



## **Planning Applications Sub-Committee**

### **ADDENDUM**

**Date:** TUESDAY, 31 JANUARY 2023  
**Time:** 10.30 am  
**Venue:** LIVERY HALL - GUILDHALL

**4. FLEET HOUSE, 8-12 NEW BRIDGE STREET**

**For Decision**  
(Pages 3 - 12)

**Michael Cogher**  
**Acting Town Clerk and Chief Executive**

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## Addendum

### Item 4: Fleet House, 8-12 New Bridge Street (22/00622/FULMAJ)

#### Factsheet

Attached is the corrected factsheet.

#### Additional Representations

Attached are two additional representations.

One representation neither supporting or objecting to the application from Martha Grekos CC, and one representation in support of the application from the Fleet Street Quarter Bid. Neither representations raise new issues.

#### Petition

Although not submitted as representations to this planning application, Officers are aware that since the end of August 2022, a petition has been set up to save St Brides Tavern from demolition. As of 27/01/2023 the petition has 1266 signatures. A number of comments express support for the public house and point to its place as part of the local community, and to the pub as a valuable community resource. It is noted that other comments are more general and relate to concerns about the loss of public houses in general.

#### Stopping-Up Plan

The attached Stopping-Up plan was omitted from the application. This is the same as the plan included in the presentation pack which was sent to Members but the colours have been changed in order to make it easier to read.

#### Addition to para 83 of the Committee report

St Brides Tavern is not considered to be a historic pub. The applicant has provided historic maps of the site and its surroundings from 1886, 1895 and 1951 which show that the site was occupied by a Police Station and the London and Westminster Supply Association in 1886, and by a Police Station and Post Office by 1895. The 1886 and 1895 maps show a public house situated at 15 Bride Lane, on the opposite side of Bride Lane to the site. By 1951 the whole of the application site had been cleared, possibly due to World War II bomb damage and was redeveloped in 1958. St Brides Tavern is not considered to have any historic value. St Brides Tavern does not meet the criteria to warrant non-designated heritage asset status.

#### Additions to Conditions:

The following should be added to condition 18 (design details):


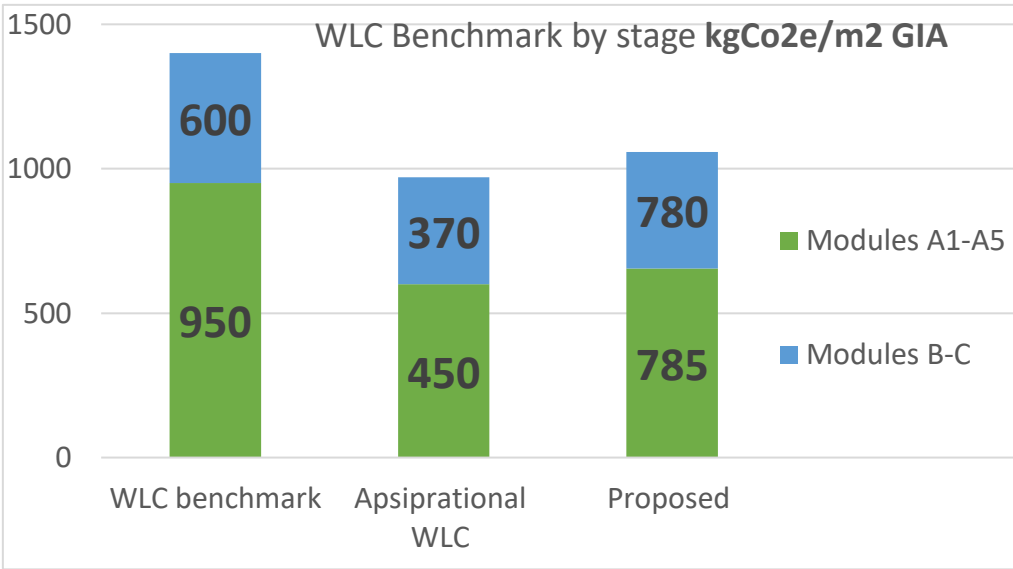
(w) details of elevations, soffits and ground surface treatments for Bridewell Passage;

(x) details of party wall to adjoining premises.

## APPLICATION COVER SHEET

Fleet House, 8-12 New Bridge Street

TOPIC	INFORMATION			
1. HEIGHT	EXISTING		PROPOSED	
	8 storeys = AOD 33.02m 10 storeys = AOD 39.22m (to top of plant)		8 storeys = 34.2m 9 storeys = 37.2m 10 storeys = 40.3m 11 storeys = 42.2m (top of screened plant, not inc. lift overrun)	
2. FLOORSPACE GIA (SQM)	USES	EXISTING	PROPOSED	
	Class E Office	5,612 sqm	7,701 sqm	(+2,089 sqm)
	Retail (A3, Café & A2, Betting Shop)	428 sqm	120 sqm Retail (Flexible Class E)	(-308 sqm)
	Sui Generis (Pub)	346 sqm	369sqm	(+23 sqm)
	TOTAL	6,386 sqm	8,190 sq m	
			TOTAL UPLIFT:	1,804sqm
3. THE PUBLIC HOUSE	EXISTING		PROPOSED	
	Net Internal Area (Usable Floorspace)	177.5 sqm	309 sqm	
	Level Access	No	Yes	
	Position of frontage	Bridewell Place, with limited visibility from New Bridge Street	New Bridge Street, Bridewell Place & Bridewell Passage, prominent on New Bridge Street	
	Length of frontage	c.8.5m	c.32.5	
4. EMPLOYMENT NUMBERS	EXISTING		PROPOSED	
	• 250		• 515	
5. VEHICLE/CYCLE PARKING	EXISTING		PROPOSED	
	Car parking spaces	0	Car parking spaces	0
	Cycle long stay	0	Cycle long stay	112
	Cycle short stay	0	Cycle short stay	12
	Lockers	No	Lockers	Yes
	Showers	No	Showers	Yes
	Changing facilities	No	Changing facilities	Yes
6. HIGHWAY LOSS / GAIN	CoL highway to be stopped up - 5.67sqm TfL highway to be stopped up – 1.77sqm CoL highway to be dedicated – 1.09sqm TfL Highway to be dedicated – 10.96sqm			
	<b>Net Highway gain – 4.61 sqm</b>			
	New c.125 sqm route, Bridewell Passage			

7. PUBLIC REALM GAIN													
8. STREET TREES	EXISTING	PROPOSED											
	<ul style="list-style-type: none"> <li>1 existing tree</li> </ul>	<ul style="list-style-type: none"> <li><b>1 tree retained</b></li> </ul>											
9. SERVICING VEHICLE TRIPS	EXISTING	PROPOSED											
	<ul style="list-style-type: none"> <li>13 trips per day</li> </ul>	<ul style="list-style-type: none"> <li>9 trips per day (Off-site consolidation proposed)</li> </ul>											
10. VOLUME OF RETAINED FABRIC	<ul style="list-style-type: none"> <li>72% of volume of structure and substructure</li> <li>50% of volume of stair cores</li> </ul>												
11. OPERATIONAL CARBON EMISSION SAVINGS	<ul style="list-style-type: none"> <li>Improvement against Part L 2013 using SAP 10 carbon factors (policy target 35% improvement)</li> </ul>  <p><b>68 %</b></p>												
12. OPERATIONAL CARBON EMISSIONS	<p>94,090.00 kgCO<sub>2</sub>e/annum          12.15 kgCO<sub>2</sub>e/m<sup>2</sup>/annum          729.00 kgCO<sub>2</sub>e/m<sup>2</sup> over 60 years</p> <p>(values from CIBSE TM54 exercise, covers Module B6 only and includes the decarbonisation of the grid)</p>												
13. EMBODIED CARBON EMISSIONS	PROJECT LIFE CYCLE EMISSIONS COMPARED TO GLA BENCHMARKS												
	 <p><b>WLC Benchmark by stage kgCo<sub>2</sub>e/m<sup>2</sup> GIA</b></p> <table border="1"> <thead> <tr> <th>Stage</th> <th>Modules A1-A5 (kgCo<sub>2</sub>e/m<sup>2</sup>)</th> <th>Modules B-C (kgCo<sub>2</sub>e/m<sup>2</sup>)</th> </tr> </thead> <tbody> <tr> <td>WLC benchmark</td> <td>950</td> <td>600</td> </tr> <tr> <td>Aspirational WLC</td> <td>450</td> <td>370</td> </tr> <tr> <td>Proposed</td> <td>785</td> <td>780</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>TOTAL: <b>12,116,945</b> kgCO<sub>2</sub>e/60 years</li> </ul>		Stage	Modules A1-A5 (kgCo <sub>2</sub> e/m <sup>2</sup> )	Modules B-C (kgCo <sub>2</sub> e/m <sup>2</sup> )	WLC benchmark	950	600	Aspirational WLC	450	370	Proposed	785
Stage	Modules A1-A5 (kgCo <sub>2</sub> e/m <sup>2</sup> )	Modules B-C (kgCo <sub>2</sub> e/m <sup>2</sup> )											
WLC benchmark	950	600											
Aspirational WLC	450	370											
Proposed	785	780											

<p>14. <u>WHOLE LIFE CYCLE CARBON EMISSIONS</u> (kgCO<sub>2</sub>e/m<sup>2</sup> GIA)</p>	 <ul style="list-style-type: none"> <li>TOTAL: 17,950,111 kgCO<sub>2</sub>e/60 years</li> </ul>
<p>15. TARGET BREEAM RATING</p>	<ul style="list-style-type: none"> <li><b>Excellent</b> (policy target Excellent or Outstanding)</li> <li>Aspiring to achieve <b>Outstanding</b> through detailed design development</li> </ul> 
<p>16. URBAN GREENING FACTOR</p>	<ul style="list-style-type: none"> <li><b>0.28</b> (policy target 0.3)</li> </ul>
<p>17. DAYLIGHT &amp; SUNLIGHT</p>	<ul style="list-style-type: none"> <li>All habitable residential windows within the Vicarage meet the target values set out within the BRE Guidelines for daylight and sunlight in VSC terms.</li> <li>All but 1 habitable room meets the target values set out within the BRE Guidelines for daylight distribution. However, the room that does not is a bedroom and retains 74% of its existing area able to see the sky at the working plane.</li> </ul>
<p>18. AIR QUALITY</p>	<ul style="list-style-type: none"> <li>Air Quality Neutral (policy target AQN)</li> </ul>

# Comments for Planning Application 22/00622/FULMAJ

## Application Summary

Application Number: 22/00622/FULMAJ

Address: 8 - 12 New Bridge Street London EC4V 6AL

Proposal: Partial demolition of Fleet House and full demolition of St Bride's Tavern Public house (retention of basement levels) and the erection of a part replacement building with roof extension to provide an 8 storey building for office use (Class E) at levels 1-8, with office lobby (Class E) and commercial space (Class E) at ground floor and mezzanine level, and public house (sui generis) at ground floor level and part basement level; new pedestrian and servicing route from St Brides Lane to Bridewell Place.

Case Officer: Catherine Evans

## Customer Details

Name: Miss Martha Grekos

Address: City of London London

## Comment Details

Commenter Type: Councillor/Ward Member

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

Comment Reasons:

- Other

Comment: As indicated in my previous letter of August 2022, as much as the developer has now agreed that the pub has to be retained, that pub has to be of 'equivalent quality'. Currently, apart from being double in size, there is no "equivalent quality" which is what the policy states when a pub is to be reprovided on site. The name is not being retained, and that is a huge part of the local community and its connections with the institutions around the area and the Fleet Street press. There is nothing that resembles the existing part to copy some of its features. Any planning consent needs to condition that the name is retained as St Brides Tavern and that features are incorporated into its design. Otherwise it will become just another modern pub, like Brewdog, and the area will lose its sense of community and sense of proud history.

Dear City of London Corporation,

**Planning Application: 14/00254/FULMAJ**

**Fleet House, 8 - 12 New Bridge Street, London, EC4V 6AL**

I write on behalf of the Fleet Street Quarter Business Improvement District (BID), which received its mandate from businesses and landowners in the area to provide a future vision for Fleet Street Quarter in partnership with the City of London Corporation in Spring 2022. The key priorities for the BID are:

- creating a vibrant and dynamic location that will reposition the Fleet Street Quarter as a place to work, visit, live and invest in
- creating an inclusive, innovative, sustainable business ecosystem, and galvanising the area's rich talent pool by generating a progressive and lively location
- enhancing the area's retail and leisure offer, creating healthy streets, developing the business community and developing a brand identity for Fleet Street Quarter
- championing investment in high quality public realm, exploring using spaces in a different way and testing new opportunities
- promoting a safe and secure area

We welcome the applicant's efforts to engage with the BID and, as below, support the proposals (subject to the items flagged in bold).

### **Placemaking**

The regeneration taking place through the efforts of the BID, the City of London and local developers all share a common goal, envisioning FSQ as a leading and exciting destination to work, invest and visit.

The Fleet House development proposes a high-quality building, complementing the future transformation of the Fleet Street Quarter and furthering the reputation of the area and indeed the City of London as a progressive location:

- The New Public House is an important element of the scheme and represents a carefully considered approach to improving the current contribution of the site to the day and night-time economy. The new Public House is a significant benefit of the proposals and an important component of the scheme, providing activation on both frontages, animation on/ surveillance of the proposed Bridewell Passage and a meeting place in an area that has traded for centuries on places that support meeting, dialogue and exchange of ideas at all times of day. Attractive facilities of this kind are crucial to support the attraction and retention of existing workforce, ensuring the district can compete with other rising London districts such as King Cross and Canary Wharf. Given its scale and scope to operate day and night for a modern offering benefitting workers and visitors, **it is a benefit that the planning**



**conditions (and if necessary, the planning agreement) should ensure is delivered and operational alongside the office accommodation.**

- Both the access arrangements to the new Public House and the linkage Bridewell Place to Bride Lane have been carefully considered and would represent a step change in the attractiveness and accessibility of the area immediately to the west of New Bridge Street. These benefits are significant, subject to **the arrangements for the delivery, maintenance, cleansing, management, access and security of the Bridewell Passage as part of the arrangements for the building as a whole being secured through planning conditions, or where necessary, the planning agreement. We assume that a walkway agreement will ultimately be used to secure public rights of access at defined times and that the Committee will be aware of what the minimum hours of public access will be.**

### **Sustainability**

The BID is supportive of the following efforts made to deliver what the London Plan refers to as 'Good Growth':

- We recognise that existing commercial buildings, built by previous generations, often cannot meet the environmental or operational standards required by modern users, and believe when redevelopment is necessary, developers should seek to deliver the highest quality proposal, deploying the principles that ensure maximum benefit to local surroundings and the City.
- The sustainability credentials of the building are impressive – targetting BRE AAM Outstanding and embracing the commitment to reduce whole life cycle carbon emissions by retaining 73% of the existing structure.
- The development demonstrates adaptation to major changes of uses over its lifetime. These are impressive targets, befitting a city which places extreme importance on climate action and is vital for futureproofing of the area and ensuring the building can extend its lifespan.
- Intended building amenities have considered the adaptive measures to the 'new' ways of working through the implementation of 5 levels of greening, open spaces and 'WELL' principles to maximise the wellness of tenants to the building

### **Public Realm**

The Fleet Street Quarter is aware of the significant pressures that will arise from increased footfall from the pipeline of new development in the area and the potential for that footfall to be harnessed in the growth of the area. To match the anticipated scale of growth, it is critical that development in the area is accompanied by measures that contribute to the enhancement of the public realm and delivery of healthy streets which this increase in footfall will demand. The BID is supportive of the intended improvements to the public realm noted in the planning application materials, which reflect and would help achieve the BID's own Area Based Strategy:

- The proposed improvements will offer inviting walking routes that can induce a more organic flow that will encourage people to engage with not just the immediate area, but the wider Quarter. This includes creating better permeability through Bride Lane and Bridewell

Passage, benefitting key cultural assets in the area such as the Bridewell Theatre, St Bride Foundation and the St Bride's Church.

- The scheme features progressive plans that will benefit the streetscape and wayfinding for the area through its revised facade and improved pedestrian routes, that will elevate, regenerate, and enhance the footfall in this area. The BID advocates the importance of strong external environments and its influence in the way we experience and feel about an area; a high-quality public realm can have a direct impact in increasing dwell time, local spend and investment
- New Bridge Street is a key gateway into the Fleet Street Quarter; the revised improvements to the external façade of Fleet House provides a more visually compelling experience, helping to set a standard of excellence across the district. Enhanced external environs create a more welcoming and inspiring place to work that can support attracting contemporary tenants. Within the wider context of the area's development pipeline and recent opening of the Elizabeth Line, Fleet House offers an opportunity to attract new talent and the potential for new industries to consider the Fleet Street Quarter area – supporting ambitions to encourage growth sectors to the area, such as tech law.
- The addition of the commercial space proposed for retail can strengthen and enrich the local offering, supporting ambitions to reinvigorate and evolve Fleet Street Quarter as leading a vibrant district.
- The developer outlines an intention for an Art Wall on the Western boundary that will enhance the user experience of an otherwise redundant space, making visual connections and conceptual connections across the site. It is also noted that the developers will be looking to use the wall to champion the history and heritage of the area and promote local cultural institutions.

The provision and maintenance of these public realm features are critical to the success of the proposed development given the increase in built form and footfall it will bring. **The BID therefore considers that they should be secured through the grant of permission so that they are complete alongside the completion of the scheme.** The redevelopment of Fleet House demonstrates a practical and necessary proposal that can invigorate and stimulate the local area, with the potential of reimagined streetscapes, public spaces and economic prospects that are welcomed and celebrated. We hope the City Corporation will approve this application and continue to support the ongoing regeneration and enhancement of the wider Fleet Street Quarter area. We believe the introduction of a new, highly sustainable, office building will both drive the economic vitality of the City as well as deliver tangible benefits for the local area through the provision of public realm and accessibility improvements, new public art and a cultural strategy, and extensive greening and planting – aligning with the ambitions of the BID and its members.

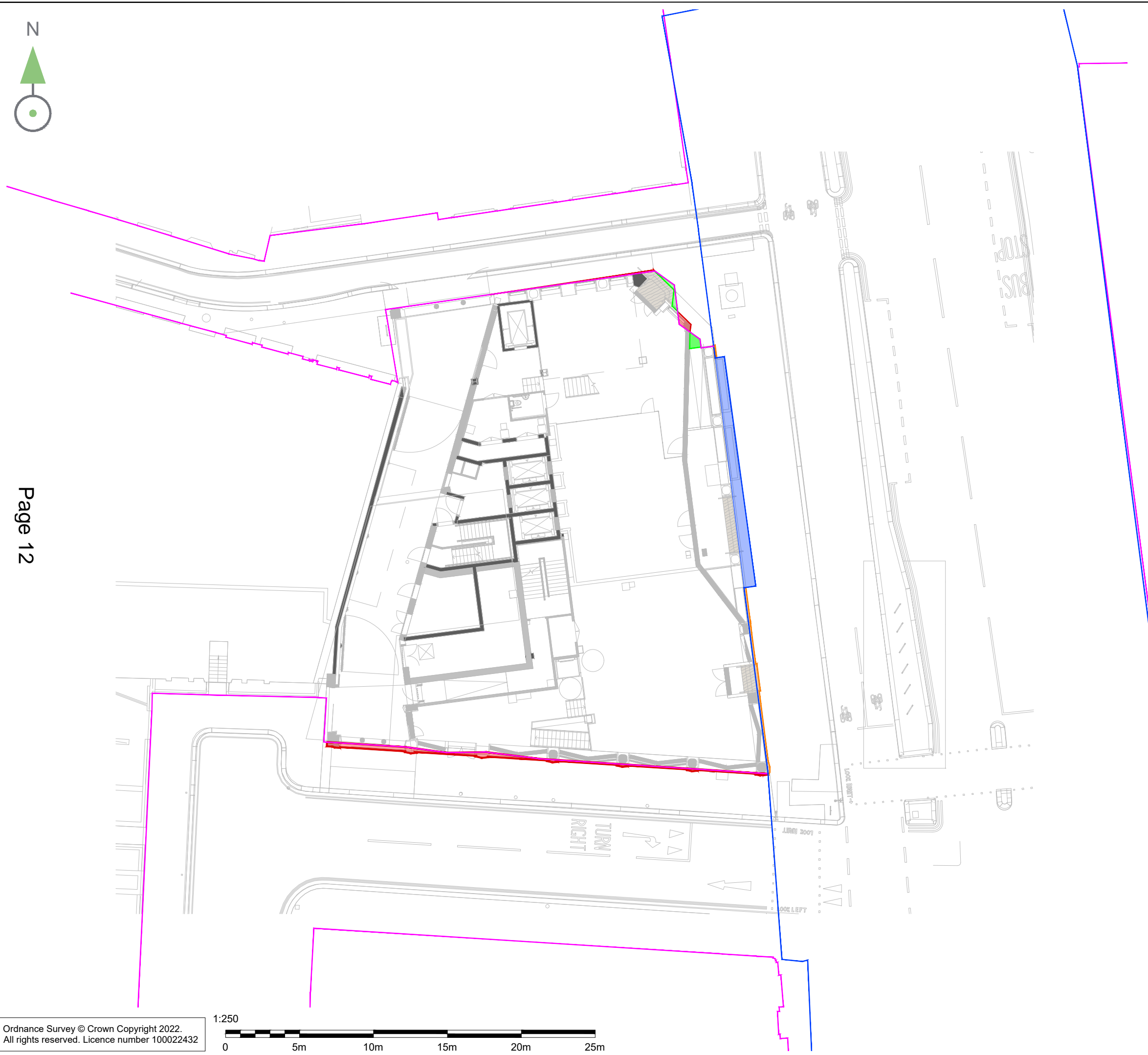
Kind Regards,

**Roy Pinnock**

**Chair, FSQ Public Realm & Environment Steering Group**

**Vice Chair, Fleet Street Quarter BID**





- Notes:
1. DO NOT SCALE FROM THIS DRAWING.
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Key:

- CoL Highway Boundary
- TfL Highway Boundary
- Area of TfL Public Highway to be stopped up (1.77 sqm)
- Area of CoL Public Highway to be stopped up (5.67 sqm)
- Area of land to be dedicated to TfL (10.96 sqm)
- Area of land to be dedicated to CoL (1.09 Sqm)

Rev	Date	Description	Dm	Chk	App
G	27/01/23	MINOR AMENDMENTS	GSF	TM	TM
F	19/01/23	UPDATED LAYOUT	GSF	TM	TM
E	16/01/23	UPDATED LAYOUT	IZ	TM	TM



Drawing Status: **S2 - FOR INFORMATION**

Client: **ATENOR**

Architect: **HOK ARCHITECTS**

Project Title: **FLEET HOUSE**

Drawing Title: **CoL AND TfL HIGHWAY BOUNDARY STOPPING UP PLAN**

Scale @ A3 1:250	Date 16/01/23	Designed/Drawn IZ	Checked TM	Approved TM
Project Ref 21-077	Drawing Number 21-077-T-014			Rev G

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