansion joints pursuant to condition 2(g) (in part) of planning permission dated	Approved  19.12.2019	Nuffield Health

		29.05.2018 (ref: 16/01311/FULL).		
19/00684/LDC  Farringdon Without	16 Took's Court London EC4A 1LB	Details of the staircase handrail; details of planting and maintenance for the green roof; details and a schedule of floor finishes; details of new doors and architraves; details of all decorative joinery, interior panelling and decoration; details of fire surrounds grates and hearths pursuant to condition 3 (c), (d), (f), (g),(h), (i) of listed building consent dated 6th June 2019 (19/00111/LBC).	Approved  12.12.2019	Haji
19/00701/MDC  Farringdon Without	Inner Temple Treasury Building The Terrace Crown Office Row London EC4Y 7HL	Submission of details of brick and tile samples pursuant to condition 2a of planning permission dated 14/02/2018 (application number 17/00077/FULMAJ)	Approved  23.12.2019	Mr Richard Snowdon
19/00741/MDC  Farringdon Without	16 Took's Court London EC4A 1LB	Details of the planting and maintenance for the green roof pursuant to condition 5 (c) of planning permission dated 6th June 2019 (19/00110/FULL).	Approved  12.12.2019	Haji
19/00988/LBC  Farringdon Without	1 - 2 Holborn London EC1N 2LL	Repainting of the external shop front in black, to match surrounding timbers.	Approved  12.12.2019	Loake Shoemaker s



		Internal alterations including the removal of modern security shutters and alterations to existing joinery and redecoration.		
19/00995/LBC Farringdon Without	37 Fleet Street London EC4Y 1BT	Internal alterations at lower ground level to services, partitions, joinery and resetting and cleaning flagstones.	Approved 17.12.2019	C Hoare & Co.
19/01032/LBC Farringdon Without	South Staple Inn Buildings London WC1V 7PZ	Installation of partition walls at ground floor level.	Approved 05.12.2019	Health Dynamics Limited
19/01034/FULL Farringdon Without	South Staple Inn Buildings London WC1V 7PZ	Change of use of part of the ground floor from office (Class B1) to therapy clinic (Class D1) (44sq.m).	Approved 05.12.2019	Health Dynamics Ltd
19/01157/MDC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Submission of details of the methodology for cleaning and repairs to brickwork pursuant to conditions 2(f) and 5 of planning permission 17/00937/FULL dated 27.03.2018	Approved 09.01.2020	The Honourable Society of The Middle Temple
19/01158/LDC Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Submission of details of the methodology for cleaning brickwork pursuant to condition 4 of planning permission 17/00938/LBC dated 27.03.2018	Approved 09.01.2020	The Honourable Society of The Middle Temple

19/01170/NMA Farringdon Without	Barnards Inn 86 Fetter Lane London EC4A 1EQ	Non-material amendment under Section 96a of the Town and Country Planning Act 1990 (as amended) to planning permission 18/00369/FULL dated 12 July 2018 to enable: (i) changes to the Fetter Lane facade as a result of alterations to the height of the curtain walling.	Approved 12.12.2019	Avison Young
19/01171/TCA Farringdon Without	Fountain Court Middle Temple London EC4Y 9BT	Pruning works to two Mature Black Mulberry trees (Morus nigra).	No objections to tree works - TCA 10.12.2019	The Honourable Society of The Middle Temple
19/00268/FULL Langbourn	Birchin Court 20 Birchin Lane London EC3V 9DU	Replacement of a window with a door to access existing second floor terrace and the installation of lighting on the George Yard elevation.	Approved 19.12.2019	DEREIF London Birchin Court SARL
19/00663/LBC Langbourn	Leadenhall Market Gracechurch Street London EC3V 1LT	Installation of 31 speakers.	Approved 23.12.2019	City of London
19/00662/FULL Langbourn	Leadenhall Market Gracechurch Street London EC3V 1LT	Installation of 31 speakers.	Approved 23.12.2019	City of London
19/00103/MDC Lime Street	22 - 24 Bishopsgate London EC2N 4BQ	Details of location, position and fixing details of the commemorative	Approved 03.12.2019	DP9 Limited

		RNLI plaque and proposed Crosby Hall plaque pursuant to condition 29 of planning permission 16/00849/FULEIA dated 11.09.2017.		
19/00153/MDC Lime Street	22 - 24 Bishopsgate London EC2N	Details of soffits, handrails and balustrade pursuant to Condition 16h of planning permission 16/00849/FULEIA dated 11.09.2019.	Approved  19.12.2019	DP9 Limited
19/00818/MDC Lime Street	22 Bishopsgate London EC2N	Details of elevations to show typical details of external components pursuant to Condition 16b) of planning permission ref 16/00849/FULEIA dated 11.09.2017.	Approved  23.12.2019	DP9 Limited
19/00900/MDC Lime Street	22 Bishopsgate London EC2N	Details of green roofs pursuant to Condition 21 of planning permission 16/00849/FULEIA dated 11.09.2017	Approved  07.01.2020	DP9 Limited
19/00596/FULL Portsoken	9 Aldgate High Street London EC3N 1AH	Application under S73 of the Town and Country Planning Act 1990 for the variation of Condition 3 of planning permission 16/00742/FULL dated 24.11.2016 to extend the hours of use of the roof terrace to between 7.00 and 23.00 hours for 7 days a week.	Approved  12.12.2019	Far East Consortium

18/01297/NMA Queenhithe	Broken Wharf House 2 Broken Wharf London	Non-material amendment under Section 96A of the Town and Country Planning Act (as amended) to planning permission 17/00712/FULL dated 08 May 2018 to enable: (i) The removal of the gas vent bollard to the west face and installation of a replacement gas vent to the east facade at ground floor level; (ii) installation of new refuse doors and adjacent louvre screen at ground floor level; (iii) reconfiguration of the rooftop plant; and (iv) alterations to the sixth floor facade, including amendments to the fenestration.	Approved  09.01.2020	SACO Property Group
19/00847/MDC Queenhithe	Broken Wharf House 2 Broken Wharf London EC4V 3DT	Submission of a Hotel Operation Management Plan and Accessibility Management Plan pursuant to conditions 8 and 10 of Planning permission 17/00712/FULL dated 08.05.18.	Approved  09.01.2020	SACO Property Group
19/00869/MDC Queenhithe	Millennium Bridge London EC4	Submission of details hours of illumination pursuant to condition 9 and an Environmental Management	Approved  03.12.2019	Illuminated River Foundation

		Strategy pursuant to condition 10 of planning permission 18/00458/FULEIA dated 7th September 2018.		
18/01270/FULL Tower	7 Pepys Street London EC3N 4AF	Formation of new external stairs and landing leading to the ground floor lift lobby on the Crutched Friars elevation.	Approved  03.12.2019	Muirgold Ltd
19/00783/MDC Tower	Emperor House 35 Vine Street London EC3N 2PX	Details of the proposed new facades pursuant to condition 5(b) (part) of planning permission dated 26th July 2018 (18/00193/FULMAJ)	Approved  03.12.2019	Urbanest
19/01164/LDC Tower	Flat 2 41 Crutched Friars London EC3N 2AE	<p>Details of the chimney piece, grate and hearth pursuant to listed building consent 19/00224/LBC condition 2a.</p> <p>Submission of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects for the construction works pursuant to condition 4 of planning permission dated 22nd March 2019 (18/01122/FULL).</p>	Approved  17.12.2019	Mr Michael Will

19/01187/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Submission of details of louvres pursuant to condition 11(b) and 11(i) of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved  23.12.2019	Partners Group Fenchurch IC Limited (Guernsey)
19/00870/MDC Vintry	Southwark Bridge London EC4	Submission of details hours of illumination pursuant to condition 9 and an Environmental Management Strategy pursuant to condition 10 of planning permission 18/00453/FULEIA dated 7th September 2018.	Approved  03.12.2019	Illuminated River Foundation
18/00192/FULL Walbrook	15 - 17 St Swithin's Lane London EC4	Retention of external lighting to front facade of the building.	Approved  23.12.2019	Premier Inn Orche Limited
19/01033/LBC Walbrook	1 Prince's Street London EC2R 8BP	Removal of one ATM from southern elevation and reinstatement of stonework.	Approved  17.12.2019	The Royal Bank of Scotland
19/01148/LBC Walbrook	1 Prince's Street London EC2R 8BP	Adaptation of entrance doors to become automated.	Approved  23.12.2019	The Royal Bank of Scotland
19/01246/TCA Walbrook	1 St Olave's Court Ironmonger Lane London EC2V 8EX	Pruning works to Plane tree (Platanus x hispanica), Fig tree (Ficus carica), Lime tree (Tilia cordata), and Indian Bean tree (Catalpa).	No objections to tree works - TCA  07.01.2020	Winter Scott LLP

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	28 <sup>th</sup> January,2020
<b>Subject:</b> Valid planning applications received by Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

## Summary

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

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

## Details of Valid Applications

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>	<b>Applicant/ Agent details</b>
19/01293/FULL Aldersgate	Flat 162, Blake Tower, 2 Fann Street, London, EC2Y 8AF	The enclosure of two external terraces in Flat 162 (16th floor level). Existing terrace doors, windows and floor finishes at the two terraces to be removed and replaced with new windows to match at the new facade line. Existing flat roof on 17th floor extended to accommodate enclosure of terrace.	12/12/2019	Mathilde Lobry
19/01005/FULL Bassishaw	London Wall Place, London, EC2Y 5AU	Installation of five artworks for a temporary period until 17.01.2019.	29/11/2019	London Wall Place LP

19/01237/FULL Bassishaw	25 Gresham Street, London, EC2V 7HN	Replacement of one pane of external glazing to the second floor meeting room with a fully glazed door to access to the external roof planting area.	04/12/2019	Lloyds Bank
19/01204/FULL Bishopsgate	119 Middlesex Street, London, E1 7JF	Installation of an extract flue on the rear elevation.	20/11/2019	Rolfe Judd Planning
19/01286/FULL Bishopsgate	17 St Helen's Place, London, EC3A 6DG	(i) Installation of plant equipment within new plant enclosure at roof level. (ii) Installation of replacement plant to rear lightwell. (iii) Installation of seven louvre panels in rear elevation in lieu of existing windows, removal of redundant louvers to the front and rear elevations. (iv) Installation of two satellite dishes at roof level (v) Removal of redundant roof lanterns and handrails to perimeter of roof along with removal of redundant external escape stair to rear.	11/12/2019	LTB
19/01359/FULL Bishopsgate	186 - 190 Bishopsgate, London, EC2M 4NR	Change of use of basement, ground and first floor levels to a Class A3 restaurant plus external alterations comprising the installation of louvres to the side elevation	23/12/2019	Firstplan Ltd



19/01184/FULL Broad Street	65 London Wall, London, EC2M 5TU	Change of use of part of the lower ground floor (Rooms 12, 13 and 14) from office (use class B1(a)) to a flexible use for either office (use class B1(a)) or pharmacy (use class A1) (72.46sqm).	26/11/2019	Mr Jon Stewart
19/01229/FULL Broad Street	14 Austin Friars, London, EC2N 2HE	Installation of a stone skirting at ground floor level on the western facade.	05/12/2019	Austin Friars S.A.R.L.
19/01278/FULL Candlewick	55 King William Street, London, EC4R 9AD	Installation and replacement of entrance doors with associated alterations to the entrance canopy	11/12/2019	King William Property
19/01308/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 from retail (Class A1) and office (Class B1) to restaurant (Class A3), restaurant and bar (flexible Class A3/A4) and leisure (Class D2), (iii) change of use of first to third floors from retail (Class A1) to office (Class B1), (iv) creation of rooftop restaurant and bar (flexible Class A3 / A4) on the ninth and tenth floors, (v) associated ancillary facilities including plant, refuse storage, cycle storage and changing and shower facilities at basement level.	16/12/2019	King William Street Limited

19/01325/FULL Candlewick	68 King William Street, London, EC4N 7HR	External alteration including window / louvres replacement, new windows / louvres and a door, new bin store, new terraces, removal of a rooflight and new plant.	18/12/2019	King William Street Limited
19/01193/FULL Castle Baynard	167-169 Fleet Street, London, EC4A 2EA	Change of use at basement level from Class A1 (retail) to Class D2 (leisure) (193sq.m). Installation of a new entrance and shop front at ground floor level and installation of new plant.	26/11/2019	Canta Rana Ltd
19/01356/FULL Castle Baynard	St Paul's Cathedral , St Paul's Churchyard, London, EC4M 8AD	Re-landscaping works to re-align the existing pathway in the North Churchyard leading to the area immediately in front of the North Transept.	20/12/2019	St Paul's Cathedral
19/01311/FULL Cheap	18 - 20 King Street, London, EC2V 8EG	i) Change of use of part of the ground floor from office B1 to a flexible use for either office (Class B1) or shop (Class A1) or financial and professional services (Class A2) or restaurant and cafe (Class A3) or non-residential institutions (Class D1) use (84sq.m); ii) the re-instatement of a secondary entrance to 18 King Street and iii) the re-instatement of a rooflight in the rear lightwell.	17/12/2019	Shanghai Land (City) Ltd

19/01247/FULL Coleman Street	Salisbury House, Finsbury Circus, London, EC2M 5QQ	Retention of an external flue to the internal lightwell.	02/12/2019	Workspace
19/01345/FULMAJ Coleman Street	1-5 London Wall Buildings, London Wall, London, EC2M 5PG	<p>External alterations including (i) part demolition of the existing roof; (ii) erection of infill extensions and two storey roof extension to provide additional office (Class B1) floorspace (4,306sq.m GEA); (iii) creation of terraces and plant enclosure at roof level; (iv) creation of new entrances; (v) alterations to the facade; (vi) reinstatement of bottle balustrade; (vii) reinstatement of turret on Finsbury Circus elevation; and (viii) associated works.</p> <p>Change of use from office (Class B1) to:</p> <p>(i) a flexible use of either retail (Class A1) or assembly and leisure (Class D2) at part lower ground and part ground floor level (543sq.m GIA);</p> <p>(ii) a flexible use of either office (Class B1) or non-residential institutions (Class D1) or assembly and leisure (Class D2) at part lower ground and part ground floor level (983 sqm GIA);</p> <p>(iii) a flexible use of</p>	19/12/2019	AG EL LWB B.V.

		<p>either retail (Class A1) or financial and professional services (Class A2) or restaurants and cafes (Class A3) or non-residential institutions (Class D1) or office (Class B1) at part ground floor level (550 sqm GIA); (iv) a flexible use of either retail (Class A1) or restaurants and cafes (Class A3) or drinking establishments (Class A4) or offices (Class B1) at part ground floor level (774 sqm GIA); and (v) retail (Class A1) at part ground floor level (110 sqm GIA).</p>		
19/01363/FULEIA Coleman Street	101 Moorgate, London, EC2M 6SL	<p>Application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary condition 23 (Drawing numbers) &amp; 24 (Approved floor areas) of planning permission dated 30 March 2012 (app. no. 11/00773/FULEIA) (as amended by 19/01227/NMA dated 17 December 2019) to enable minor material amendments to the approved scheme including: relocation of office entrance; amendments to the facade and plant; an increase in office floor space and a</p>	24/12/2019	Aviva Life and Pensions

		<p>decrease in retail floorspace; an increase in cycle parking; and an increase in roof terrace provision.</p> <p>(The total proposed floor area of the building is 8,516sq.m GEA, comprising 8,330sq.m of office floorspace and 186sq.m of retail (Class A1) floorspace.)</p> <p>This application is accompanied by an Update to the Environmental Impact Assessment which is available for inspection with the planning application. Copies of the Update to the EIA may be obtained from Savills, 33 Margaret Street, London W1G 0JD at a cost of £120.</p>		
19/01269/FULL Coleman Street	27 Finsbury Circus, London, EC2M 7EA	Change of use of part of the second basement level (units 1-4) from office (Use Class B1) to a flexible use for either office (Use Class B1) or ultrasound clinic (Use Class D1) (58.5 sq.m).	07/01/2020	Ultrasound Link LTD.
19/01233/FULL Cornhill	The Counting House Public House, 50 Cornhill, London, EC3V 3PD	Installation of three flagpoles.	27/11/2019	Fuller Smith & Turner

19/01239/FULL Farringdon Within	38 - 39 Charterhouse Square, London, EC1M 6EA	Change of use from B1 (office) to flexible use as D1 (school) in association with Charterhouse Square School or B1 (office) at first, second, third and fourth floor level, with internal alterations and refurbishment works at fourth floor level to the roof structure and installation of internal links between buildings to facilitate full level mobility (551sq.m)	29/11/2019	UCG/Cognit a Schools Ltd
19/01265/FULL Farringdon Within	Livery Hall, Butchers Hall, 87 - 89 Bartholomew Close, London, EC1A 7EB	Application under Section 73A of the Town and Country Planning Act 1990 (as amended) to allow retention of works carried out together with minor amendments without complying with condition 22 (approved drawings) of planning permission 16/00328/FULL dated 11th August 2016.	06/12/2019	Worshipful Company of Butchers
19/01291/FULL Farringdon Within	160 Queen Victoria Street, London, EC4V 4BF	Installation of: i) new entrance facade; ii) new canopy; and iii) additional roof plant.	12/12/2019	Blackstone Property Managemen t
19/01292/FULL Farringdon Within	160 Queen Victoria Street, London, EC4V 4BF,	Installation of two new doors, a balustrade and new floor finish to provide access to amenity space on the fourth- floor terrace.	12/12/2019	Blackstone Property Managemen t

19/01295/FULL Farringdon Within	79 Carter Lane, London, EC4V 5EP	Construction of roof extension (28sq.m).	13/12/2019	Wanderslors Pension Fund
19/01243/FULL Farringdon Without	Ashley Building, Middle Temple Lane, London, EC4Y 9BT	(i) External works to the (western) elevation to Middle Temple Gardens to include the widening of the existing perron, creation of a new garden entrance and the replacement of the slot windows to provide eight sash windows at basement-mezzanine level. (ii) External works to the (eastern) elevation to Middle Temple Lane to include amendments to the existing door and Portland stone surround, enlargement of two slot windows either side and upgrading the thermal and acoustic performance of all remaining slot windows. (iii) Provision of new external lighting in Middle Temple Lane elevation and western elevation. (iv) Minor amendments to existing hard landscaping at entrances only to create level access into the building.	02/12/2019	The Honourable Society of The Middle Temple
19/01215/FULL Farringdon Without	West Smithfield, London, EC1A 9NB	Structural works to the underground tunnels, including associated above ground works.	12/12/2019	Gerald Eve LLP

19/01169/FULL Farringdon Without	16 Took's Court, London, EC4A 1LB	Change of use from offices (Class B1) to flexible non- residential institution (Health Centre) (Class D1) and/or offices (Class B1) (Total floorspace 306 sqm).	16/12/2019	TPM Studio
19/01288/FULL Farringdon Without	1 & 2 Garden Court, Middle Temple, London, EC4Y 9BL	Replacement of windows within dormers at fifth floor level on the rear (west) elevation.	17/12/2019	The Honourable Society of The Middle Temple
19/01343/FULEIA Farringdon Without	Poultry Market And General Market And The Annexe Buildings, West Smithfield, London, EC1A 9PS	General Market Partial demolition, repair, refurbishment and extension of the existing building known as the General Market at 43 Farringdon Street on the basement, ground, first and roof levels; creation of a new entrance structure on West Poultry Avenue (and associated refurbishment of the existing canopy over West Poultry Avenue) with new facades to West Smithfield and Charterhouse Street; new entrances on the corner of Farringdon Street and Charterhouse Street; Change of use to provide a museum and ancillary uses and areas, together with a flexible retail, restaurant, drinking establishment and leisure (gym) use for	19/12/2019	Museum of London



		<p>the perimeter 'houses'.</p> <p>Poultry Market Partial demolition, repair, refurbishment and alteration of the existing building known as the Poultry Market, Charterhouse Street at basement, ground and first levels; change of use to a museum and ancillary uses and areas.</p> <p>Annexe Site (Red House, Iron Mountain, Fish Market and Engine House) Partial demolition, refurbishment and extension of the existing buildings known as the Annexe Site at 25 Snow Hill and 29 Smithfield Street at basement, ground, first, second and third levels; creation of a triple height canopy above a public realm space; change of use to a flexible museum, offices, retail, restaurant, drinking establishment, events and functions use. Refurbishment of and minor alterations to the existing building known as the Engine House at West Smithfield at basement and ground levels;</p>		
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		<p>Change of use to a flexible retail and museum use.</p> <p>(The proposal would provide 33,340 Sq.m m of Museum floorspace (Class D1), 4254sq.m of flexible A1/A2/A3/A4/B1/D1 &amp; D2 floorspace, 2459sq.m of flexible B1/D1 floorspace, 812sq m of flexible A3/A4/D1 &amp; D2 floorspace, 23sq.m of flexible A1/D1 floorspace and 86sq. m of flexible A1/A3/A4/D1 floorspace.)</p> <p>This application is accompanied by an Environmental Statement. Copies of the Environmental Statement from Gerald Eve LLP, 72 Welbeck Street, London, W1G 0AY</p>		
19/01211/FULL Portsoken	Aldgate House , 33 Aldgate High Street, London, EC3N 1AH	Alterations to entrance comprising: (i) installation of single revolving door and two single pass doors; (ii) partial infill at ground floor level creating an additional 24.7 GIA floorspace.	25/11/2019	Alphagate Jersey Trustees 1&2 Ltd
19/01266/FULL Tower	76 - 86 Fenchurch Street, 1-7 Northumberland Alley, 1 & 1A Carlisle Avenue, London	Use of part lower ground and first floor as a mix of business uses and functions (Sui-Generis) in lieu of the approved retail (Class A1-A3) and Office (Class B1)	06/12/2019	Partners Group Fenchurch IC Limited (Guernsey)

		uses, and on cessation of the sui generis use revert to retail (Class A1-A3) at part lower ground floor and office use (Class B1) at part lower ground and first floor level. Use of part ground as office (Class B1) in lieu of the approved retail (Class A1-A3) use.		
19/01280/FULL Tower	8 - 14 Cooper's Row, London, EC3N 2BQ	Installation of three awnings on the Coopers Row elevation.	11/12/2019	Queensgate GEM LLH SPV 2 Limited
19/01307/FULEIA Tower	Site Bounded By Fenchurch Street, Mark Lane, Dunster Court And Mincing Lane., London, EC3M 3JY	i) Demolition of 41-43 Mincing Lane, 40-54 Fenchurch Street, former church hall and the Clothworkers' Hall and its redevelopment to provide a new building comprising four levels of basement (including a basement mezzanine level), ground, mezzanine, plus part 9, 31 and 35 storeys plus plant containing offices (B1) and flexible shop/financial and professional services/cafe and restaurant uses (A1/A2/A3) at ground floor level; and flexible shop/cafe and restaurant/drinking establishment uses (A1/A3/A4) at levels 10 and 11, including winter garden (Sui	12/12/2019	The Clothworkers' Company

		<p>Generis); ii)  Reprovision of the  Clothworkers'  accommodation (Sui  Generis) within part  ground, part first,  part second and part  third floors and four  levels of basement  (including a  basement  mezzanine level); iii)  Creation of ground  level public access to  level 10 roof garden  and basement level  1 to Grade II Listed  crypt; iv)  Dismantling,  relocation and  reconstruction of the  Lambe's Chapel  Crypt to basement  level 1 and  associated exhibition  accommodation (Sui  Generis) (listed  Grade II); v)  Alterations to and  conservation of the  Grade I Listed Tower  of All Hallows  Staining; vi)  Provision of new  hard and soft  landscaping and  other associated  works.</p> <p>(The total proposed  floor area of the new  building is  94,336sq.m GIA,  comprising  88,064sq.m of office  floorspace, 289sq.m  of flexible retail  floorspace  (A1/A2/A3), 550sq.m  of flexible retail  floorspace  (A1/A3/A4), 789sq.m</p>		
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		<p>of livery hall floorspace, 214sq.m of crypt floorspace and 430sq.m of winter garden floorspace. The building would rise to a maximum height of 149.6m when measured from the lowest office ground floor level, 165.1m AOD.)</p> <p>(RECONSULTATION DUE TO AMENDMENT TO SITE ADDRESS)</p> <p>This application is accompanied by an Environmental Statement which is available for inspection with the planning application. Copies of a CD containing the Environmental Statement may be obtained from Gerald Eve LLP, 7 Welbeck Street, London, W1G 0AY.</p>		
19/01222/FULL Vintry	Senator House, 85 Queen Victoria Street, London, EC4V 4AB	Minor external alterations comprising: (i) installation of stainless steel cable trellis to cladding at sixth floor terrace; (ii) installation of a brise-soleil structure at roof level; and (iii) installation of a satellite dish and aerial at roof level.	27/11/2019	Quilter

19/01214/FULL Walbrook	60 Gresham Street, London, EC2V 7BB	Change of use of part first floor (Room 109) from office (Use Class B1) to a flexible use for either office (Use Class B1) or medical clinic (Use Class D1) (12sq.m).	25/11/2019	Mr Alexander Hamilton
19/01218/FULL Walbrook	60 Gresham Street, London, EC2V 7BB	Installation of ventilation equipment to the third floor office level.	26/11/2019	Bank of China
20/00012/FULL Walbrook	68 Lombard Street, London, EC3V 9LJ	Change of use of part lower ground floor from office (Class B1) to use a flexible use of either office (Class B1) or doctors surgery (Class D1). (14sq.m)	06/01/2020	Mr Alexander Hamilton

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