



Planning and Transportation Committee

Date: TUESDAY, 13 APRIL 2021
Time: 10.30 am
Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

3. **MINUTES**

To agree the public minutes and summary of the meeting held virtually on 30 March 2021.

For Decision
(Pages 1 - 20)

4. **BURY HOUSE 31 BURY STREET LONDON EC3A 5AR**

Report of the Interim Chief Planning Officer and Development Director.

For Decision
(Pages 21 - 66)

15. **NON-PUBLIC MINUTES**

To agree the non-public minutes and summary of the meeting held virtually on 30 March 2021.

For Decision
(Pages 67 - 68)

Items received too late for circulation in conjunction with the Agenda.

John Barradell
Town Clerk and Chief Executive

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 30 March 2021

Minutes of the meeting of the Planning and Transportation Committee held via Microsoft Teams at 10.30 am

Present

Members:

Deputy Alastair Moss (Chair)	Michael Hudson
Munsur Ali	Alderman Robert Hughes-Penney
Randall Anderson	Deputy Jamie Ingham Clark
Douglas Barrow	Shravan Joshi
Peter Bennett	Alderswoman Susan Langley
Mark Bostock	Natasha Maria Cabrera Lloyd-Owen
Deputy Keith Bottomley	Deputy Brian Mooney (Chief Commoner)
Deputy Peter Dunphy	Deputy Barbara Newman
Alderman Emma Edhem	Graham Packham
John Edwards	Susan Pearson
Helen Fentimen	Judith Pleasance
Marianne Fredericks	Deputy Henry Pollard
Tracey Graham	James de Sausmarez
Graeme Harrower	William Upton QC
Sheriff Christopher Hayward	Alderman Sir David Wootton
Christopher Hill	

Officers:

Angela Roach	- Assistant Town Clerk
Gemma Stokley	- Town Clerk's Department
Antoinette Duhaney	- Town Clerk's Department
Polly Dunn	- Town Clerk's Department
Shani Annand-Baron	- Media Officer
Bukola Soyombo	- Technology Support Partner
Simon Owen	- Chamberlain's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Gwyn Richards	- Interim Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Elisabeth Hannah	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bhakti Depala	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Toni Bright	- Department of the Built Environment
Gemma Delves	- Department of the Built Environment

Lucy Foreman	- Department of the Built Environment
Kieran Mackay	- Department of the Built Environment
Kathryn Stubbs	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Rachel Pye	- Department of Markets and Consumer Protection
Jake Tibbetts	- Open Spaces Department

Introductions

The Town Clerk opened the meeting by introducing herself and stating that the Committee was quorate.

A roll call of Members present was undertaken.

The Town Clerk highlighted that the meeting was being recorded as well as live streamed and would be made available on the City Corporation's YouTube page for a period of time after the meeting had concluded. With this in mind, it was confirmed that participants in the meeting had all individually agreed and given their consent to being recorded and that all personal data would be processed in accordance with the Data Protection Act 2018. The Town Clerk highlighted that, for further information on this, viewers could contact the City Corporation using the details provided on the public webpages.

The Chair then introduced himself and welcomed all those in attendance and viewing the meeting via YouTube.

1. APOLOGIES

Apologies for absence were received from Oliver Sells QC (Deputy Chairman), Alderman Robert Hughes-Penney and Oliver Lodge.

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

Susan Pearson declared an interest in a Motion that was to be proposed at Item 16 (Any Other Business) and stated that she would not therefore be participating in this item.

Sheriff Christopher Hayward declared an interest in agenda Item 4 as a member of the Capital Buildings Committee and stated that he would not therefore be speaking or voting on this matter.

Alderman Sir David Wootton declared an interest in agenda Item 4 as a member of the Capital Buildings Committee and stated that he would not therefore be speaking or voting on this matter.

Deputy Keith Bottomley declared an interest in agenda Item 4 as a member of both the Police Authority Board and the Capital Buildings Committee and stated that he would not therefore be speaking or voting on this matter.

Douglas Barrow declared an interest in agenda Item 4 as a member of both the Police Authority Board and the Capital Buildings Committee and stated that he would not therefore be speaking or voting on this matter.

Deputy Jamie Ingham Clark declared an interest in agenda Item 4 as an ex-officio member of the Capital Buildings Committee and stated that he would not therefore be speaking or voting on this matter.

Peter Bennett declared an interest in agenda Item 4 as a member of the Capital Buildings Committee and stated that he would not therefore be speaking or voting on this matter.

3. **MINUTES**

The Committee considered the public minutes and summary of the meeting held virtually on 9th March 2021 and approved them as a correct record.

MATTERS ARISING

Daylight/Sunlight – Alternative Guidelines (page 11) – A Member highlighted that, as the minutes record, he had first raised the use of radiance studies as the most effective way for this committee to assess the loss of daylight and sunlight two years ago. He reminded Members that he had raised it once again at the last meeting and asked that Officers undertake that when an application is received which entails a loss of daylight or sunlight to a neighbouring property, the developer be asked to provide radiance studies to assist this Committee in assessing the loss and to seek access to an effected neighbouring property to obtain precise data for this purpose, only relying upon reasonable assumptions should such access be denied. He had also suggested that, if a developer failed to provide these studies, Members should draw an adverse inference from this omission. Officers had undertaken to provide a response to that suggestion at this meeting and the Member therefore pressed for this undertaking to be given to the Committee. Officers responded to state that they had been waiting to see if BRE were going to update their national guidance before reporting back to this Committee with any further suggestions however, it was reported that there was still no definitive timeline from BRE on this. With this in mind, Officers stated that they could nevertheless progress a further report to bring back to Committee responding to specific queries and providing a more general update on daylight/sunlight issues. In the meantime, Officers reassured Members that they would continue to work with applicants on providing radiance assessments wherever necessary.

The Member responded to clarify whether the position going forward would now be that, when a loss of daylight or sunlight is an issue in a planning application in the view of Officers, an applicant will be asked to provide radiance studies to assist this Committee in assessing that loss and advised that they should try to seek access to affected properties to collate precise data. The Chair responded to state that his view would be that the Committee should await the forthcoming

report before directing Officers on this matter. The Member highlighted that the expert consultant had already advised this Committee that radiance studies were the most effective means of measuring any loss of daylight and sunlight. Officers reported that radiance studies could be requested of applicants going forward and commented that it certainly had been done in the past but underlined that it could be difficult to insist on this as, as the Member had already acknowledge, it did require access to individual properties and some applications involved hundreds of these. The Chair asked that a report be brought back to the Committee as soon as possible setting out all of the possible options before a decision was formalised.

Another Member highlighted that the City had a 3D model and suggested that it would be a very useful tool for Members to be able to look at this and view development holistically and to see the cumulative impact of this, particularly in terms of daylight and sunlight. She questioned whether this tool could be utilised by Members when considering future applications. The Interim Chief Planning Officer and Development Director confirmed that this was a tool currently used by Officers and one which they hoped to develop further. He reported that there was a training session for Members already scheduled on 3D modelling and its potential use in decision making. He added that Officers still requested details on cumulative impact in daylight and sunlight assessments and often in independent verification of these assessments too.

Member Training (page 12) – A Member noted that there were currently no training sessions planned for the Committee on the subject of Whole Life Carbon Impact and questioned whether Officers could provide an update on this as she was aware that it had been the subject of various discussions outside of meetings. The Interim Chief Planning Officer and Development Director confirmed that this was a key focus for Officers and that they were currently scoping the opportunities for training for Members around this which would be led by Kerstin Kane.

Awareness of Planning Applications/Stakeholder Engagement (page 14) – A Member thanked Officers for providing her with further information on consultation ahead of today's meeting.

Construction Works – A Member reported that Officers had been in touch with her to provide further information around whether conditions could be added to the development of a site and when this commenced. She highlighted that she had first raised this matter two years ago.

4. **ESTABLISHMENT OF A SPECIAL SUB-COMMITTEE**

The Committee considered a joint report of the Town Clerk, the Interim Chief Planning Officer and Development Director and the Comptroller and City Solicitor concerning the establishment of a special sub-committee to consider a forthcoming planning application by the City of London Corporation involving a significant area of public highway and therefore engaging the restrictions in Regulation 10 of the Country and Planning General Regulations 1992 by reason of the Committee's responsibility for public highway.

The Town Clerk reminded the meeting that those Members who had declared relevant interests in this item at agenda Item 2 would not be able to participate by either speaking or voting.

A Member spoke to state that she understood that the site in question was owned by the City of London (City Fund - freehold and leasehold) and noted that, although the Property Investment Board was a non-local authority committee, its role was to manage the organisation's property investment portfolio and to encourage development in the City of London. She therefore questioned whether the City's management of the site and members of the Property Investment Board who managed its investments and also sat on this Committee also created a conflict of interests, what the public perception of this might be and whether this could lead to challenge further down the line.

Another Member commented that one of the headlines of the Lisvane Governance Review was that the City Corporation already has too many Committees, Sub-Committees, Consultative bodies etc. He suggested that it therefore seemed counter intuitive that Members were being encouraged to recommend yet another Sub-Committee and, further down the line, another four Sub-Committees in the form of Planning Panels – a proposal set to be considered by the Court of Common Council in the coming months. The Member stated that he felt that there was something particularly odd about this proposed Sub-Committee as the plan was that the full Committee meet as scheduled on the morning of 22 April and that, at the conclusion of this meeting, a number of Members leave with the remainder then adopting different hats to form part of the Special Sub-Committee to decide a planning application that would normally be decided upon by the full Committee. He commented that this would appear unintelligible to the public and those outside of the organisation and stated that he believed that these contortions were required to preserve the ability of a small group of Members to continue to be able to sit on some of the more 'important' Committees simultaneously (in this case the Capital Buildings Committee and the Planning Committee). He added that the public were of the view that this gave rise to a perception of bias and highlighted that a petition signed by over 1,200 people saying just this had been lodged earlier this morning. The Member went on to state that, in case anyone were to object to the fact that these proposed procedural 'somersaults' would result in the seven members of this Committee and the Capital Buildings Committee not participating in the planning decision – this was only by accident as it just so happened that this application included significant public realm and highway works and it also just so happened that this Committee had such matters within its Terms of Reference. This combination of circumstances meant that the strictures of legislation, as interpreted by a high Court case last Autumn, meant that this could not be avoided and that those members were prevented by law from participating in the planning decision. If, however, this application had not included significant public realm and highway works, the report inferred that all Members of this grand Committee would have been able to participate regardless of any public perception. The Member concluded by stating that he felt that this report therefore demonstrated how unfit for purpose the City's current planning process was. The Member stated that he would not

be opposing the recommendations set out within the report but that his vote in favour would be based on pragmatism and not principle.

Another Member spoke to make the point that the application in question did not involve an investment property and did not therefore fall within the remit of the Property Investment Board. He added that he and other members of the Property Investment Board who also sat on this Committee were already well aware of this and that the point raised by the Member was therefore of no relevance.

The Comptroller and City Solicitor responded to the various points made by stating that, as set out within the report, what Regulation 10 required was to avoid any conflict of interest between those who are deciding the application and those who are bringing forward the proposals. Members were informed that this obviously had to be applied to the local authority situation and the Comptroller and City Solicitor commented that it was not unusual for all tiers of an authority to have been involved in an application or the principle of funding of an application at various stages of a development. She added that the Court of Common Council itself had been involved in this particular application at a very early stage but stated that the organisation had to take an approach that allowed for some flexibility but was also sufficiently robust. With this in mind, Officers had turned their minds to identifying who could be considered as having promoted the application to date – this had been determined to be the Capital Buildings Committee with the Police Authority Board also having a clear, vested interest. She concluded by stating that interpreting things too widely hindered the ability of the local authority to function properly and to take any decisions on its own planning applications which was expressly provided for in law.

RESOLVED – That the Planning and Transportation Committee:

1. Adopt the Handling Note in the Appendix to this Report.
2. Establish a Special Sub-committee with the following Terms of Reference: to determine planning application reference: 20/00997/FULEIA and associated Listed Building Consent applications ref: 20/00998/LBC and 20/00996/LBC.
3. That the Special Sub-committee sits at the rising of the Planning and transportation on 22 April 2021.
4. That the Special Sub-committee be constituted of all Members of Planning and Transportation Committee other than those who are also Members of Capital Buildings Committee and Police Authority Board.

5. **BARBICAN AND GOLDEN LANE CONSERVATION AREA CHARACTER SUMMARY AND MANAGEMENT STRATEGY - DRAFT SUPPLEMENTARY PLANNING DOCUMENT**

The Committee considered a report of the Interim Chief Planning Officer and Development Director in relation to the draft Barbican and Golden Lane Conservation Area Character Summary and Management Strategy.

The Interim Chief Planning Officer and Development Director introduced the item by reminding the Committee that they had designated the Conservation

Area in October 2018 and agreed the boundary. He added that local authorities were statutorily obliged to publish proposals for the preservation and enhancement of conservation areas. He reported that this area already had the very highest level of protection in these estates - most of which were listed (Grade 2 and 2*) and, as such, were subject to listed building management guidelines as referenced in the documents. They were also designated landscapes and scheduled ancient monuments. Ultimately, it was intended that this document be adopted as a supplementary planning document and would therefore be a material consideration in the assessment of any proposals affecting the Conservation Area.

The Interim Chief Planning Officer and Development Director reported that, in line with protocol, three Barbican Committees (the Barbican Estate Residents Consultation Committee in November 2020, the Barbican Residential Committee in December 2020 and the Barbican Centre Board last week) had already considered the draft document ahead of this meeting and feedback from these committees had been received and collated into the draft SPD presented today.

As an overview, it was reported that the structure of the document was fairly clear in that it provided an understanding of the significance of the Conservation Area by analysing principal characteristics and set out proposals for the preservation and enhancement of the special architectural and historic interest of the Conservation Area. It was now recommended that the Committee agree that the document be issued for a 6-week period of public consultation.

A Member noted that there had been a very helpful question and answer session on the document at the Barbican Estate Residents Consultation Committee meeting at which someone had asked about the extent to which the Climate Action Strategy would be taken into account in the new Conservation Area and that the response had referred to the fact that the Barbican had a heavy carbon footprint, its reduction fell within the Climate Change Strategy, and there would be a balance of the benefits of proposed changes. He therefore asked whether Officers could report back and confirm that their instructions to the consultancy working on the design of the Barbican Podium repair had been amended to ensure that the recommendations reflected the Climate Action Strategy. The Interim Chief Planning Officer and Development Director reported that, in terms of the paving on the highwalk, a meeting had taken place yesterday and that part of the brief for the project team was to look at the City Climate Action Strategy and respond to this, especially in terms of embedded carbon within existing materials. He added that the approach to conservation of the estate was entirely compatible with the Climate Action Strategy in terms of retaining fabric and the like. He confirmed that the first emphasis here would be on repair with a second option of scoping and replacing with second-hand tiles, a third option of utilising materials manufactured from old tiles with all other options only explored thereafter.

Another Member welcomed the draft document but added that he was sure that this Committee would want to ensure that the draft issued for consultation was

factually correct and minimised any typographical errors. He added that the Barbican Association Planning Group and the Barbican Wildlife Garden Group had spent a lot of time reading the draft document appended to this report and had sent some suggested changes to him which he in turn had notified the Interim Chief Planning Officer and Development Director of. Officers had since agreed to correct a number of factual errors, but the Member stated that he remained concerned that there were still others within the document – one, for example, relating to Blake Tower. The Member requested that Officers therefore undertake a further, detailed review of the draft document to ensure that it was factually correct prior to consultation commencing. The Member highlighted that many residents had already expressed opinions on the document, but he accepted that these ought to be lodged as part of the formal consultation process. The Interim Chief Planning Officer and Development Director confirmed that he had been in correspondence with the Member on this matter and stated that he was very grateful for any errors being brought to his attention so that these might be addressed. He went on to state that some of the points raised increased the emphasis on certain terms or were more nuanced/general commentary and it was felt that the most appropriate forum for these to be raised was via the public consultation process.

Another Member questioned whether, bearing in mind the crossover with the Climate Action Strategy and the points made around Beech Street, Officers had considered whether reference to cycle parking for residents should feature within in the document in terms of protecting the area and air quality. Secondly, the Member stated that not only was this document set to go out to public consultation for a six-week period, but also the City Plan 2036 had just been released for public consultation which would close on 7 May 2021. She noted that, due to current circumstances, it was proposed that these consultations take place online only and raised concerns that this would disenfranchise a large number of residents in terms of their awareness of these. The Member therefore questioned whether other forms of promoting these could be looked at, particularly considering that this was a document which affected estates which broadly covered a large swathe of the City's resident population. The Interim Chief Planning Officer and Development Director stated that he believed that cycle parking sat outside of the scope of this document as this was focused on the character of the Conservation Area. In terms of consultation, Members were informed that there would be a public meeting and that, at present, it was anticipated that this would take place virtually but any options around holding a physical meeting would be explored as restrictions were gradually lifted. The Member responded to question how the virtual public meeting would be advertised and questioned whether any thought had been given to producing a paper document notifying residents of both this and the City Plan 2036 public consultations. The Interim Chief Planning Officer assured Members that the public consultation would be widely publicised, and that Officers would proactively use all of the existing resources available to them for this purpose. He added that they consider issuing paper copies of the documents and a place for people to come and view these as restrictions lifted in May 2021.

A Member questioned what would happen at the conclusion of the consultation process in terms of any further scrutiny of the document. The Interim Chief Planning Officer and the Development Director that a further report would be put to this Committee itemising every response received under the public consultation alongside Officer responses to these. An amended version of the draft document absorbing the responses received would then be put to Members of this Committee for approval before being adopted.

Another Member commented that she had also seen a number of track changes to the document from residents and questioned how many of these proposed changes had been made in the draft version of the document presented to Members today or whether these would be picked up as part of the broader consultation before inclusion. In terms of the comments received to date, the Interim Chief Planning Officer and Development Director cautioned that care needed to be taken to provide a level playing field to all consultees. He added that some of the responses already received were slightly pre-emptive of the formal consultation process and that it was important not to disadvantage other stakeholders who may take an opposite view. It was therefore felt that the best approach was to collate all of the responses received as part of the formal consultation process and report these to Committee within a single report.

RESOLVED - That Members approve the draft text of the Barbican and Golden Lane Conservation Area Character Summary and Management Strategy SPD, appended as Appendix A to the report, and agree to it being issued for public consultation for 6 weeks from March 2021.

6. **SHORT STAY CYCLE PARKING IN THE CITY OF LONDON**

The Committee received a report of the Interim Chief Planning Officer and Development Director setting out proposals to increase the number of short stay cycle parking spaces in the City of London to be funded by future developments which do not meet the London Plan standards.

A Member thanked Officers for collating this report and stated that she understood the tone of it but highlighted that the London Plan requirements were a minimum and the reality was that the City had met less than 50% of these. She felt that this ought to be readily acknowledged within the report. She added that she was grateful to see solutions broadly set out towards the end of the report and asked whether, bearing in mind that the long stay cycle provision was only marginally above the required standards and clearly did not address the City cultural offering and use outside of office hours, Members could have an update on the proposed solutions in 2-3 months' time when people would be steadily returning to the City.

Another Member commented that she was a cyclist who used short stay cycle spaces and stated that she found this report quite depressing and was disappointed that this Committee had allowed this deficit to happen. She was pleased to see that there was now a proposal to ask developers to make a financial contribution to address this deficit but she stressed that it was vital that spaces were provided where they were needed and not like those recently

installed in Golden Lane because there was space to accommodate these but where they were not really required. The Member questioned whether the Committee could be provided with a map indicating where spaces were and where they were most required. She added that she was also concerned that the report did not include things like the parking provisions for electric bikes or scooters and requested that any future report also make reference to this.

Another Member agreed that he did not feel that this report was very explicit in terms of taking tangible measures to address the problem. It spoke of developing a proposal to ask developers to make a financial contribution to meet the cost of any deficit but he felt that the real problem was that there was a lack of space outside of these developments to site these spaces and he was therefore unclear as to how this might be beneficial. He therefore also requested a further paper in the near future setting out tangible proposals for addressing this problem.

The Interim Chief Planning Officer and Development Director commented that he felt it would be reasonable for Officers to report back to the Committee in 3 months' time on this matter. He added that the Committee would be considering schemes before this time that would exceed requirements in terms of short stay cycle parking requirements and would also include some of the elements identified such as cycle hubs within developments. He therefore felt that this was an increasingly positive picture. In terms of widening the brief of the report as suggested, Officers undertook to look into this and report back. It was, however, underlined that this was an immense challenge as the authority were trying to provide generous pavements for pedestrian movement, areas for al fresco dining and retail elements which open on to the street and that all of these were real and unique challenges for the City when compared to other parts of London. He added that his personal view was that Officers had done well to achieve what they had but, nevertheless, the concerns of Members had been noted and these would be addressed in future schemes coming forward that would not only meet but exceed requirements as well as within a future update report.

A Member commented that the Committee were very well aware that there was a lack of space on the City's streets and that this had always been the case. She felt that, for this reason, the City should have been enforcing requirements around cycle parking provision within the developments themselves to meet their own in-house demands. The Member also felt that the proposed financial contributions from developers were not an effective solution. She suggested that it might be useful to undertake a survey of City developments to ascertain how many of the cycle spaces within their units were actually utilised and whether or not these could be made available for use by the public. Finally, the Member sought assurances that any financial contributions that developers might be asked to make toward the funding of cycle spaces going forward would be ringfenced solely for this purpose.

Another Member agreed that Member focus and oversight was needed here and supported the request for a further report on this within the next 3 months. He added that, with people due to return to the City after the lifting of lockdown,

this was a key time to address the matter as this would be when provision was most needed. Secondly, on the issue of proposed financial contributions from developers, the Member stated that it was spaces that were required and not funds. He also questioned how any financial contributions would be calculated and what the basis of this would be. The Interim Chief Planning Officer and Development Director reported that Officers were currently working up a proposed formula to present to the Committee for consideration and underlined that the proposed financial contributions were just one of a number of solutions.

Another Member stated that any future report to Committee should make a firm proposal on any financial contributions given that the implementation of this could be a lengthy process. He added that it was clear that the most likely potential solution would involve bringing back into use any subterranean spaces that were not currently in use and that there would be real costs associated with this. He therefore proposed that any future policy should make it more expensive to developers not to provide sufficient cycle space than to meet the requirements.

The Interim Chief Planning Officer and Development Director accepted the points made around the historical imbalance in particularly short-term cycle parking spaces. He did, however, highlight that three of the most significant schemes that had been considered by this Committee over the past year had all exceeded standards in terms of both short and long term cycle parking spaces and it was felt that this was evidence of an improving picture. He assured the Committee that the team would now liaise on a strategic level to provide a future report to the Committee. He confirmed that this could also include a map detailing where current cycle spaces were situated in the City.

The Chair commented that it was clear that the Committee wanted to take a hard line in terms of insisting that short stay cycle space standards were met and would be keen to ensure that any financial contributions decided upon going forward did not make it cheaper or easier for developers to avoid meeting these. He agreed with the Interim Chief Planning Officer that things were now on the right trajectory. He highlighted that there was actually a 104% compliance rate in terms of long stay cycle spaces as opposed to just 41% for short stay spaces and that the balance here needed to be addressed with the current pandemic serving to further highlight the importance of this.

RESOLVED - That Members note the report and request a further report on the matter within the next 3 months.

7. **BIODIVERSITY ACTION PLAN UPDATE**

The Committee considered a report of the Director of Open Spaces setting out the background and production of the Draft Biodiversity Action Plan (2021-26) (BAP).

A Member commented that this plan was very much needed at a time when a biodiversity crisis was happening but added that she was surprised to see no reference to this crisis within the document. Officers responded by stating that some of the legislation that laid down why an Action Plan was necessary

referred back to the Rio conference and the biodiversity crisis but accepted that this could also usefully be referenced within a future draft of the document itself prior to releasing it for consultation.

RESOLVED - That Members of the Planning and Transportation Committee recommend for onward approval to the Open Spaces and City Gardens Committee, the draft Biodiversity Action Plan 2021/2026, subject to the incorporation of reference to the biodiversity crisis.

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

The Committee received a quarterly update report of the Director of Built Environment detailing risks managed by the Department of the Built Environment that fall within the remit of the Planning and Transportation Committee.

A Member referred to the two red risks noted (the All Change at Bank public consultation and recommendations for on-street measures to enable the safe return of the City's workforce and support COVID-19 recovery to come to this Committee in April). She questioned whether there was any risk of confusion when responses to the all Change at Bank public consultation were received as she confessed that she had looked at the consultation and had found it quite difficult to understand which temporary measures may or may not be in place as this came into place. She added that she had written separately to Officers on this point. She understood that the consultation was on the basis that temporary measures around COVID would be removed and she sought assurances that Officers had now made this abundantly clear as part of the consultation. Officers reported that the Bank consultation was now live and was going out in parallel with a review of the COVID on-street measures which had been in place for a while now. Some of these measures would be retained whilst others would not and a report on this would be submitted to the next meeting of this Committee. Officers did, however, reassure Members that both sets of works were being managed by the same team so that any potential overlap/conflict would be part of the assessment between what could be accommodated at Bank and in terms of any other measures that would be delivered. It was added that the key message here was that Bank still remained a priority location for this Committee and any on-street COVID measures would therefore have to accommodate whatever was needed at Bank Junction.

Another Member commented on the new presentation of the Risk Register and cited Risk 'DBE-02 Service/Pipe Subways' as an example of where this could be confusing given that the objective here was to 'reduce' the risk and yet the current and target risk rating and score remained the same. Officers highlighted that this risk had been on their register the longest as they were being managed as a confined space and commented that it was a valid point to make that, provided that appropriate management protocols were being followed, the risk should be 'accepted'. Officers therefore undertook to review this risk in further detail after today's meeting.

Another Member questioned why COVID-19 risk number 27 – ‘failure to deliver the New DBE Finance (RECOVERY)’ had a higher target risk score than the exiting risk score when the aim here was to ‘reduce’. He added that other forums had been using heat maps to show how the overall risks had moved so that all risks could be assessed against one another on a single grid and questioned whether it would be possible for this Committee to have similar going forward. Officers commented that this particular risk had a higher target score than the current score as the advice being taken from the corporate risk manager on this was that the risk had been set at the higher level this time last year where the organisation had listened to government guidance and had expected around 30-35% of their workforce being too sick to work due to COVID. After emerging from the second wave of the virus, this score had been reduced but the target had been kept where it had originally been set as it was recognised that there was currently still the potential of a third wave and this therefore needed to be kept under review. It was reported that the COVID related risks were currently reviewed every fortnight as part of the Public Service Silver Group’s work. With regard to heat maps, Officers undertook to include these as part of the next quarterly update.

The Chair referenced Risk CR20 – Road Safety Reduction which currently had no owner listed. Officers reported that the Assistant Director (Highways) was now the new owner of this risk.

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.

9. **OUTSTANDING ACTIONS**

The Committee noted a report of the Town Clerk regarding the outstanding actions of the Committee.

Member Training

The Interim Chief Planning Officer and Development Director reported that it was envisaged that Whole Life Carbon Training would be provided to the Committee in June 2021.

RESOLVED - That Members note the report.

10. **PUBLIC LIFT REPORT**

The Committee received a public lift report of the City Surveyor for the period 20/02/2021 – 12/03/2021.

A Member raised a question relating to the Millennium Inclinor stating that he could recall from prior service on this Committee that a lot of money had been spent, firstly on repairing the old Millennium Inclinor and secondly on installing a new Inclinor in time for the 2012 Olympics. He noted from this report that the Inclinor seemed to only be operational for 90% of the time and questioned when this matter would finally be resolved. Officers recognised that

there were ongoing issues with the Inclinor and that this would eventually be replaced with a normal, vertical lift as part of the Millennium House development. It was expected that this would happen at some stage this year and discussions were ongoing with the developer around this.

Another Member raised a question relating to the escalator on London Wall noting that the public seemed to vandalise this by turning it off and asked if Officers had any proposed solutions to this problem. Officers clarified that it was an emergency stop button that was being activated and that this had to be readily accessible should there be a problem on the escalator. However, they undertook to look again at this and see if a workable solution could be found. The Member questioned whether a camera could be installed here to deter any future vandalism. Officers undertook to look at this and the remote monitoring of the site.

Another Member commented that emergency stop buttons were in place in lots of locations and that there were very hefty fines attached to activating some of these in non-emergency situations. He questioned whether the City had any powers to fine those who used the buttons improperly. Officers undertook to investigate this further and report back.

RESOLVED - That Members note the report.

11. DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR

The Committee received a report of the Interim Chief Planning Officer and Development Director providing Members with a list detailing development and advertisement applications determined by the Interim Chief Planning Officer and Development Director or those authorised under their delegated powers since the report to the last meeting.

RESOLVED - That the report be noted.

12. VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT

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

RESOLVED - That Members note the report.

13. RESOLUTION OF THE HEALTH AND WELLBEING BOARD RE: HEALTH IMPACT ASSESSMENT GUIDANCE NOTE

The Committee noted the resolution of the Health and Wellbeing Board on 19 February 2021 regarding the Health Impact Assessment Guidance Note.

RESOLVED - That Members note the resolution.

14. **STREETS AND WALKWAYS SUB-COMMITTEE - PUBLIC MINUTES**

The Committee received the draft public minutes of the Streets and Walkways sub-committee meeting held on 18 February 2021.

RESOLVED - That Members note the draft minutes.

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

There were no questions.

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT
COLPAI Development - Motion**

A Member commented that, as the Committee were already aware, he wished to propose a motion. He clarified that he had already circulated an email to all members of the Committee on this matter alongside some relevant background.

MOTION - That application 20/00748 for the discharge of Conditions 43 and 46 relating to the delivery and servicing plan for the school, and application 20/00747 for the discharge of Condition 44 relating to the delivery and servicing plan for the residential / commercial part of the project, both be determined by this Committee instead of under delegated authority, as the contentious nature of these applications makes it appropriate for them to be determined by elected members.

By way of background, the Member highlighted that residents of Golden Lane Estate who were his constituents were concerned that the effect of these applications if approved would be that the large refuse bins for the COLPAI development would be placed for an indeterminate time awaiting collection directly next to the entrance of a residential block where they would be unsightly and may cause smells and attract vermin and fly-tipping. Secondly, to collect this refuse, lorries would need to manoeuvre in a cul-de-sac which would be unsafe for road users and pedestrians and would block access to the estate for all vehicles including emergency vehicles. The Member encouraged others to visit the site for themselves to see the potential issues. Finally, it was noted that residents were concerned that similar arrangements would exist for all of the school's delivery lorries.

The Member went on to acknowledge receipt of a response to these concerns from the Director of Community and Children's Services which arrived shortly before this meeting began but stated that, even from a quick reading of this, he could see that there were a number of major issues of concern to residents that were still to be determined. He reported that local residents had now opposed these proposals for at least the last two years, during which time they had repeatedly pointed out that the refuse collection and servicing could all be undertaken from roads on the other side of the development where none of these issues would arise. They felt so strongly about the negative impact that these proposals would have on their lives that they had commissioned a report from a traffic planner and engineer at personal cost. In these circumstances,

the Member stated that he felt that the large number of objections lodged (almost 60 to date) should be heard and that the planning decision ought to be made by elected members and not delegated to Officers. He hoped that all Members would agree that this was appropriate and support this motion as they had done two years ago when they had supported the fact that a discharge of a condition in relation to the retention of trees on the COLPAI site boundary should be decided by the Committee and not under delegated authority.

The Motion was seconded. The Member seconding stated that there were a significant number of objections and that, had this of been a planning application, it would certainly have exceeded the threshold a number of times over. She understood that, whilst there was no reference to the number of objections received for an approved scheme of delegation, it was open to the Committee to reserve the right to call in a decision. Given the strength of feeling here, it was felt appropriate to do so in this case.

Another Member spoke to support the motion. Firstly, he recognised that there was already a precedent here concerning the discharge of the decision on the retention of trees, he also noted the number of objections received from residents and felt that it was perfectly reasonable of them to expect their elected representatives to opine and decide upon this matter. Having said this, the Member did, however, seek reassurance from Officers that this would not further delay the opening of the school beyond September 2021, noting that this was already behind schedule and that the school had already faced many obstacles to date.

Another Member also spoke in support of the motion as far as it related to COLPAI. He did, however, question why condition 44 was included here as he stated that he was not aware that the waste management for the residential tower had ever been controversial or the subject of complaint. He added that the waste would be handled straight onto Golden Lane.

A Member supported the motion and stressed that this development had been extremely contentious with residents. She therefore felt that the matter was worthy of discussion by this Committee/elected Members and underlined that this was a matter of public confidence and transparency.

Another Member spoke in support of the motion. He added that the substantive discussion here was around the satisfaction of the conditions around the 106 agreement which was clearly a matter of great public interest and concern. He therefore felt that it was incumbent upon this Committee to look at this matter in more detail and to ensure that the correct decision was made. He agreed that this should not, however, compromise the opening of the school in any way given that pupils and parents had already spent a considerable amount of time using temporary facilities and had expressed educational concerns around this.

With regard to the implications for the opening of the school, the Interim Chief Planning Officer and Development Director reported that it was critical that a decision was made on these matters by May 2021 and he had therefore tasked his Officers with meeting this deadline to bring the matter to Committee .With

regard to condition 44, Officers explained that this was important as a similar number of objections had been received for this application.

The Member who had proposed the motion questioned whether a virtual site tour or in-person site visit could be arranged ahead of the Committee considering these applications. Officers undertook to provide either of these in due course and in accordance with what restrictions permitted.

RESOLVED – That the Motion be carried and that application 20/00748 for the discharge of Conditions 43 and 46 relating to the delivery and servicing plan for the school, and application 20/00747 for the discharge of Condition 44 relating to the delivery and servicing plan for the residential / commercial part of the project, both be determined by this Committee instead of under delegated authority.

Beech Street Tunnel

A Member stated that she wished to flag the issues that the Beech Street Tunnel had been causing for some residents on the Barbican Estate in terms of receiving deliveries and getting taxis as referenced within the minutes of the last Streets and Walkways Sub-Committee meeting. She noted that issues were currently being dealt with individually as and when they arose but sought some assurances from the Chair that a more holistic approach could be taken going forward so that residents were not left without vital supplies such as medication and that the Beech Street Tunnel was a success.

The Chair reported that he and the Deputy Chairman and the Deputy Chairman of the Streets and Walkways Sub-Committee were fully aware of these issues and added that he had said publicly, from the outset of this scheme, that he would not be afraid to alter and amend plans if necessary. Officers commented that they were aware that there were still some changes that needed to be made to the experimental scheme such as work to open up the central reservation which was already in train and would provide a fundamental improvement to the access controls in the area. Officers added that they were looking at moving towards a permanent scheme and that a report to the last meeting of the Streets and Walkways Sub-Committee had set out a way forward on this. Any issues raised at this stage would help inform this permanent scheme and Officers continued to work to ensure that appropriate messaging was put out to the communities and businesses that relied upon Beech Street in terms of access. They encouraged anyone with any points to raise these with the appropriate Officers.

A Member noted that Google Maps had now updated instructions for Beech Street. He added that, whilst there had been some issues with signage, the real problem seemed to be that large logistics operations relied upon electronic maps, many of which seemed to suggest that you could not enter the tunnel. Officers noted that this was a point well-made and suggested that the recent success with Google Maps could be used to encourage other providers to make similar alterations and finesse their messaging. It was noted that this remained a work in progress.

Low Impact Exercise Surfaces

A Member who had raised a question on this matter at the last meeting of this Committee reported that Officers had now responded to him to suggest that they would be looking at low impact exercise surfaces and seeing whether this would fit within the City Public Realm Manual. He added that one of the aspects of this was to analyse whether this particular material was robust enough. He reported that the City Corporation already owned and had installed an athletics track on Hampstead Heath so there was corporate experience of working with this material.

A Member reported that the Department of Transport were rolling out some projects around the country and that Slough had been selected to trial 'sponge streets' in the near future. She added that this might also be welcomed in the City going forward in terms of absorbing water run-off from large buildings.

17. 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(s)</u>	<u>Paragraph No(s)</u>
18-19	7
20	3
21-22	-

18. GATEWAY 4C ISSUE - SECURE CITY PROGRAMME (SCP) - VIDEO MANAGEMENT SYSTEM / VIDEO ANALYTICS WORKSTREAM

The Committee received a Joint Gateway 4C Issue report of the Director of the Built Environment and the Commissioner of the City of London Police concerning the Secure City Programme (SCP) – Video Management System/Video Analytics Workstream.

19. SECURE CITY PROGRAMME (SCP) - YEAR 2

The Committee received a joint Gateway 2, Project Proposal report of the Director of Built Environment and the Commissioner of the City of London Police regarding the Secure City Programme (SCP) – Year 2.

20. STREETS AND WALKWAYS SUB-COMMITTEE - NON-PUBLIC MINUTES

The Committee received the draft non-public minutes of the Streets and Walkways Sub-Committee meeting held virtually on 18 February 2021.

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

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

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

The Committee discussed potential arrangements for meetings post 6 May 2021.

The meeting closed at 12.25 pm

Chairman

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Planning & Transportation Committee – 13 April 2021
Further Addendum for Agenda item 4.

Planning application 20/00848/FULEIA: 31 Bury Street

Late Letters of Representation

Representations (objections)	
<p>Cardinal Nichols (Archbishops of Westminster)</p>	<ul style="list-style-type: none"> • Historic Places of Worship, both Christian and of other faiths, are hallmarks of the London architectural landscape. The Bevis Marks Synagogue in Aldgate has a particular significance as it is the oldest synagogue in the UK to be in continuous use. The Archbishop states that he hoped the concerns of the Jewish community receive a proper hearing, and that everything possible is done to protect the Bevis Marks Synagogue from developments that would be detrimental to its architectural context and to the needs of the worshipping community.
<p>Master Robert Bell – Worshipful Company of Solicitors of the City of London</p>	<ul style="list-style-type: none"> • Bevis Marks Synagogue is a well-known City institution and a vital part of the City’s diverse cultural and historical heritage. The Synagogue is the only non-Christian place of worship in the City. National Heritage Lottery Fund Visitor Centre, whose patron is HRH The Prince of Wales, is due to open soon and the functioning Synagogue is at its heart. • The two developments (33 Creechurch Lane and 31 Bury Street) look set to have a dramatic impact on the Synagogue’s access to natural light and therefore to represent a substantial loss of amenity which could well pose an existential threat to the Synagogue and the community it serves. • The first development relates to the erection of a 20+ storey building at 33 Creechurch Lane. If built, this development would be just four metres from the eastern wall of the Synagogue. It would completely block all light from the window at this end of the Synagogue for most of the day. Due to the Grade 1 listing of the Synagogue, it is not possible to increase artificial light to compensate. Further, it will also have a substantial impact on the light in the much-used courtyard of the building. • The other application at 31 Bury Street is for a 50 Storey building. This also promises to significantly reduce the light into the Synagogue’s historic courtyard and represent a major loss of amenity. The cumulative effect of both developments, if they were to be built as

proposed, could have a devastating impact on this important centre of worship. Respectfully ask that the interests of the Synagogue and its access to adequate light are specifically taken into account when considering these applications and that the representations made by the Synagogue are carefully considered and given the attention which they deserve.

- In the event that the Planning Committee were minded to give permission for either development, would respectfully ask that careful consideration be given to any conditions attached to those permissions with a view to protecting as far as possible the level of light to the Synagogue and its historic courtyard so as to preserve the level of amenity that this unique and very important Synagogue has hitherto enjoyed.

Officers Response to Comments:

Consideration of the impacts on Bevis Marks Synagogue is set out in the 'Impact on significance and setting of listed buildings' section of the report. It is considered that in visual, physical and environmental terms, under both baseline and cumulative scenarios, the proposed building would preserve the special architectural and historic interest and heritage significance of the synagogue and its setting.

The impact of the proposed development on daylight, sunlight and overshadowing is set out in the main body of the report including the impact of cumulative scenarios taking into account consented schemes and schemes which are currently under consideration. The Synagogue already experiences fairly low levels of daylight and sunlight in the existing condition. The absolute alterations in the level of daylight and sunlight experienced as a result of the proposed development is considered to be very low. In terms of VSC absolute reductions are recorded between 1.7%-1.8% and for APSH absolute reductions are recorded to be between 7-13% for annual sunlight. The existing lighting conditions in the Synagogue are such that supplementary electric lighting is already necessary and therefore already in use. This applies generally through the Synagogue and including when at the Bimah. The difference between the existing and proposed condition for daylight and sunlight is very small that it would be imperceptible to the human eye. Officers consider that such fractional light alterations in real terms would not alter the way the Synagogue could be used. The baseline analysis indicates that the courtyard currently experiences low levels of sunlight given the dense urban form surrounding the Synagogue. Only 1.5% of the courtyard (an area of 4.86 sqm) currently receives more than two hours of direct

	<p>sunlight. The proposed development would reduce sunlight levels within the courtyard between 12:30 and 14:00. Officers acknowledge that the reduction of sunlight Page 32 33 may slightly reduce the amenity of the courtyard but would not preclude the use of the courtyard for celebrations or gatherings before and after services nor would it be considered to detrimentally impact on the community or societal significance. The impact of cumulative scenarios have been assessed including consented and unconsented schemes. In the cumulative scenario, the Synagogue would experience larger cumulative losses. However, the loss of light would be largely due to the other consented buildings in the cumulative scenario (in some cases the proposed development under consideration at 33 Creechurch Lane) and very little of it would be due to the proposed development.</p>
<p>The Honourable Company of Master Mariners (Mr Roger Hoefling)</p>	<ul style="list-style-type: none"> • Have objected formally to the Tulip, the HCMM does not wish to see the proposed development overlook Tower Hill and its environs. Bringing the City's Eastern Tall Building Cluster even closer, would diminish the events, sacrifice and achievements that have helped shape world history represented on and around Tower Hill. • HCMM is concerned that the proposed building would lead to increasing development east of the Eastern Cluster of which 'The Gherkin is the current eastern limit. Such an expansion would be to the further visual detriment of the adjacent local authority conservation areas, viz St Helen's Place, Lloyd's Avenue; Fenchurch Street station; Trinity Square and the Crescent as well as the Tower of London UNESCO World Heritage Site. • The EC3 postcode area uniquely tell the story of how London's origins lie with the sea and trade. Between 31 Bury Street and the Thames are at 21 Historic England listed sites with maritime associations, nine being Grade I, five Grade II* and seven Grade II, while the Tower also is a UNESCO World Heritage Site. The nine are the London Wall, All Hallows by the Tower,; Tower of London; St Olaves; Custom House; Trinity house; Tower Bridge; the Merchant Navy Memorial First World War section and Lloyd's Building. EC3 has 127 Historic England listed sites in addition to many other unlisted heritage assets like the Tower Hill Memorial. (The full representation (attached to this addendum report) sets out the background of many of the listed buildings referenced in the full representation). • The website for 31 Bury Street proposals claims that the development 'represents an appropriate response to the character of the immediate area, nearby conservation area, listed buildings and other identified heritage assets including the Tower of London World heritage Site'. This

	<p>is firmly refuted in challenges submitted by such as Historic England, Tower Hamlets Council, Historic Royal Palaces and the senior most Jewish faith in the UK suggested that any consultation with bodies such as these was very limited at best in its scope and that their views were ignored. There does not appear to have been any consultation with the maritime sector only reinforces this view.</p> <ul style="list-style-type: none"> • The representation describes the history of Tower Hill and the Merchant Navy Memorial. • A visual is provided on page 7 of the representation showing the proposed development (31 Bury Street) and the Tulip as well as other buildings in the Eastern Cluster as viewed from Tower Bridge with the Tower of London in the foreground. A map showing the Conservation Areas and controlling authorities is also provided. The heritage sites of, principally, maritime significance in the area of 31 Bury Street are also mapped. • The Corporation's Planning and Transportation committee has never rejected an application for a tower block. This was confirmed in evidence to the Tulip Appeal inquiry on 27th November while the committee subsequently has continued that unbroken record. This raises concern for heritage of an apparent lack of awareness that such decisions are being taken not just for the City of even London but for the whole of the UK. The Officer's report on 31 Bury Street mentions in referring to Trinity house at paragraph 228; 'an ensemble of seagoing structures and buildings surrounding...' and at 234 '...illustrating London's sea going past'. 'Seagoing structure' sounds ambitious while 'past' ignores the present as evidenced across the City and London today. Further, both the presence and significance of a war memorial bearing more names than any other in the UK as the focal point of Trinity Square is ignored. • By way of context, Historic England records that 6 out of the top 10 of the most visited paid attractions in England in 2018 were heritage attraction while putting the Gross Value Added (GVA) of heritage to the UK in 2019 as £21 billion or 1.9% of the national total. • The Merchant Navy and the Royal Navy have always been overlooked in having to conduct business over the horizon in peace and war. In recent years ships have become larger but fewer in number, in turn requiring smaller crews. As 'Global Britain' comes to the fore, so too will maritime trade in which London was founded and on which the City continues to prosper. The respect that past is to respect that future too. The Honourable
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	<p>Company of Master Mariners wishes to ask that Tower Hill and all it represents is respected in requesting that the City of London Corporation declines the planning application in question.</p> <p>Officer Response to Comments:</p> <p>An assessment of the impact of the proposed development on designated heritage assets including Trinity House and the various surrounding listed buildings and conservation areas has been carried out and is set out in the main officer's report.</p> <p>Consideration of the impacts are contained in the following sections in this report: Design and Heritage – Tower of London World Heritage Site and Designated Heritage Assets and Assessment of the Public Benefits sections of the report.</p> <p>Considered overall, by reason of its height, form and proximity to the ToL WHS in the LVMF view 10A.1 from Tower Bridge North Bastion, the proposal would cause a low level of less than substantial harm to the OUV of the ToL WHS, causing a slight adverse impact on the World Heritage Site and the viewer's ability to appreciate its OUV, integrity, authenticity or significance in this view.</p> <p>With regards to Trinity House, officers have assessed that the proposed building would be seen in views of the building's principal façade looking north to the west of the listed building, reading as part of the emerging, dynamic backdrop of modern tall buildings in the City Cluster. There would be no harm to the setting or the significance of the listed building which would remain pre-eminent in the immediate foreground setting. This is true of the other heritage assets with maritime connexions which have been assessed as part of the application.</p>
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Representations (Support)	
<p>Tower Hamlets Education Business Partnership (THEBP)</p>	<p>THEBP have had several in-depth conversations with the Applicant team over the past six months. The development would provide many opportunities to local charities and community groups, creating a sustainable local ecosystem related to employment and upskilling local residents.</p> <p>In relation to the charity, THEBP would specifically benefit from the development's following features:</p> <ul style="list-style-type: none"> - A first floor which is open to external organisation for hosting events. We would take advantage of this area for our careers-related events where local young people work with volunteers from the business community. We currently have no open event space to host these events in our own office, but this new space would allow us to host large careers-networking events and mass mock interview practise

	<p>sessions and UCAS application form review sessions. This in turn will make our young people more employable and help to turn the tide in youth unemployment and intergenerational poverty in the area.</p> <ul style="list-style-type: none"> - The Applicant has committed to taking on our local students for work experience during the construction process of the build so that they can see first-hand the processes that go into this industry. This is a very welcome opportunity for our students who struggle to find high quality work experience placements themselves and is a key way for them to appeal to future employers by having this experience on their CVs. - The Applicant is anticipating that the future tenants of the building will support local community projects and therefore we would build volunteering and sponsorship opportunities with these new tenants to improve the future sustainability of our charity. <p>The design includes a large open terrace which is beneficial to providing a healthy break in the fresh air during events.</p>
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It should be noted that an objection letter for 33 Creechurch Lane (18/00305/FULMAJ) submitted by Nickie Aiken MP was uploaded onto 31 Bury Street public planning application page in error. This letter refers specifically to 33 Creechurch Lane and has been subsequently removed.

[Note: communications which may have been sent direct to members by objectors or applicant rather than sent to officers as representations are not referenced in the above].

Request by the Synagogue for a site visit

In submitting the Officer's Report for consideration at your meeting, officers are of the view that the contents of the report submitted in support of the application as well as information submitted by the objectors and other parties are sufficient, comprehensive and thorough enough for members to come to a reasoned and informed decision on the application without reliance on a site visit.

In particular, members are reminded of the videos produced by the objectors:

Synagogue Objection - <https://www.youtube.com/watch?v=196tllzTb2w>

The Windows and the Light of Bevis Marks Synagogue - <https://www.youtube.com/watch?v=jS2WvheUqew>

Synagogue Ventilation - <https://www.youtube.com/watch?v=azGfpOR3xWY>

as well as the videos submitted by the applicant - Bevis Marks Synagogue Courtyard fly-through: <https://vimeo.com/524275048>

In addition, this Addendum report includes internal photographs of the Synagogue taken before the existing scaffolding was in situ. These photographs were taken from the Synagogue's Conservation Plan (January 2019).

It remains open to members to further enhance this understanding through requesting a site visit prior to determination but officers are of the view that the information already available to members provide a sufficient basis for an informed decision.

There are particular difficulties in undertaking a site visit at the present time. Notwithstanding COVID considerations, the site is a building site with scaffolding with sheeting obscuring all of the Synagogue's facades, rising up to parapet level. The scaffolding also encroaches on the courtyard limiting access to all of the courtyard and impacting significantly on the views out of the courtyard. In addition, the historic interior is also scaffolded with internal features concealed by protection measures. The external and internal scaffolding and the scaffold sheeting greatly limits light levels within the Synagogue and therefore an accurate idea of normal light conditions is not possible and there is the potential for the existing situation to give a misleading impression to members of normal existing light levels. Officers understand that the internal scaffolding will remain in place up to July at the earliest and the external scaffolding will be dismantled at a point after July. Officers have undertaken a number of site visits, including to the Synagogue's interior as part of the assessment of this application and other recent applications, viewing the building and interior both before and after the existing scaffolding was erected.

Additional TBHVA – Amended Cumulative Views with 6-8 Bishopsgate

The cumulative views submitted within the ES when the application was submitted in November 2020 did not include illustrations of 6-8 Bishopsgate. At the time of submission, the scheme was under construction. Due to the progress of this scheme, revised cumulative views have been submitted which shows an illustrative view of 6-8 Bishopsgate in all the cumulative views.

The inclusion of illustrations of 6-8 Bishopsgate in the cumulative views is not considered to have any impact on the likely significant effects of the proposed development on the environment and does not require any reassessment of such impacts. It does not alter the conclusions as set out in the main officer's report. The inclusion is made for completeness. These views have been uploaded onto the public access website with all other application material

<https://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QJ0RIOFH0QH00>

Urban Greening Factor

Correction in the report at paragraph 332. Delete *'The development achieves an Urban Greening Factor (UGF) of 0.39 which exceeds the draft City Plan 2036 (Policy OS2) minimum target of 0.3.'*

Replace with

'The scheme would exceed the draft Local Plan UGF, but would not be as high as 0.39. Officers assessment indicates that the UGF would exceed the City Plan target and lies in the range 0.33 to 0.39.'

The following condition is also proposed:

Prior to implementation, details shall be submitted to and approved in writing by the local planning authority to demonstrate that a minimum target of 0.3 urban greening factor can be achieved. The development shall be carried out in accordance with those approved details and a minimum urban greening factor target of 0.3 shall be maintained for the life of the development unless otherwise approved by the local planning authority. The development shall be carried out in accordance with those approved details and maintained as approved for the lifetime 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.

Additional Construction Condition to be added:

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

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

Further Background Papers:

Further Representations

1. Roger Hoefling - The Honourable Company of Master Mariners dated 7 April 2021
2. Carole Hiley - President Institute of Tourist Guiding dated 31 March 2021
3. Robert Bell – Worshipful Company of Solicitors of the City of London dated 16 May 2021
4. Cardinal Vincent Nichols (Archbishop of Westminster) dated 30 March 2021
5. Tower Hamlets Education Business Partnership dated 1st April 2021

Applicant Submission

April 2021 Committee Views – Bury House, 31 Bury Street, EC3A 5AR dated 7th April 2021 – uploaded on the public application documents website -

<https://www.planning2.cityoflondon.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QJ0RIOFH0QH00>

Officer Information

6. Additional Bevis Marks Synagogue interior photographs - from the Conservation Management Plan (2019) by Caroe Architecture Ltd (CAL) for the S&P Sephardi Trustee Ltd



THE HONOURABLE COMPANY OF MASTER MARINERS

Representation made to the City of London Corporation

on Application 20/00848/FULEIA/PP-09119044

Bury House, 31 Bury Street, London EC3A 5AR

7th April 2021

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THE HONOURABLE COMPANY OF MASTER MARINERS

The Honourable Company of Master Mariners is a City of London livery company, its membership primarily comprising senior Merchant Navy and Royal Navy officers but drawn also from the wider maritime sector. The Company (<https://hcmm.org.uk>) sets and maintains professional standards through the Chartered Master Mariner and Mentoring Schemes while also offering educational opportunities for schools and support through its charitable activities.

Formed in 1926, the Company had the title 'Honourable' conferred upon it by HM King George V in 1928, an accolade previously bestowed on only the Honourable Artillery Company and the Honourable East India Company. In 1932, the Court of Aldermen of the City of London granted the Honourable Company of Master Mariners (HCMM) livery status, the first so recognised for 84 years. Her Majesty The Queen, Master of the Merchant Navy and Fishing Fleets, has been the HCMM's Patron since accession in 1952, while HRH The Duke of Edinburgh, Lord High Admiral of the United Kingdom, is also the HCMM's Admiral. Further, HRH The Princess Royal is the Patron of the HQS Wellington Trust, the charity owning the ship which serves as the HCMM's headquarters and livery hall. A former wartime Royal Navy anti-submarine sloop, it is moored at Temple Stairs on the Embankment (<https://www.thewellingtontrust.com/>)

1. REPRESENTATION ON APPLICATION 20/00848/FULEIA OR PP-09119044

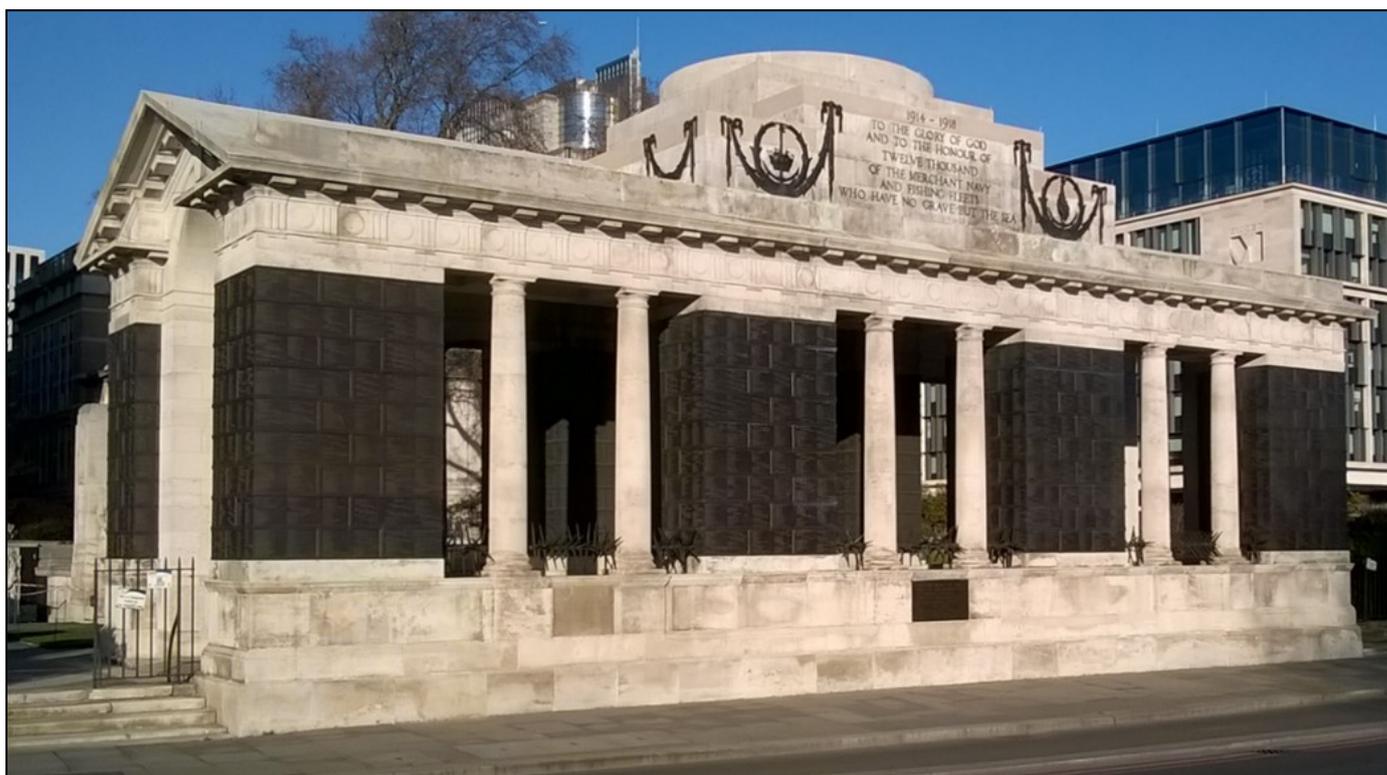
- 1.1 Its background and purpose outlined above compels the HCMM to register its objection to the planning application for the No. 31 Bury Street (<https://buryhouseconsultation.com/>), Application 20/00848/FULEIA/ or PP-09119044. The significance of the area directly around Tower Hill, largely that of the EC3 postcode, derives not only from its connection with the Tower of London but from its maritime association, one that continues to be commercially and strategically vital today and thus benefits the City, London and the UK. From the capital's beginnings, on through the arrival of the Romans, Vikings, Saxons and Normans to that of the Royal Navy commanding three-quarters of the Earth's surface, exploring much of it for the first time, and then the two World Wars, London's origins and reliance on the sea have predominated. Indeed, it was the largest port in the world until the 1960s when, as elsewhere, facilities were moved downriver to accommodate larger ships with their ISO containers, London's link with the sea has become less obvious to many as a result. Inexpensive air fares and the Channel Tunnel have compounded this lack of awareness of reliance upon the sea, with the British seaside holiday having become less common contributing too, yet the UK remains an island nation. Some 95% of its trade by volume is carried by sea: the supply chain is not just the internet and motorways. Moreover, the present pandemic has highlighted the worldwide extent of UK trade and its maritime links, these gaining greater prominence now the UK has left the European Union. Underlining that maritime reliance still further has been the recent incident in the Suez Canal.
- 1.2. Having objected formally also to 'The Tulip' proposal, the HCMM does not wish to see the proposed 49-storey building at No. 31 Bury Street overlook Tower Hill and its environs. In this, the HCMM is not only defending the past but speaking up for the present and future too. Bringing the City's Eastern Tall Building Cluster even closer, it would more than simply overlook the area but effectively would diminish, even demean, the events, sacrifice and achievements that have helped shape world history represented on and around Tower Hill.
- 1.3. Adding to that expressed in 1.2. above, the HCMM is concerned that the proposed building would lead to increasing development east of the Eastern Cluster of which 'The Gherkin' is the current eastern limit. More than Tower Hill would be affected: such expansion would be to the further visual detriment of the adjacent local authority conservation areas, viz St Helen's Place; Lloyd's Avenue; Fenchurch Street station; Trinity Square and the Crescent as well as the Tower of London UNESCO World Heritage Site. So designated because of their special architectural and historic interest, these are shown by the map on p. 8. The conservation areas of Leadenhall Market to the west and Eastcheap to the southwest are just outside the map's western boundary.

- 1.4 By contrast, the EC3 postcode area uniquely tells the story of how London's origins lie with the sea and trade. Between No. 31 Bury Street and the Thames are at least 21 Historic England listed sites with maritime associations, nine being Grade I, five Grade II* and seven Grade II, while the Tower also is a UNESCO World Heritage Site. The nine are the London Wall; All Hallows by the Tower; Tower of London; St Olave's; Custom House; Trinity House; Tower Bridge; the Merchant Navy Memorial First World War section and Lloyd's Building. In turn, EC3 alone has some 127 Historic England listed sites in addition to many other unlisted heritage assets like the Tower Hill Memorial. Hard alongside the Merchant Navy Memorial on Tower Hill, its unassuming form belies its forbidding provenance. Tower Hill was synonymous for 399 years with, in Thornbury's words, *'the crimson block and glittering axe'* as the place of public execution of, principally, those of higher rank short of royalty. This, from the Peasants' Revolt of 1381 to the Gordon Riots of 1780 via such as the Wars of the Roses, Reformation, Monmouth Rebellion and the Jacobite Rising. Few sites reflect so many turbulent and momentous chapters in British history. See Note 7. on p 13. As the London Picture Archive illustrates, Tower Hill with its attendances of 100,000 at such executions was part of the function and story of the Tower of London, the presence of which was due to the need to protect London, not least from attack by sea.
- 1.5 This rich and remarkable concentration of British history and heritage led in 1933 to the formation of the Tower Hill Improvement Fund with the aim of *'...removing from it certain ugly buildings which at that time disfigured it and hampered its use.'* In particular, the Trust pressed for the removal of the seven-storey Mazawattee tea warehouse, built in 1864 immediately west of the Tower and a prominent sign of maritime trade. Badly damaged by bombing in 1940 but with planning permission for its rebuilding refused, the Trust bought the land and demolished the building in 1950 to open up the view of the Tower from All Hallows by the Tower and the west. (See Notes 3. on p 12; 18. & 19. on p 17; 20. on p 18; 24. on p 20.) The Tower Hill Vaults, Grade II-listed, are all that remain of the warehouse. Now renamed the Tower Hill Trust, its wider work continues in Tower Hamlets while in this context, it provided most of the funding for the restoration in 2002-03 of Trinity Square Gardens within which are sited the Tower Hill and Merchant Navy Memorials. Joining it in the restoration were not just the Heritage Lottery Fund and Tower Hamlets Council, but also the City of London Corporation despite the Gardens being in Tower Hamlets. Having then recognised the importance of the Gardens, would the Corporation now want to jeopardise that investment by confounding the Trust's work and hopes by approving the No. 31 Bury Street application.

2. BACKGROUND

- 2.1 As mentioned in 1.5 above, between the Thames and proposed site of 'The Tulip' there is a rare agglomeration of Grade I and more listed structures and conservation areas combined with other sites of significance, not least with maritime links. Not claiming to be exhaustive, pages 10-25 have notes on a selection of these on which the HCMM offers these further observations:-
- 2.2 The website for the No. 31 Bury Street proposal claims that the development *'represents an appropriate response to the character of the immediate area, nearby conservation areas, listed buildings and other identified heritage assets, including the Tower of London World Heritage Site.'* That this is firmly refuted in challenges submitted by such as Historic England, Tower Hamlets Council, Historic Royal Palaces and the most senior representatives of the Jewish faith in the UK suggests that any consultation with bodies such as these was very limited at best in its scope and that their views were ignored. That there does not appear to have been any consultation with the maritime sector only reinforces this view.
- 2.3 Immediately north of the Tower of London is an area, Tower Hill, with a history even predating the fortress. Overlooking what is now the Upper Pool of the Thames, its maritime history is the stronger however. In reporting on the unveiling of the Merchant Navy Memorial by Her Majesty Queen Mary on 12th December 1928, 'The Times' described its location as *'...at the hub, as it has been said, of maritime England'*. By this, Tower Hill, 474m/518 yds southeast of the proposed building. HM King George V had been due to unveil the Memorial but his serious illness meant it became Queen Mary's first major public ceremony and in being broadcast live, the first time her voice was heard across the country. Traffic diverted, tens of thousands thronged Byward Street and Tower Hill for the occasion, very many being relatives of those commemorated.

2.4 A 1927 Act of Parliament had allowed the then Imperial War Graves Commission to erect the Memorial on Tower Hill. Such Parliamentary involvement was rare, as was the personal support of the Prime Minister, Stanley Baldwin, and two predecessors, David Lloyd George and James Ramsey MacDonald, testimony to its importance. The Memorial commemorates those killed in the First World War while serving with the Mercantile Marine, Fishing Fleets or lighthouse and pilotage authorities. Merchant seafarers, all served under the Red Ensign and have no grave but the sea. Men and women aged from 13 to 73 are named in bronze, 12,649 of at least 103 nationalities - records are incomplete - and civilians all. The majority are British but 27 countries have 20 or more nationals named: are Australia; Barbados; Belgium; Canada; Cape Verde; Chile; Denmark; Finland; Greece; India; Ireland; Italy; Jamaica; Japan; Latvia; Malta; Netherlands; New Zealand; Nigeria; Norway; Philippines; Portugal; Russia; Sierra Leone; Spain; Sweden and the USA. Eight Germans also are amongst the 2,706 foreign nationals named. Three named were born at sea while two others, Captains Frederick Parslow and Archibald Smith, are the only civilians from the First World War to be awarded Britain's highest military decoration, the Victoria Cross. The Mercantile Marine's rôle in the War was decisive in keeping Britain fed, fuelled and fighting. Had it not been for the introduction of the convoy system in May 1917, Britain would have had to capitulate within six months.



The Merchant Navy Memorial First World War section's south elevation seen in January 2019 from the A100 road.

2.5 Convoys, groups of merchant ships escorted by warships, had been used last in the Napoleonic Wars but the Admiralty was reluctant to see them reintroduced in the steam age. The reasons were various. The Royal Navy (RN) did not wish to be seen as simply a defensive arm; it was thought each merchant ship would require its own RN escort; that a single merchant ship would be harder to find than a group; that merchant captains and crews would be unable to maintain the disciplined station keeping and zig-zagging required, while it was felt that ports would not cope with the simultaneous arrival of several ships. Further, some shipowners did not want their newer, faster vessels travelling in convoy at the speed of the slowest. The eventual acceptance and success of the concept was due only in part to the Royal and Allied navies' escorts. Equally at least, it was due to the Mercantile Marine crews and to many more civilians on shore like the shipyard workers; dockers; stevedores; lighthouse keepers; pilots; fish market porters and in the City, the shipping companies, maritime insurers and lawyers. Designed by Sir Edwin Lutyens with sculpted detail by Sir William Reid-Dick and Grade I-listed, the above is now the Merchant Navy Memorial's First World War section, the view shown being that from the A100. The inscription atop refers to the Merchant Navy, the Mercantile Marine having been renamed by HM The King on 14th February 1928, HRH The Prince of Wales then being appointed Master of the Merchant Navy and Fishing Fleets. The appointment is held now by HM The Queen.

2.6 The Merchant Navy Memorial's Second World War section was unveiled by HM The Queen on 5th November 1955. It names 23,825 members of the Merchant Navy, Fishing Fleets and lighthouse and pilotage authorities who have no grave but the sea. Rather than overshadow the adjacent First War section, the bronze panels of Sir Edward Maufe's design, Sir Charles Wheeler being the sculptor, are semi-recessed in the lawn of Trinity Square Gardens. This section is Grade II*-listed.



The Merchant Navy Memorial Second World War section in the foreground, the wreaths and, in the grass, miniature Red Ensigns result from the recent Merchant Navy Day service in September 2016.

2.7 Together with their 2,174 ships recorded, the names of the men and women commemorated, their ages ranging from 14 to 74, tell the story in particular of longest continuous campaign of the War. On 3rd September 1939, 8hrs 25mins after war had been declared, the unescorted SS Athenia was torpedoed around 200 miles northwest of Ireland. Bound for Montreal, the liner had called at Belfast and Liverpool after leaving Glasgow. 1,418 were on board, 1,103 being passengers of whom three-quarters were women and children, all trying to escape imminent war. The Athenia sank slowly, allowing survivors to be rescued but the lives of 112 British, American and Canadian passengers and crew were lost, the first of the War. By an accident of the alphabet, the 18 crew members' names appear alongside two from the SS Avondale Park, a cargo vessel torpedoed on the night of 7th May 1945, 1hr 20mins before VE-Day, the end of the War in Europe. Between them, the first and last British ships sunk, the Memorial bears witness to the five years, eight months and four days of which Prime Minister Winston Churchill, wrote:-

'The Battle of the Atlantic was the dominating factor all through the War. Never for one moment could we forget that everything happening elsewhere, on land, at sea or in the air depended ultimately on its outcome and amid all other cares we viewed its changing fortunes day by day with hope or apprehension.'

During the Second World War, some 37,000 men and women of the Merchant Navy were killed, the majority in the Battle of the Atlantic. It represents a greater proportion, 20%, of its strength than that of any of the individual Armed Services. As in the First World War, so in the Second: every member of the population and increasingly every meal relied upon the Merchant Navy.

2.8 Unveiled in 2005 by the First Sea Lord, Admiral Sir Alan West, this addition to the Memorial commemorates 17 men of the Merchant Navy lost in the Falklands Campaign of 1982 for whom there is no grave but the sea. Supporting those of the Royal Navy, more than 70 Merchant Navy and Royal Fleet Auxiliary ships were involved, the latter also having Merchant Navy crews.



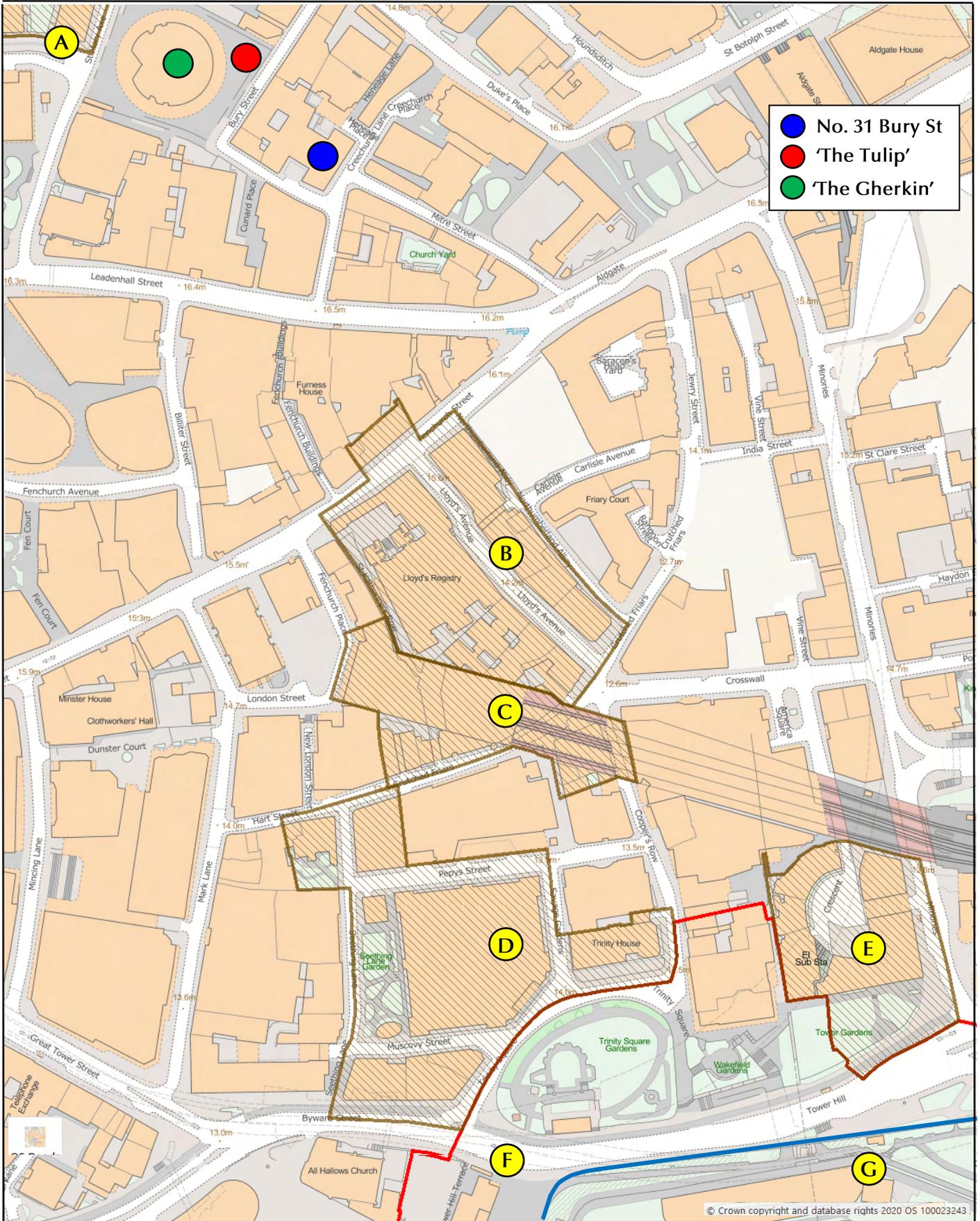
2.9 The 36,551 names borne in total by the Merchant Navy Memorial is greater than that of any other Commonwealth War Graves Commission (CWGC) memorial in the UK and, after those at Thiepval (72,244 named) in France; Ypres (54,400) in Belgium and Basra (40,625) in Iraq, the fourth highest of its memorials in the world. Other CWGC memorials commemorating British Merchant Navy members with no known grave are in Liverpool; Australia; Bangladesh; Canada; Hong Kong; India; New Caledonia and Papua New Guinea. CWGC policy is that there should be only one place of commemoration for an individual, be that a memorial or named grave. Further, that commemoration should be close to where the individual was born or lived. The Bombay 1914-1918 Memorial, for example, carries 1,708 names of those born in India, East Africa or Aden yet on Tower Hill, the Merchant Navy Memorial's First World War section has 40 Indian nationals named. It is possible that the latter were born or had settled in the UK and hence had 'signed on' in the UK for what became their final voyage. Correspondingly, those commemorated in Bombay or elsewhere would have signed on in that theatre.

3. THE NO. 31 BURY STREET AND 'THE TULIP' PROPOSALS



3.1 The No. 31 and 'The Tulip' proposals as viewed from Tower Bridge with the Tower of London in the foreground. The white tower of the former Port of London Authority building in Trinity Square is seen in the middle distance, immediately in front of and to the left of 'The Gherkin', 'The Tulip' and No 31 Bury Street proposals. Since the two projects have been promoted using this same image, these have been merged here to ensure uniformity of scale and correct positioning. Source: 'The Tulip'; Skyscraper City

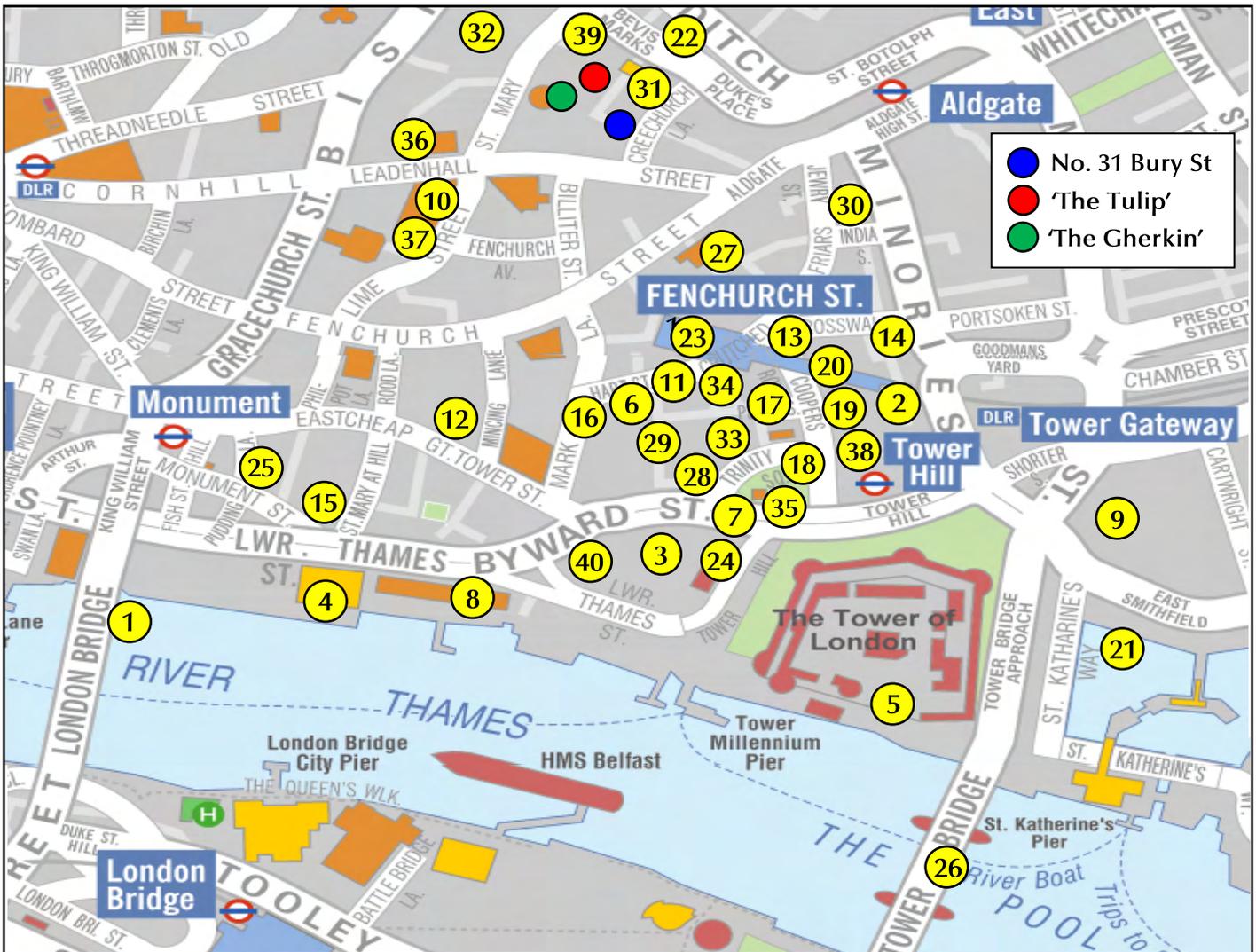
Conservation Areas and controlling authorities



- No. 31 Bury St
- 'The Tulip'
- 'The Gherkin'

A. St Helen's Place	City of London Corporation	E. The Crescent	City of London Corporation
B. Lloyd's Avenue	City of London Corporation	F. The Tower	Tower Hamlets Council
C. Fenchurch St Stn	City of London Corporation	G. The Tower	UNESCO World Heritage Site
D. Trinity Square	City of London Corporation		

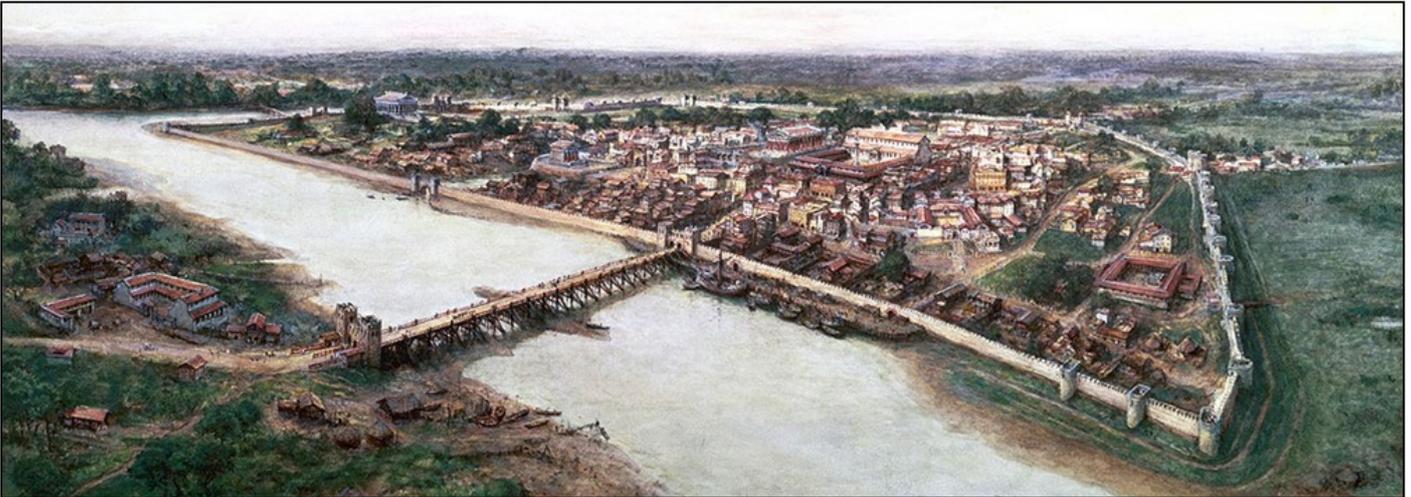
Heritage sites of, principally, maritime significance in the area of No. 31 Bury Street EC3



1. London Bridge 55AD		21. St Katherine's Dock 1828	G II
2. London Wall 200AD	Grade I-listed	22. M. Samuel & Co 1833	
3. All Hallows by the Tower 675AD	G I	23. Fenchurch Street Station 1841	G II
4. Billingsgate Market 1016	Grade II	24. Mazawattee Tea Company 1864	
5. Tower of London 1078	G I	25. W. Young & Son 1890	
6. St Olave's Church 11c.	G I	26. Tower Bridge 1894	G I
7. Tower Hill Memorial 1381		27. Lloyd's Registry 1901	G II*
8. Custom House 1382	G I	28. Nos. 14 & 15 Trinity Square 1909	
9. Navy Victualling Yard 1560		29. Muscovy Street 1912	
10. East India Company 1600		30. India Street 1913	
11. Navy Office 1649		31. Holland House 1916	G II*
12. Lloyd's Coffee House 1686		32. Captain Charles Fryatt MM Memorial 1917	
13. Cooper's Row 1750		33. Port of London Authority building 1922	G II*
14. America Square 1774		34. Pepys Street 1923	
15. Watermen's Hall 1780	G II*	35. Merchant Navy Memorial 1928, 1955 & 2005	G I/II*
16. 'The Ship' 1791	G II	36. Nortraship 1940	G II
17. Trinity House 1796	G I	37. Lloyd's Building 1986	G I
18. Trinity Square Gardens 1797		38. Wakefield Gardens 1992	
19. No. 43 Trinity Square 18c.	G II	39. Baltic Exchange 1995	G II
20. No. 41 Trinity Square early 19c.	G II	40. Malta GC Memorial 2005	

1. London Bridge 55AD

London was built on the sea and trade. The initial settlement was centred around the point at which a seam of gravel allowed the Thames, then shallower and far wider since not embanked, to be forded, giving access from the marshy south bank to the north with its two low hills, now Ludgate Hill and Cornhill. Immediately downstream of the ford, deeper water allowed access by vessels already trading with the Continent before the arrival of the Romans - by sea - in 43AD. Developing trade further and establishing Londinium in 55AD the Romans built a wooden bridge at the fording point from near Billingsgate across to what is now Southwark. The location closely corresponds to today's London Bridge. To protect their burgeoning city, the Romans then built a defensive wall around it between 190 and 225AD as shown below (See 2.). After the Romans departed Britain around 410AD, the bridge fell into disrepair and much of Londinium was abandoned, settlement moving to the west to the area of what is now the Strand and Aldwych. It was in 886AD that King Alfred re-established English rule in London, repairing the Roman wall, its defensive outer ditch and replacing the bridge. Viking invasion being the threat, the bridge had a defensive rôle in blocking access upstream. Utilising the Roman piles, the bridge was replaced thus around 900AD and again around 1056. Then, it was built of wood. Construction of the first stone London Bridge began in 1176, the 19-arched structure remaining in use until 1832. It was the only bridge in London until 1750 and the opening of Westminster Bridge. It was around this time too that the term 'Pool of London' began to be used, that deeper water downstream from the bridge that gave access to the world. *'Their metropolis is the city of London, which is situated on the bank of the aforesaid river, and is the mart of many nations resorting to it by sea and land.'* was written by the Venerable Bede in the 7th century.



2. London Wall c. 200AD



Alongside Tower Hill station is one of the more prominent surviving sections of London Wall. Built by the Romans in 190-225AD, it ran in an arc inland from Tower Hill to Blackfriars, a length of 2½ miles. As shown above with the river Fleet to the west, it protected Londinium's 330 acres/133 ha and was built also as a sign of the city's status. Kentish ragstone was used, 1,750 boatloads being brought via the Medway from near Maidstone. The names Ludgate, Newgate, Bishopsgate, Cripplegate and Aldgate live on from former access points in the Wall. Saxon raids from boats led in 280AD to adding a section along the Thames shoreline. At Tower Hill, the Wall is 11m/35' tall, the lower 4m/14' being Roman as evidenced by the red tiles, the addition above being mediaeval. Thickness varied from 2.4m/8' to 3m/10'. Around the outside of the Wall ran a defensive ditch, 2m/6' deep and up to 4.5m/15' wide. Demolition of the Wall or incorporation into new structures began in the 18th century. Immediately north of this section, more of the Wall remains in Cooper's Row

(See 13) Grade I-listed and a Scheduled Monument.

3. All Hallows by the Tower 675AD



All Hallows by the Tower is the oldest church in the City of London, founded by the Abbey of Barking in 675AD. Grade I-listed, it houses an arch from a Saxon church and a section of Roman pavement. William Penn, founder of Pennsylvania, was baptised in 1644 and educated in the church; John Quincy Adams, the USA's sixth President, was married within it in 1797. The bodies of Sir Thomas More, Bishop Fisher, Archbishop Laud and others were taken to the church after execution on Tower Hill (See 7.). The church has maritime links with shipping companies' coats of arms set in windows and a Mariners' Chapel. Together with votive ship models, this holds the Memorial Book of the Maritime Foundation. The Rev Philip 'Tubby' Clayton, vicar from 1922 to 1962, was an Army chaplain in the First World War and in 1915 founded Talbot House, 'Toc H', an all-ranks soldiers' club at Poperinge in Belgium. During the Second World War, as honorary chaplain to the Anglo-Iranian Oil Co, now BP, he often sailed on its tankers between the UK, Gulf and back: 44 of the company's 93 ships were lost to enemy action together with 657 crewmembers. Clayton remains in the church, his effigy in the nave and ashes in the undercroft, and through the Tower Hill Improvement Trust which he co-founded, its president being Viscount Wakefield. They were neighbours at Nos. 41 and 43 Trinity Square. (See 18.,19., 20 & 24.)

4. Billingsgate Market 1016



Whilst the earliest documentary evidence of the Market's existence is from 1016, it dealt initially in corn, salt, malt, fish, coal, iron, wine, pottery and more with '*victuals and fruit*' later added. A 1698 Act allowed '*a free and open market for all sorts of fish whatsoever*' breaking the monopoly of a fishmongers' group upriver at Queenhithe. Wooden sheds grouped around a dock were replaced in 1850 by a trading hall, in turn replaced by the present structure in 1876. This was designed by the City Corporation's Architect, Sir Horace Jones, who was responsible also for the Smithfield and Leadenhall Markets as well as Tower Bridge (See 26.). Limitations of the building forced the Market's transfer to a new site on the Isle of Dogs in 1982, Billingsgate now being a function venue and Grade II-listed.

5. Tower of London 1078



The White Tower, the keep of the fortress, was constructed in 1078. It provided the Normans, invaders from the sea, not only a means of keeping check on the City to the west but, sited on a strategic bend in the Thames, guarded against attack upriver from the sea. A prison and the place of execution for royalty while those of lesser rank would be taken from imprisonment within to the scaffold on Tower Hill (See 7.). Samuel Pepys (See 11. & 34.) was held in the Tower in 1679, accused of passing naval secrets to the French. The charges being fabricated however, Pepys was released after six weeks. The last state prisoner to be held within was Rudolf Hess in May 1941; its last execution was of the German spy Josef Jakobs on 15 August 1941, while the Kray twins were among the last people to be held in the Tower, this in 1952 for failing to report for National Service. Grade I-listed, the Tower is a UNESCO World Heritage Site.

6. St Olave's Church 11c.



King Ethelred the Unready, deposed by Danish invasion in 1013, fought to reclaim his kingdom in 1014, with London and its fortified, guarded bridge (See 1.) his first objective. He had the support of Thorkell the Tall and his 45 longships. Óláfr Haraldsson, a Norwegian in Thorkell's Viking army, led longships fitted with 'roofs' of thatch or wicker to protect against the defenders' spears, arrows and large stones, upstream to the wooden bridge. To it, the crews attached grappling irons and ropes from their ships and then rowed to bring down the bridge beneath its weight of troops and piles of stones. The Danes' surrender restored London and his kingdom to Ethelred. Returning to Norway, Haraldsson became its king in 1016 or 1018 but was ousted by Cnut who had seized the English throne in 1016, Denmark's in 1018 and Norway's in 1028. Trying to regain his crown, Haraldsson died in battle in 1029 and after his burial, miracles attributed to him led to canonisation. Anglicised as St Olave and Norway's patron saint, six London churches were dedicated to him, this in Hart Street being built in wood in the 11th century on the site of the 1014 battle but rebuilt in stone in the 12th-13th; again around 1450 and extended in the 16th-17th. Untouched by the Great Fire of 1666, William Penn senior and Samuel Pepys (See 11. & 34.) demolishing buildings as firebreaks, it was gutted by bombing in 1941 but rebuilt in 1951-54. Pepys worshipped and is buried with his wife in the Grade I-listed church whose gateway prompted Dickens in 1860 to write of it as that of 'St Ghastly Grim'.

7. Tower Hill Memorial 1381



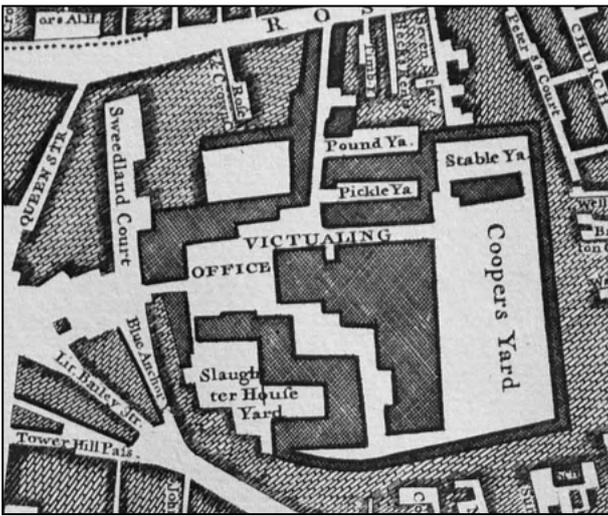
Tower Hill was the place of public execution of, principally, the nobility and gentlemen from 1381 to 1780, this usually following imprisonment in the Tower (See 5.). The Memorial marks the site of the scaffold. Beheading was the customary means but burning at the stake as well as hanging, with or without drawing and quartering, also were used. 100,000 spectators were typical of each occasion. Arising from such as the Peasants' Revolt; Wars of the Roses; Lollardism; claims to the throne by Perkin Warbeck and Lambert Simnel; Reformation; Pilgrimage of Grace; Monmouth Rebellion; Jacobite Rising and the Gordon Riots, some 125 executions are chronicled, including those of Sir Thomas More, Lord Chancellor, and Thomas Cromwell, Lord High Chamberlain, beheaded for treason in 1535 and 1540 respectively. Lord Lovat's execution for high treason in 1747 was the last judicial beheading in England, the final executions here being hangings in 1780. The Memorial's present form dates from 1913. (See 18.).

8. Custom House 1382



Used for the collection of custom duties, the original 1382 building was located at Wool Quay, immediately downstream of the current Lower Thames Street site. Comptroller of the Customs of Wools, Skins and Tanned Hides at Wool Quay until 1386 was Geoffrey Chaucer. Following fires and an explosion, the Custom House was rebuilt four times before the David Laing's 1817 version occupied the present position but partial collapse in 1825 led to remodelling to Sir Robert Smirke's redesign. The work was completed in 1827 and Laing disgraced. Bomb damage on the night of 29th December 1940 led to the east wing being rebuilt in 1962-66. The Grade I-listed building, still used by HMRC, is due for disposal in 2020.

9. Navy Victualling Yard 1560



King Henry VIII, described as the 'Father of the Navy', increased its size tenfold and in 1546, established the Navy Board, one of its responsibilities being victualling. It was, however, his daughter, Queen Elizabeth I, who appointed in 1558 the first Surveyor General of the Victuals 'to take care always to have in store a stock of victuals to supply a thousand men at sea for one month at a fortnight's notice'. In 1560 the Queen established the first Victualling Office and Yard at Little Tower Hill after purchasing the manor of East Smithfield and a former monastery for £1,200 (£618,500 in 2020). The complex included storehouses, ovens, brew houses and bakeries. Milling took place in Rotherhithe while most other supplies came from private agents. An extract of John Rocque's map of 1746 is shown. As the Royal Navy grew in size, the need for a larger site meant moving the Victualling Yard to Deptford and that at Little Tower Hill closed in 1785. The buildings became government warehouses before the Royal Mint transferred there from the Tower in 1806. The Mint moved to South Wales in 1980 and the site is to become that of the Chinese Embassy. Within, the Seamen's Registry is Grade II*-listed.

10. East India Company 1600



The Royal Charter granted by Queen Elizabeth I on New Year's eve in 1600 gave a monopoly on English trade between the Cape of Good Hope and Magellan's Strait to the 'Company and Merchants trading to the East Indies'. Initially occupying offices in its first Governor's Philpot Lane home, then Crosby Hall in Bishopsgate, followed by another Governor's home in Lime Street, it moved next door in 1648 to Craven House in Leadenhall Street. Becoming East India House, this was replaced on the site by larger and grander successors in 1729 and 1796 as shown. Becoming the world's largest commercial business, the Company changed Britain's use of wool for cotton and established the drinking of tea while swinging the balance of world trade in Britain's favour, aided by its private navy and army. Excesses however led to the Indian Mutiny of 1857, the Company being stripped of its powers and the Government establishing the British Raj in 1858. East India House was demolished in 1862, the Lloyd's Building now occupying the site. (See 12., 24., 27. & 37.)

11. The Navy Office 1649



From 1649 the Navy Board with a staff of some 60 clerks, occupied Walsingham House, formerly Sir Francis Walsingham's mansion, at the corner of Crutched Friars and Seething Lane. Lost in a fire in 1673, it was rebuilt by Sir Christopher Wren as shown and reopened in 1683. This new Navy Office provided living accommodation for the Commissioners and offices for various departments. The rear wing had its own entrance on Tower Hill and housed the Sick and Hurt Board. The Navy Treasury, also known as the Navy Pay Office, was located from 1664 in Old Broad Street, moving there from Leadenhall Street. Initially as Clerk to the Acts of the Navy Board, Samuel Pepys (See 5., 6., 17. & 34.) lived on the Crutched Friars site in a Seething Lane house opposite St Olave's (See 6.) from 1660 to 1673. Pepys significantly improved the standards of Navy administration and procurement. In 1789, all of these departments were relocated to Somerset House, the Navy Office then being demolished.

12. Lloyd's Coffee House 1686



London's coffee houses were known already as places for serious discourse and business when in 1686, Edward Lloyd opened his in Tower Street, now Great Tower Street. Attracting shipowners, captains, merchants, bankers and later marine insurers, success brought a move in 1691 to No. 16 Lombard Street while in 1696, Lloyd began publishing 'Lloyd's News', a thrice-weekly bulletin of shipping news, movements, cargoes and foreign events. It lasted only some five months however due to the printer adding an unrelated libellous piece unbeknown to Lloyd whose growing list of contacts abroad nonetheless ensured the continuance of maritime intelligence for his patrons. On Lloyd's death in 1713, Thomas Jemson became proprietor and in 1734, he introduced 'Lloyd's List', a weekly shipping news bulletin. Concern for vessel build standards and safety led patrons to form the Society for the Registry of Shipping in 1760. Samuel Saunders then owned the coffee house and his death in 1763 began what the regulars considered its decline. The Society moved to No. 4 Sun Court, Cornhill, in 1768 (See 27.) while the merchants, underwriters and brokers opened the 'New Lloyd's Coffee House' at No. 5 Pope's Head Lane in 1769, promptly issuing the first edition of the 'New Lloyd's List'. In turn, the underwriters formed their own association, transferring to the Royal Exchange in 1774 (See 37.). Lloyd's Coffee House closed in 1785.

13. Cooper's Row 1774



Originally Woodruffe Lane but renamed thus in 1750 to reflect the local predominance of coopers and wine warehouses. First recorded in 2600 BC, the wooden barrel was the ISO container of the day, used in particular on board ship for the transport of grain, flour, fish, meat and much more, not least liquids ranging from water and wine to whale oil. The cost and weight of barrels coupled with leakage, space requirements, limitations on reuse and the time needed for loading and unloading a ship told however as demand for petroleum developed. This led to the introduction of the tanker, replacing holds with tanks for transporting liquid cargo. The first tankers were the barques 'Atlantic' and 'Great Western' built in 1863 in John Rogerson & Co's yard on the Tyne. (See 22.). Although thereby dispensing with the barrel, the term remains the unit of measurement for petroleum production and in 1866 was standardized at 42 US/35 Imperial gallons.

14. America Square 1774



Designed by George Dance the Younger for the developer, Sir Benjamin Hammett, based on Grosvenor and Cavendish Squares, the 16 houses of America Square were aimed at a similar market. Construction began in 1768, before the American War of Independence, and took six years. Both merchants and ships' masters engaged in American trade became residents. South of the Square, the Crescent and the Circus formed part of the scheme but Second World War bombing led to redevelopment of the Square.

15. Watermen's Hall 1780



The Company of Watermen and Lightermen of the River Thames is unlike other former City guilds in originating from an Act of Parliament in 1555. Unique in being so instituted and governed, it is not responsible to the City Corporation and thus has the distinction of being a Company without livery. London Bridge (See 1.) being the city's only Thames crossing until the advent of Westminster Bridge in 1750, watermen with their wherries provided the taxi service of the day, they being hailed with a cry of 'Oars!'. Hence Tudor London had about 30 landing places - 'steps' or 'stairs' giving access to the river - between the Tower and Westminster. In 1598, there were some 3,000 watermen with 2,000 boats, London's population then being around 200,000. By 1746, there were more than 100 landing places between Chelsea and Shadwell, the city's population approaching 750,000. That it took until 1750 for London to have a second bridge is due in part to watermen's opposition. Sedan chairs and hackney carriages were opposed too, as was the permitting of theatres to transfer from Southwark to the City, all designed to protect the trade. Its decline was inevitable however in the face of alternatives such that by 1827 London had seven bridges and only around 66 river stairs still in use. Watermen now crew the vessels used on the rivers services and leisure cruises. A lightermen's concern is not passengers but cargo, a lighter being a barge used to transfer it from ship to shore or for moving it within docks. Unpowered, a lighter was steered by oars, the waterman's skill being in utilising the river's tides and currents. The introduction beginning in the 19th century of enclosed docks and then the ISO container in the 1960s mean that few lightermen operate on the Thames today, their lighters now being towed by tugs. Originally, the Company's hall was in Upper Thames Street but it was lost in the Great Fire of 1666, being rebuilt in 1670 and 1720. Designed by William Blackburn, its present hall at 16 St Mary-at-Hill was built in 1780 and is Grade II*-listed. It is the only surviving Georgian guildhall in London.

16. 'The Ship' 1791



Pub closures nationwide have reduced their numbers so those in EC3 with maritime trade connections are fewer too. Gone therefore are 'Anchors' various; the 'Cape of Good Hope'; 'Bengal Arms'; 'Coopers' Arms'; 'Czar's Head'; 'Fishmongers' Arms'; 'India Arms'; 'Margate Hoy'; 'Ipswich Arms'; 'Steam Boat' and 'Yarmouth Arms'. Nonetheless, the 'East India Arms' (See 10. & 24.) and 'Old Tea Warehouse' remain as do two of some eight named as here. At No. 3 Hart Street, this 'Ship' was first recorded in 1791 but the present façade dates from 1887 and the building is Grade II-listed. The other 'Ship' in EC3 is in Talbot Court, on the site of 'The Talbot' lost in the Great Fire in 1666. Rebuilt, in recognition of the dock workers and deckhands who drank there, it was also renamed.

17. Trinity House 1796



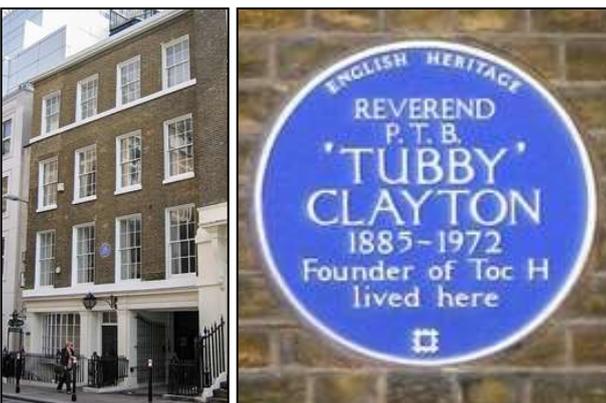
The General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar, the Corporation of Trinity House was granted its Royal Charter in 1514 by King Henry VIII. During his reign, Trinity House became known as 'the cradle of the Royal Navy' as merchant ships evolved into warships. Transferring from Deptford in 1618, Trinity House moved first to Ratcliff, between Shadwell and Limehouse, and in 1660 to Water Lane between Lower Thames Street and the river. These premises were lost in the Great Fire in 1666 but the 1671 replacement was damaged in another fire in 1718. Repairs followed as did the move to the present building for which William Pitt, Prime Minister, laid the foundation stone in 1793; he was then also the Master of Trinity House. Designed by Samuel Wyatt, the Grade I-listed building was constructed in 1794-6, giving its name to the square and gardens laid out by Wyatt to complement it in 1797 (See 18.). The Corporation's rôle continued in both World Wars, including laying 37 buoys across the Channel for D-Day. Albeit badly damaged by an incendiary bomb on 29th December 1940, the building remains its headquarters. Samuel Pepys (See 11. & 34.) was Master in 1676 and 1685, the appointment being held now by HRH The Princess Royal.

18. Trinity Square Gardens 1797



The final executions on Tower Hill (See 3., 5. & 7.) having taken place in 1780, Samuel Wyatt laid out the Gardens on the site in 1797 to complement his Trinity House design (See 17.). Originally, only subscribers from around the Square had access to the Gardens, depicted here in 1821. Nonetheless, mass meetings of striking dock workers were held there in 1911 and 1912, as well as of 4,000 in support of the Poplar Rent Strike in 1921 and of the General Strike of 1926. Harry Gosling, was prominent at them all, initially as a trade union leader then as Labour MP from 1923 for Whitechapel and St George's in Stepney. Gosling, a former waterman (See 15.), introduced to the Commons in 1926 a Bill calling for a memorial to Mercantile Marine members killed in 1914-18. The Service by then renamed, the Merchant Navy Memorial was unveiled by HM Queen Mary in 1928 (See 35.), joining in the Gardens the Tower Hill Memorial (See 7, 19. & 20.).

19. No 43 Trinity Square 18c.



Grade II-listed, No. 43 is the vicarage for All Hallows by the Tower, the Reverend Phillip 'Tubby' Clayton being the incumbent from 1922 to 1962 (See 3). With Dr Bertram Leftwich in 1933, he published 'Pageant of Tower Hill' which 'outlined a scheme to improve Tower Hill by removing from it certain ugly buildings which at that time disfigured it and hampered its use..' The Tower Hill Improvement Fund's formation followed, buying and demolishing buildings to provide gardens and public open spaces as well as importing 1,500 barge-loads of sand for a Tower Bridge beach in 1934. Very popular, it continued until 1939, and post-war until 1971. The Fund is now the Tower Hill Trust which continues to support projects in Tower Hamlets, providing most of the funding in 2002-3 for the restoration of Trinity Square Gardens (See 18., 19., 20 & 24.).

20. No. 41 Trinity Square early 19c.



A plaque on his former house depicts, beneath a Toc H lamp, Viscount Wakefield of Hythe (1859-1941) who gave the Grade II-listed building to the church and local people in 1937. Charles Wakefield was an oil broker and in 1899 set up his own firm, C C Wakefield & Co., headquartered at Nos. 30-34 Cheapside. Specialising in lubricants, their use of castor oil leading to the 'Castrol' brand name. That name became wider known in the 1920s and '30s through Wakefield's financial support for the pioneering flights of Amy Johnson, Jean Batten and Sir Alan Cobham as well as for the setting of new land and water speed records by Sir Henry Seagrave, Sir Malcolm Campbell, and George Eyston. A remarkable philanthropist, Wakefield was created a baron in 1930 and viscount in 1934. As Lord Mayor of London, he visited the Western Front in 1916, a link furthered with his neighbour in No. 43, the Reverend 'Tubby' Clayton, vicar of All Hallows (See 3.) Clayton inspired the formation of the Tower Hill Improvement Fund, then Trust, of which Wakefield was president: he donated to it £30,000 in 1936 (£2.2 million in 2020). It bought and demolished buildings to provide gardens and public open spaces in the locality. (See 18., 19. & 24.)

21. St Katherine's Dock 1828



The ending of dock monopolies in the 1820s, especially that of nearby London Docks in Wapping, encouraged development of a site nearer the City. Designed by Thomas Telford, St Katherine's Dock opened in 1828. Its twin basins with a common entrance from the Thames maximised quay frontage while its warehouses were designed by Phillip Hardwick so vessels could unload directly into them. Indian tea, wool from Australia, New Zealand and the Falkland Islands as well as exotic items like ivory, china, ostrich feathers, spices, tortoiseshell, mother of pearl, oriental carpets and perfume ingredients were amongst the imports in which the Dock specialised. The increasing size of ships and the Dock's limitations made operations uneconomic however and it closed in 1968. Grade II-listed, it is now a marina and residential, hotel, business and restaurant complex.

22. M Samuel & Co 1833



Marcus Samuel began business at No. 13 Upper East Smithfield (See 9.), selling curios and seashells bought from arriving ships. Conchology was a fashion, shells covering trinket boxes through to lining grottoes. M Samuel & Co was established at No. 31 Houndsditch by 1833, selling imported ornaments, toys and more but known best as 'The Shell Shop'. Often visiting the Far East, sourcing products and building a network of contacts he widened his scope by importing tin and selling machinery to Japan. He died in 1870, two sons, Marcus and Samuel, taking on the business and network. The shell trade continued but they also exported industrial plant and textiles while importing rice, consumer goods and minerals. Oil soon had their attention. Marcus visited Baku on the Caspian in 1890 where kerosene or paraffin for lamps came from the first well drilled in 1847. He saw potential but a transport problem too. The first tankers were at sea but for safety reasons barred from the Suez Canal which had opened in 1869. Sailing from the Black Sea to the Far East via the Cape of Good Hope meant 4,000 more miles. Further, emptied oil tanks were unfit for other cargo so ships returned empty. The Samuels commissioned a vessel to Lloyd's highest classification (See 27.) equipped for steam cleaning of its tanks. In 1892, it became the first tanker through the Canal, returning with rice and beating the Rockefellers, Nobels and Rothschilds. That ship was the 'Murex', the first of a fleet named after seashells operated by one now of the world's largest energy companies, Shell.

23. Fenchurch Street station 1841



The City's first railway station, Fenchurch Street opened in 1841. Sir William Tite designed it for the London & Blackwall Railway (L&BR) which offered a link between the City, the docks, shipyards and shipping services faster than the horse-drawn or river-borne alternatives. The seven other stations served on the 3½-mile route were Minories; Shadwell; Stepney; Limehouse; West India Docks and Poplar. Until steam locomotives were introduced in 1849, carriages were rope-hauled, the power provided by stationary steam engines at the Minories and Blackwall stations. Stations and junctions with other companies' services were added but the advent of the tram at the start of the 20th century ended the L&BR's passenger services in 1926. Grade II-listed, the present façade is that of the 1854 remodelling by George Berkeley. The station is managed now by c2c serving east London and south Essex with some of the L&BR's infrastructure used now by the Docklands Light Railway (DLR) such as viaducts and bridges with Tower Gateway being the renamed former Minories station, for example.

24. Mazawattee Tea Company 1864



Tea, synonymous with maritime trade, was introduced to Britain by the East India Company (See 10.), bringing 100lbs of China tea from Java in 1664. Demand brought a premium on the first of each year's crop, the 1850-60s' tea clippers and their races. Winning in 1866, the 'Taeping' sailed from Fouchow in China to London in 99 days. Its medicinal benefits led John Densham (1815-1886) to sell tea in his Plymouth chemist's shop. Moving to Croydon in the 1860s, he formed Lees and Densham, tea wholesalers in Philpot Lane, near the trade's Mincing Lane centre. John Densham & Sons followed in 1870 with offices at 49-51 Eastcheap and, after Guildhall research, a name in 1886 for their Ceylon blend, 'Mazawattee'. From the Hindi 'maza' or 'pleasure' and Sinhalese 'watee' for 'garden', it became the world's largest tea brand in 1886. Its 1864 warehouse was in the Tower Hill Improvement Fund's mind on forming in 1933 to remove 'from it certain ugly buildings which at that time disfigured it and hampered its use.' (See 19. & 20.) Shown in 1932, the warehouse was bombed in 1940 but planning permission for rebuilding denied, the Trust bought and demolished it in 1950. Only the Tower Hill Vaults, Grade II-listed, remain.

25. W. Young & Son 1890



The company that is now Young's Seafood Ltd and the UK's largest supplier of fish started in 1805 with Elizabeth Martha selling fish on the Greenwich quayside. In 1811, she married William Young whose family had fished the Thames since the mid-18th century. Company success brought a move downriver to Leigh-on-Sea and by the 19th century's close, the business comprised fish retailing and wholesaling while its own fleet of boats fished for whitebait and shrimps. With supplying the City in mind, the company headquarters moved in 1890 to Lovat Lane opposite Billingsgate Market (See 4.) but when this was relocated in 1982, W Young & Son left too. Constructed in 1985, the current building on the site carries this weather vane of a Bawley, a type of vessel used by Young's and others for whitebait fishing on the Thames until 1950.

More maritime weathervanes in the area are on Trinity House (See 17.); St Katherine's Dock (See 21.); Billingsgate Market (See 4.) and Lloyd's Registry (See 27.) which has two, while others in London are on such as Liberty's; St Lawrence Old Jewry; Two Temple Place; St Nicholas Cole Abbey; the Mission to Seamen and St Olave's, Rotherhithe.

26. Tower Bridge 1894



Tower Bridge was designed by the City Corporation's Chief Architect, Sir Horace Jones and Sir John Wolfe Barry, the engineer, to meet the requirement for a river crossing downstream of London Bridge which still allowed access to the Upper Pool of London. Opened in 1894, construction took eight years and cost £1,184,000 (£155 million in 2020). Typically, it is crossed daily by 40,000 motorists, cyclists and pedestrians. A combined bascule and suspension bridge, the largest in the world at the time, the upper walkway is 42m/138' above the Thames while the bascules open to 86° as shown. Originally, steam engines powered the hydraulic lifting system but were replaced by an electro-hydraulic system in 1976. Grade I-listed.

27. Lloyd's Registry 1901



The Society for the Registration of Shipping left Lloyd's Coffee House in Lombard Street (See 12.) in 1768 for No. 4 Sun Court, Cornhill. Providing merchants and underwriters (See 37.) standardised details of vessels' construction and equipment, it was the world's first marine classification society. With 215 Register Book subscribers, in 1797 it moved to No. 4 Castle Court, Birchin Lane. Updating then the classification system disadvantaged ships built outside London, prompting formation of the rival Society of Merchants, Shipowners and Underwriters which issued the 'New Register Book of Shipping' in 1799. Reconciliation came in 1834 with the inaugural meeting of the Committee of Lloyd's Register of British and Foreign Shipping. Reconstituted, Lloyd's Register opened for business at No. 2 White Lion Court, Cornhill. British shipping's growth and scrutiny needed of iron and steel steamship construction increased demand on the Register as the 19th century ended. New premises commissioned, the result was Thomas Colcutt's Grade II*-listed design at No. 71 Fenchurch Street. It is at the junction with Lloyd's Avenue, a former street of East India Company warehouses, remodelled and renamed by Colcutt and B Emmanuel in 1899. In 2000, the Richard Rogers Partnership-designed extension was opened.

28. Nos 15 & 14 Trinity Square



On the corner of Byward Street and Trinity Square (See 17, 18., 19., 20. & 33.), No. 15 was built in 1908-9 as the General Steam Navigation Company headquarters. Ships' prows appear at first floor level while the eagle sculpture above acknowledges the company's 'Eagle Steamers', famous for day cruises from Tower Pier, calling at Greenwich, to such as Southend, Clacton, Ramsgate or Margate. In the 1930s, 'Golden Eagle'; 'Crested Eagle' and 'Royal Eagle' were the best known of its paddle steamers. All three were amongst the 1,300 vessels, 23 being paddle steamers, that took part in the evacuation of 338,266 British and French troops from Dunkirk. The 'Crested Eagle' was attacked on 29th May 1940, some 300 troops and crew, half of its complement, being lost. (See 33.) Post-war, 'no passport' day trips to France, particularly with the 'Royal Sovereign', renewed the GSNC's prominence until such operations ceased in 1966, eclipsed by air travel. The ground floor is now a pub, the upper floors flats. Adjoining, No. 14 was built for the Swedish Chamber of Commerce in 1920-21.

29. Muscovy Street 1912



Muscovy Court was built after the 1673 fire destroyed the Navy Office and nearby buildings. The name came from the Muscovy Company formed in 1553 to find the northeast route to Cathay. Only one of its three ships reached Russia and the Czar, returning with his letter to Queen Mary granting privileges to English merchants. The Company receiving its charter in 1555, Muscovy House in Seething Lane became its base. Russian ambassadors and merchants visited as did Czar Peter the Great on his European tour in 1697-98. Wishing to modernise Russia, he spent four months at Deptford Dockyard studying shipbuilding. A pub at No. 48 Tower Street, now Great Tower Street, was renamed 'The Czar of Muscovy' in honour of his visits too. Construction of the PLA's headquarters (See 33.) allowed extension as Muscovy Street, linking Trinity Square and Seething Lane.

30. India Street 1913



Early 20th century redevelopment around Fenchurch Street involved some street renaming. George Street had housed warehouses of the East India Company (See 10.), dissolved formally in 1874, and acquired this new name in 1913 to acknowledge that history. Rangoon Street stems from similar renaming while elsewhere in EC3, Bengal Court; Plantation Lane, Fish Street Hill and Sugar Quay Walk further reflect maritime trade with more examples being found beyond in the City and Tower Hamlets in particular.

31. Holland House 1916



Wm H Muller & Co, a Dutch shipping company, chose Hendrik Berlage to design its London offices in Bury Street. Known as the 'father of Modern architecture' in the Netherlands, the result is said to have been the first steel-framed building in Europe. Berlage is thought to have taken inspiration from the work of American architect Louis Sullivan on a visit to the USA in 1911. External walls of grey-green terracotta tiles, made in Delft and shipped in company vessels, top a black granite base. A merchant ship sculpted by the Dutch artist Joseph Mendes da Costa appears at the southeastern corner of the building which is Grade II*-listed. Construction of the office block, begun in 1914 and completed in 1916, was made possible during the First World War by the Netherlands' neutrality. (See 32.) Among many other shipping companies (See 28.) to have had an EC3 presence is Cunard. Opposite Holland House is Cunard Place which links Bury Street with Leadenhall Street where the former Cunard House was built at No. 88 in 1930.

32. Captain Charles Fryatt MM 1917



The Netherlands' neutrality in the First World War (See 31.) allowed North Sea ferry services to continue, albeit resented by Germany. Dutch operators' withdrawal then left only the Harwich-Rotterdam sailings by the Great Eastern Railway Steamship Company. One of its captains was Charles Fryatt of the Mercantile Marine. Several times from March 1915, German submarines ordered Fryatt to stop his unarmed ship but instead he made to ram the U-boats or outran them, outraging Germany. Around 0300 on 22nd June 1916, German naval vessels stopped Fryatt and the SS Brussels outbound to Harwich. The ship, 45 crew, including five stewardesses, and 100 refugee passengers were taken to Bruges and interned. On 27th July, two hours after a summary court martial, Fryatt, a civilian non-combatant, was shot by firing squad. On 7th July 1919, Fryatt's body was repatriated by Royal Navy destroyer, escorted by two more, to Dover and by train to Charing Cross. The purple-lined luggage van used had served previously for nurse Edith Cavell's coffin and in 1920 for that of the Unknown Warrior. On 8th, Fryatt's coffin was drawn by Royal Navy ratings on a gun carriage, a State funeral honour, to St Paul's for the service, hundreds of thousands lining the streets. The burial was in Dovercourt, Harwich, Fryatt's home. A hospital and pub there bear his name but reaction to his 'murder' finds it too in Belgium, the USA, South Africa, Mauritius, Australia and New Zealand. In the Canadian Rockies, Mount Fryatt is close to Brussels Peak, named after Fryatt, while this memorial is on Liverpool Street station.

33. Port of London Authority building 1922



Designed by Sir Edwin Cooper in the Beaux Arts style, built by John Mowlem and Company and opened in 1922 by the Prime Minister, David Lloyd George, this was the headquarters of the Port of London Authority until 1970. At 53m/174', it was then one of London's tallest buildings and cost £909,000 (£52 million in 2020) Typically, it was visited daily by 1,200 shipping company staff paying port dues. Prior to unveiling the Merchant Navy Memorial in 1928 (See 35.), HM Queen Mary visited too, walking across Trinity Square to the Memorial in Trinity Square Gardens (See 18). In May 1940, Thames boatmen were summoned to the building to be asked to volunteer for a secret operation requiring them to be away for 'a few days'. All did and were put into coaches for Tilbury to be told of 'Operation Dynamo' and their imminent part in the evacuation of British and French forces from Dunkirk by helping crew the 850 'Little Ships' involved (See 28.). Later wartime bomb damage included the loss of the domed rotunda, its diameter greater than St Paul's dome, on 8th September 1940. In January 1946, the inaugural meeting of the United Nations General Assembly took place at the Methodist Central Hall in Westminster, delegates also attending a reception in the PLA building's boardroom. As the Four Seasons London at Ten Trinity Square, this Grade II*-listed building opened as a 5* hotel on 26th January 2017.

34. Pepys Street 1923



Building the Port of London Authority's headquarters in Trinity Square (See 33.) allowed Colchester Street to be extended, linking Cooper's Row and Seething Lane. It was renamed in 1923 in honour of Samuel Pepys who worked in the Navy Office (See 11.) in Seething Lane as Clerk of the Acts to the Navy Board 1660-73 and Surveyor-General of Victualling from 1665. As Secretary to the Admiralty 1673-79, (See 5., 6. & 17.) Pepys transferred to Whitehall to become Secretary for Admiralty Affairs 1684-89. He was also the MP for Castle Rising in 1673-8 and Harwich in 1679 and 1685-87.

35. Merchant Navy Memorial 1928, 1955 and 2005



Sited alongside the Tower Hill Memorial (See 7.) in Trinity Square Gardens (See 18., 19. & 20.), the Merchant Navy Memorial bears more names than any other Commonwealth War Graves Commission memorial in the UK. The 36,551 commemorated, all with no grave but the sea, are merchant seafarers, fishermen and members of the lighthouse and pilotage authorities. Men and women, civilians all, their ages range from 13 to 74. The First World War section was unveiled in 1928 by HM Queen Mary, designed by Sir Edwin Lutyens and is Grade I-listed, its names representing at least 103 nationalities. Two named, Captains Frederick Parslow and Archibald Smith, are the only civilians awarded the Victoria Cross in the War. Grade II*-listed, the Second World War section, its bronze panels enclosed by a low wall, was designed by Sir Edward Maufe with sculpture by Sir Charles Wheeler and unveiled by HM The Queen in 1955. A Falklands Campaign section was unveiled by the First Sea Lord in 2005. Merchant Navy Day and Remembrance Day services are held at the Memorial annually in September and November.

36. Nortraship 1940

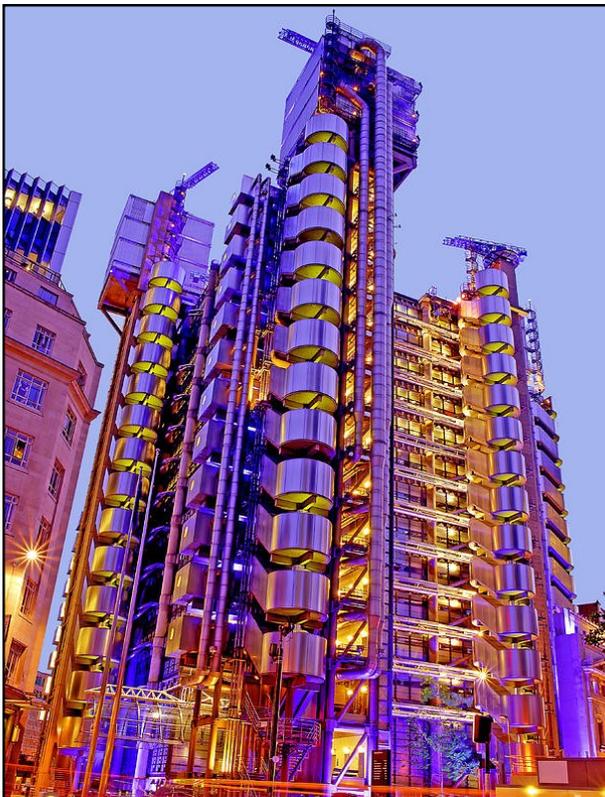


Following the German invasion of Norway on 9th April 1940, Nortraship was formed to administer the Norwegian merchant fleet, 85% of which remained outside areas under German control. To maintain Norway's neutrality, this fleet of some 1,000 ships and 30,000 seamen was chartered to the British Ministry of Shipping. Norway had the fourth-largest merchant fleet in the world after the UK, USA and Japan. Around 42% of the fleet comprised modern tankers, a total of 18% of the world tanker tonnage and of crucial importance to Britain. Nortraship established its London office at 144 Leadenhall Street on 19th April 1940. By that October it had 230 staff, increasing to 350 a year later; one-third were Norwegians. At the same time, its New York office had more than 200 personnel, most Norwegian. Nortraship had become the world's largest shipping company. 3,670 Norwegian merchant seamen and 977 foreign crewmen serving with Nortraship were lost to enemy action together with 706 ships. A plaque on the left of the building's facade states:-

'From 1940 to 1945 this building housed NORTRASHIP - The Norwegian Shipping and Trade Mission - established by the Norwegian Government in exile and Norwegian shipowners. NORTRASHIP operated the merchant fleet of more than 1000 ships which made a vital contribution to the Allied victory in World War II.'

Grade II-listed, this Lutyens design was built in 1929.

37. Lloyd's Building 1986



Like the Society for the Registry of Shipping (See 27.) in 1768, dismayed by the declining standard of the patrons, the merchants, insurance underwriters and brokers left Lloyd's Coffee House (See 12.) at No.16 Lombard Street in 1769 to open the 'New Lloyd's Coffee House' at No. 5 Pope's Head Lane and issue the first edition of the 'New Lloyd's List', its shipping news and intelligence bulletin. The underwriters next formed their own association, the Society of Lloyd's, transferring to the Royal Exchange in 1774. This was destroyed by fire in 1838 so Lloyd's moved to South Sea House in Threadneedle Street, returning to the rebuilt Royal Exchange in 1844. The next move came in 1928 to No. 12 Leadenhall Street, the first building Lloyd's had ever owned; it was designed by Sir Edward Cooper. Continued expansion led to acquiring adjacent Royal Mail House, another Cooper design, in 1936. Expansion brought a move in 1958 to a further new building, No. 51 Lime Street, the work of Terence Heysham. Even three buildings proved inadequate so Lloyd's opened a design competition in 1978. Required was the ability to expand or contract the building's space and facilities in response to market fluctuations. The winning design by the Richard Rogers Partnership puts the services on the structure's exterior to maximise internal space and flexibility. Opened in May 1986, it was built on the No. 1 Lime Street site of the Cooper building, which in turn had been that of the East India Company's headquarters (See 10. &24.). In 2011, the building became the youngest to receive Grade I-listing. While marine insurance remains important, Lloyd's involvement in other fields too make it one of the leading insurance markets in the world. Similarly, having dropped the 'New' prefix in 1789, 'Lloyd's List' is now amongst the world's longest continually-published journals and has been digital since 2013.

38. Wakefield Gardens 1992



Land immediately south of Tower Hill Underground station was donated as public open space by the Wakefield Trust (See 19., 20. &24.) in the 1930s for the benefit of local people. Opened in its present form as Wakefield Gardens in 1992, it is dominated by a 6m/20' diameter sundial commissioned by London Underground Ltd. Designed by John Chitty, Edwin Russell produced the bronze relief panels, which depict the story of London from the arrival of the Romans in 43AD through such as the Black Death 1348-49; Gunpowder Plot 1605; English Civil War 1642-51; Great Fire 1666; first police force 1829; Battle of Britain 1940; Blitz 1940-1941 and Festival of Britain 1951 to the Thames Barrier of 1982.

The delineation for the sundial's design, the mathematical and astronomical computations required, was the work of Captain Christopher Daniel, Master of the HCMM 1989-90.

39. Baltic Exchange 1995



The date of 1995 belies the Baltic Exchange's prior 221 years of history, the organisation having moved to No 38 St Mary Axe after the IRA bomb attack of 10th April 1992 on Nos 24-28 St Mary Axe, its Grade II-listed headquarters. Three were killed and 91 injured by the explosion which also caused £800 million worth of damage (£1.7 billion in 2020). The Baltic Exchange began however with the 'Virginia and Maryland Coffee House' at No 61 Threadneedle Street being renamed as the 'Virginia and Baltick Coffee-House' in May 1744, as frequented by such traders. Napoleonic War demands and tallow market speculation led in 1823 to codifying its trading practices and membership rules, leading to today's Baltic Code of Conduct. Expansion brought an 1825 move to No 58 Threadneedle Street when known as 'The Baltic Coffee House'. More expansion meant moving in 1857 to No 37 Threadneedle Street, 'South Sea House' (See 37.). Members dealt in hides, tallow, oil, indigo, tar and grain but included shipowners and agents. The advent of steamships also increased trade, the London Shipping Exchange being formed in 1891 by shipowners and operators. Merged, The Baltic Mercantile & Shipping Exchange Ltd followed in 1900 and Nos 24-28 St Mary Axe was opened in 1903. More than 3,000 members currently handle much of the world's markets in dry bulk, tanker, gas and container shipping as well as charter, sale and purchase. With offices from Houston to Shanghai, the Baltic Exchange is the world's only independent source of maritime market information for the trading and settling of physical and derivative contracts. Grade II-listed, the building, once No 40, is a 1922 design by Sir Edwin Cooper.

40. Malta GC Memorial 2005



That Malta underwent the heaviest, sustained bombing in the Second World War, 6,700 tons being dropped during 154 days and nights, is indicative of its strategic rôle. In April 1942 King George VI awarded Malta the George Cross, the highest civilian decoration, to 'bear witness to the heroism and devotion that will long be famous in history'. Little food and aviation fuel remained in mid-1942 when the Allies mounted 'Operation Pedestal', a convoy by way of a final attempt to save Malta: 7,000 civilian and military personnel were killed in the siege. The convoy's escort of 45 Royal Navy warships included four aircraft carriers. After five days of continuous attack, four cargo vessels and the tanker SS Ohio, sole survivors of the original 14 merchant ships, entered Grand Harbour on 15th August 1942, the feast of Santa Maria. George Crosses was awarded to three convoy members: Captain Dudley Mason of the Ohio; Apprentice John Gregson of the MV Deucalion and PO Cook Charles Walker, HMS Ledbury. A Distinguished Service Order; four Distinguished Service Crosses and seven Distinguished Service Medals also were awarded. Breaking the island's Axis siege allowed North Africa and then Sicily to be retaken, leading to the liberation of Italy and beyond. Located outside the western end of All Hallows by the Tower (See 3.), the Memorial's limestone is from Gozo in the Maltese archipelago. A service of commemoration takes place annually in August at the Memorial.

4. CONCLUSION

- 4.1 In the foreword by CC Graham Packham, then Chairman of its Culture, Heritage and Libraries Committee, the Corporation's 'Visitor Destination Strategy 2019-2023' states of the Corporation that '*Nationally, it leads all English local authorities for its use of heritage to foster a distinctive identity and enjoys the number one spot for engagement in culture, as identified in the Royal Society for the encouragement of Arts, Manufactures and Commerce's (RSA) latest Heritage Index (2016), and in the Government-commissioned Active Lives Survey conducted by Ipsos MORI in 2017.*' This being only the foreword's second paragraph and here quoted in its entirety, it is no surprise that the terms 'culture', 'cultural', 'architecture' and, in particular, 'heritage' abound in the document.
- 4.2 'London Cultural Tourists' from London & Partners, the Mayor of London's promotional body, cited culture as the reason for visiting London being given by 39% of survey respondents with architecture named by 18%, they being the two primary factors in attracting visitors and termed '*Key Drivers*' in the report. While the survey took place in 2015, London & Partners' 'A Tourism Vision for London' in 2017 stated beneath the heading '*Culture and heritage as a key draw*' that '*Historic landmarks and architecture, attractions, parks and waterways, and museums and galleries all feature in the top five drivers for visiting the capital, while theatre, music and performance collectively is the tenth highest driver.*' These statistics were much quoted by the appellants in 'The Tulip' inquiry.
- 4.3 More recently, Alderman Sir David Wooton, Lord Mayor 2011-12, stated at the Planning and Transportation committee meeting on 9th March: '*We're always very concerned in this committee to make the best use of, and protection and maintenance of, our heritage...*'

- 4.4 'Heritage' and 'heritage assets' are lauded even more in the draft City Plan 2036, especially in connection with the Tower of London World Heritage Site and its Local Setting Area of which Tower Hill is a major part albeit not named. Mentioned however in 7.4.11 is the wish to *'...enhance the immediate surroundings of the World Heritage Site...'* In the direct context of the No. 31 Bury Street application, the Plan also states at 6.4.5 that *'The City has one of the greatest concentrations of architecturally significant places of worship in the country, with 44 listed medieval and Wren churches, Bevis Marks Synagogue and an equally unique collection of over 60 churchyards embedded within a dense townscape.'*
- 4.5 Nonetheless, the Corporation's Planning and Transportation committee has never rejected an application for a tower block. This was confirmed in evidence to 'The Tulip' appeal inquiry on 27th November last while the committee subsequently has continued that unbroken record. The inquiry too called into question the level of scrutiny applied to applications. This raises concern for heritage over an apparent lack of awareness that such decisions are being taken not just for the City or even London but for the whole of the UK. If its capital is seen by the world not to have regard for such a key attraction as its own heritage, why should visitors come? Illustrating this in the microcosm, the report to the committee meeting on 13th April on the No. 31 Bury Street application mentions in referring to Trinity House at 228. an *'ensemble of seagoing structures and buildings surrounding...'* and at 234. *'...illustrating London's sea going past'*. 'Seagoing structure' sounds ambitious while 'past' ignores the present as evidenced across the City and London today. Further, both the presence and significance of a war memorial bearing more names than any other in the UK as the focal point of Trinity Square is ignored. Indeed, those honoured having been lost at sea, it is in effect a war grave.
- 4.6 By way of context, Historic England records that 6 out of the top 10 of the most visited paid attractions in England in 2018 were heritage attractions while putting the total Gross Value Added (GVA) of heritage to the UK in 2019 as £31 billion or 1.9% of the national total.
- 4.7 Lest matters maritime be thought too distant from the City, language keeps them close at hand. The Lord Mayor's Show, for example, features floats, derived from it once processing along the Thames. The nave in those City churches comes from the Latin for ship while in the days of sail when square-rigged ships needed to make the most of light winds, ever higher sails were added atop masts. The topmost, seventh, sail was called a skyscraper.
- 4.8 The Merchant Navy and the Royal Navy always have been overlooked in having to conduct business over the horizon in peace and war. In recent years, ships have become larger but fewer in number, in turn requiring smaller crews. At the most basic human level therefore, few now have a sailor for a neighbour or even relative, helping to increase that lack of awareness of the UK's reliance upon the sea past, present and future. As 'Global Britain' comes to the fore, so too will maritime trade on which London was founded and on which the City continues to prosper. To respect that past is to respect the future too.
- 4.9 The Honourable Company of Master Mariners wishes to ask that Tower Hill and all it represents is respected in requesting that the City of London Corporation declines the planning application in question.

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From: [REDACTED]
To: [REDACTED]
Subject: Fwd: Bevis Marks Synagogue
Date: 31 March 2021 14:55:22

Another one for you

Lord Mayor
Alderman William Russell
City of London
Ward of Bread Street
[REDACTED]

Begin forwarded message:

From: "ITG President (Carole Hiley)" [REDACTED]
Date: 31 March 2021 at 14:54:41 BST
To: "The Rt. Hon. The Lord Mayor, William Russell (Alderman)"
[REDACTED]
Cc: "McGuinness, Catherine"
[REDACTED] "Moss, Alastair"
[REDACTED], Kris
"rabbimorris - sephardi.org.uk"
Musikant [REDACTED]
Subject: Bevis Marks Synagogue

Dear Lord Mayor

I have read with some concern the development plans for buildings of 21 storeys in Creechurch Lane and 51 storeys in Bury Street in close proximity to the Bevis Marks synagogue I have been a Blue Badge guide in London since 1988 and a City of London guide since 1990, and in that time I have seen many changes in London, especially in the City. I understand that the City of London needs to adapt to the 21st century, but it is also the cradle of London, founded some 2,000 years ago. Historically London has welcomed people from around the world, some seeking refuge others their fortune. So many seeking refuge here did so to avoid religious persecution, in London they found the freedom to follow their beliefs. I have travelled to many cities around the world, but there is no city that can compare with London as far as diversity in its inhabitants. Bevis Marks Synagogue symbolises this history of religious freedom, whenever I have visited with others, from this country as well as from overseas, they are all impressed with the Synagogue. The fact that Bevis Marks has received funding for a visitor museum, educational and

exhibition space emphasises its importance not just to visitors but to the people of London. A balance between the history of London and its everyday life is not easy, and I truly feel that if these developments go ahead in their present form it will be to the detriment of the area.

The Institute of Tourist guiding, of which I am President, is the regulatory body responsible for the qualification of guides, not just in London, including the City of London, but around the country, and I know that many of my colleagues will share my concerns with regard to these developments.

We have passed the details of the proposals to our members and I am sure that many will echo my concerns.

Yours

Carole Hiley

Carole Hiley
President Institute of Tourist Guiding

Unit 209
Coppergate House
10 Whites Row
London E1 7NF

THE CITY OF LONDON SOLICITORS' COMPANY



4 College Hill
London EC4R 2RB



ROBERT BELL
MASTER

16th March 2021

Dear Mr Barradell

I write on behalf of the Worshipful Company of Solicitors of the City of London to express our concern about the potential impact of two proposed developments adjacent to Bevis Marks Synagogue situated at Bevis Marks, EC3A 7LH.

The developments in question are 33 Creechurch Lane and 31 Berry Street (Planning Application City of London 20/00848/FULEIA).

Bevis Marks Synagogue is a well-known City institution and a vital part of the City's diverse cultural and historical heritage. The Synagogue is the only non-Christian place of worship in the City. It is a Grade I listed building and has had a tradition of continuous worship since it opened in 1701. It is probably the only Synagogue in the world that can make this claim. In addition, I believe a National Heritage Lottery Fund Visitor Centre, whose patron is HRH The Prince of Wales, is due to open soon and the functioning Synagogue is at its heart.

The two developments mentioned above look set to have a dramatic impact on the Synagogue's access to natural light and therefore to represent a substantial loss of amenity which could well pose an existential threat to the Synagogue and the community it serves.

The first development relates to the erection of a 20+ storey building at 33 Creechurch Lane. If built, we understand that this development would be just four metres from the eastern wall of the Synagogue. We also understand that it would completely block all light from the window at this end of the Synagogue for most of the day. Due to the Grade I listing of the Synagogue, it is not possible to increase artificial light to compensate. Further, it will also have a substantial impact on the light in the much-used courtyard of the building.

I understand that this proposed development replaces a 1978 building. When the City Planning Committee considered this earlier development, I believe, they adjusted the proposal to preserve the level of light into the Synagogue.

The other application at 31 Berry Street is for a 50 Storey building. This also promises to significantly reduce the light into the Synagogue's historic courtyard and represent a major loss of amenity.

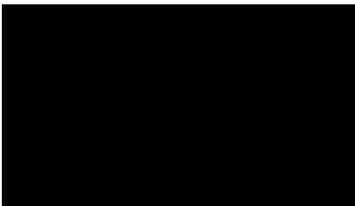
As you will appreciate the cumulative effect of both developments, if they were to be built as proposed, could have a devastating impact on this important centre of worship.

Therefore we would respectfully ask that the interests of the Synagogue and its access to adequate light are specifically taken into account when considering these applications and that the representations made by the Synagogue are carefully considered and given the attention which they deserve.

Similarly, in the event that the Planning Committee were minded to give permission for either development, we would respectfully ask that careful consideration be given to any conditions attached to those permissions with a view to protecting as far as possible the level of light to the Synagogue and its historic courtyard so as to preserve the level of amenity that this unique and very important Synagogue has hitherto enjoyed.

Yours sincerely

Robert Bell



Robert Bell
Master Solicitor

ARCHBISHOP'S HOUSE,
WESTMINSTER, LONDON, SW1P 1QJ

The Rt Hon. The Lord Mayor, Alderman William Russell
Mansion House
Walbrook
London
EC4N 8BH

By email: 

30 March 2021

Dear Lord Mayor,

I understand that you have received a letter from the Chief Rabbi, regarding proposals for developments adjacent to the Bevis Marks Synagogue.

I write to associate myself with the concerns that the Chief Rabbi has expressed. Historic places of worship, both Christian and of other faiths, are hallmarks of the London architectural landscape. The Bevis Marks Synagogue in Aldgate has a particular significance as it is the oldest synagogue in the UK to be in continuous use.

I hope that the concerns of the Jewish community receive a proper hearing, and that everything possible is done to protect the Bevis Marks Synagogue from developments that would be detrimental both to its architectural context and to the needs of the worshipping community.

With all good wishes,

Yours sincerely,



✘ Cardinal Vincent Nichols
Archbishop of Westminster

Bhakti Depala
Department of the Built Environment
City of London
PO Box 27
Guildhall
London EC2P 2EJ

1st April 2021

Re: Support for Application 20/00848/FULEIA

Dear Ms Depala,

I am writing to add our charity's support for the application for 31 Bury Street by WELPUT.

I have had several in-depth conversations with staff from the Applicant over the past six months, where it has been made clear that the development would provide many opportunities to local charities and community groups, creating a sustainable local ecosystem related to employment and upskilling local residents.

In relation to our charity, we would specifically benefit from the development's following features:

- A first floor which is open to external organisation for hosting events. We would take advantage of this area for our careers-related events where local young people work with volunteers from the business community. We currently have no open event space to host these events in our own office, but this new space would allow us to host large careers-networking events and mass mock interview practise sessions and UCAS application form review sessions. This in turn will make our young people more employable and help to turn the tide in youth unemployment and intergenerational poverty in the area.
- The Applicant has committed to taking on our local students for work experience during the construction process of the build so that they can see first-hand the processes that go into this industry. This is a very welcome opportunity for our students who struggle to find high quality work experience placements themselves and is a key way for them to appeal to future employers by having this experience on their CVs.
- The Applicant is anticipating that the future tenants of the building will support local community projects and therefore we would build volunteering and sponsorship opportunities with these new tenants to improve the future sustainability of our charity.

We are also happy to see that the design includes a large open terrace which is beneficial to providing a healthy break in the fresh air during events.

Best regards,

Megan Hunter

Deputy Director

Tower Hamlets Education Business Partnership
First Floor, Norvin House | 45-55 Commercial Street | London | E1 6BD

Bevis Marks Synagogue interior photographs

From the Conservation Management Plan (2019) by Caroe Architecture Ltd (CAL) for the S&P Sephardi Trustee Ltd

Image credits: David Jackson, CAL



Above : View from first floor level looking south -east (p.42)



Above : View from first floor looking north (p.98)



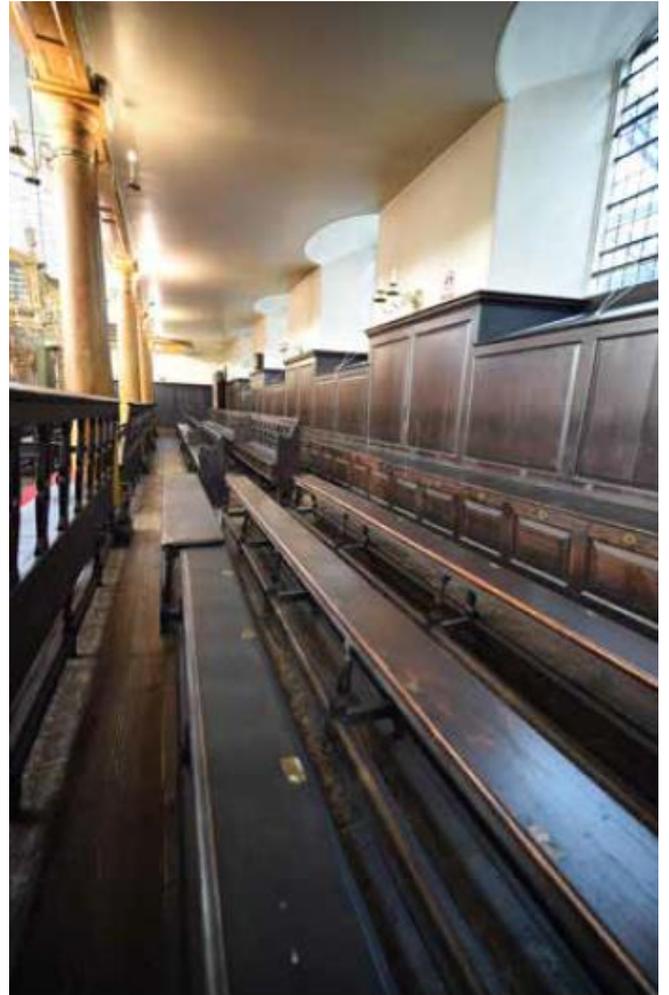
Above : Ground floor looking west / north-west (p.23)



Above : The banca (Warden's pew) Ground floor (p.53)



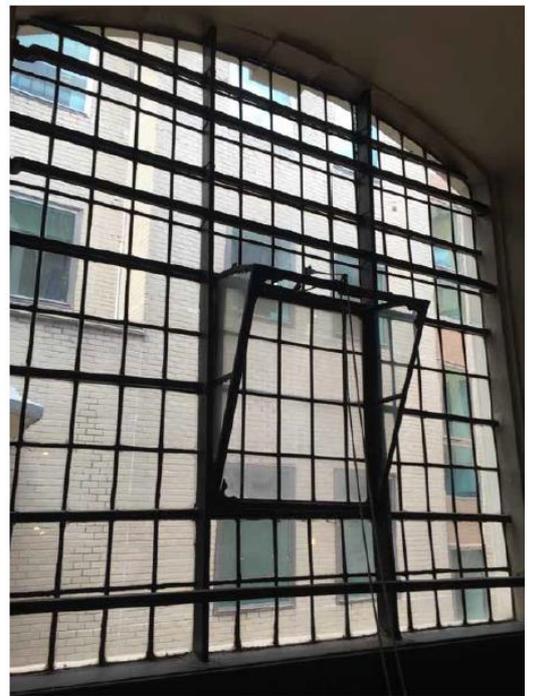
Above : The Arch (Echal) from first floor looking south-east (p.40)



Above : Ground floor bench seating looking east (p.53)



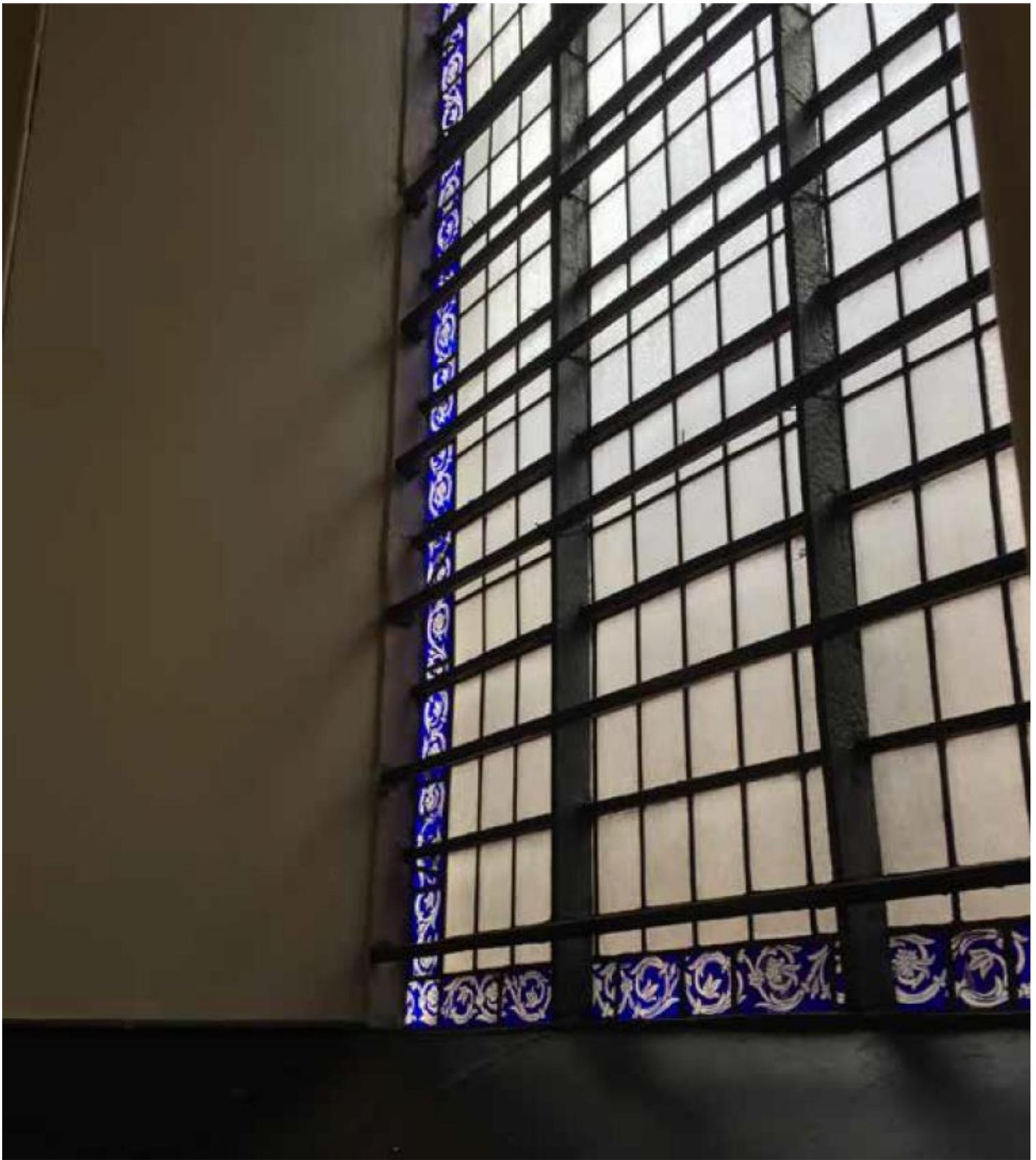
Above : View from first floor level looking east (p.119)



Above : Internal photographs of windows on west elevation (p.183 & 185)



Above : View from first floor looking east (p.186)



Above : East elevation windows with blue decorative border glazing and "Stipplelite" obscured glass (p.187)

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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