



Planning and Transportation Committee

Date: TUESDAY, 11 SEPTEMBER 2018

Time: 10.30 am

Venue: LIVERY HALL - GUILDHALL

Members:

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

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

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and non-public summary of the meeting held on 26 July 2018.

For Decision
(Pages 1 - 10)
4. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 11 - 44)
5. **VALID APPLICATIONS LIST FOR COMMITTEE**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 45 - 48)
6. **PUBLIC LIFT REPORT**
Report of the City Surveyor

For Information
(Pages 49 - 52)
7. **GOLDEN LANE COMMUNITY CENTRE**
Report of the Chief Planning Officer and Development Director

For Decision
(Pages 53 - 76)
8. **GREAT ARTHUR HOUSE, GOLDEN LANE ESTATE, LONDON EC1Y 0RE**
Report of the Chief Planning Officer and Development Director

For Decision
(Pages 77 - 108)
9. **DOCKLESS CYCLE HIRE REVIEW**
Report of the Director of the Built Environment

For Decision
(Pages 109 - 130)

10. **TUDOR STREET/NEW BRIDGE STREET - UPDATE REPORT**
Report of the Director of the Built Environment
(To be read in conjunction with the non-public appendix at Item 22)

For Decision
(Pages 131 - 142)
11. **ADOPTION OF THE CITY LIGHTING STRATEGY**
Report of the Director of the Built Environment

For Decision
(Pages 143 - 180)
12. **CULTURE MILE LOOK AND FEEL STRATEGY**
Report of the Director of the Built Environment

For Decision
(Pages 181 - 220)
13. **WEST SMITHFIELD AND CHARTERHOUSE STREET (THAMESLINK) BRIDGES
REMEDIAL WORKS**
Report of the Director of the Built Environment

For Decision
(Pages 221 - 246)
14. **CITY FUND HIGHWAY DECLARATION - SHOE LANE & STONECUTTER STREET,
EC4**
Report of the City Surveyor

For Decision
(Pages 247 - 252)
15. **CITY FUND HIGHWAY DECLARATION - 42/44 BISHOPSGATE, EC2**
Report of the City Surveyor

For Decision
(Pages 253 - 256)
16. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT -
QUARTERLY REPORT**
Report of the Director of the Built Environment

For Information
(Pages 257 - 274)
17. **REPORT OF ACTION TAKEN**
Report of the Town Clerk

For Information
(Pages 275 - 278)

18. **OUTSTANDING REFERENCES**

Report of the Town Clerk

For Information
(Pages 279 - 284)

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

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

21. **EXCLUSION OF THE PUBLIC**

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

For Decision

Part 2 - Non-public Agenda

22. **NON-PUBLIC APPENDIX: TUDOR STREET/NEW BRIDGE STREET - UPDATE REPORT**

To be read in conjunction with the report at Item 10.

For Decision
(Pages 285 - 286)

23. **LONDON BRIDGE STAIRCASE**

Report of the Director of the Built Environment

For Decision
(Pages 287 - 304)

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

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

Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 9:30 a.m.

PLANNING AND TRANSPORTATION COMMITTEE

Thursday, 26 July 2018

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

Present

Members:

Christopher Hayward (Chairman)	Shravan Joshi
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Randall Anderson	Andrew Mayer
Peter Bennett	Deputy Brian Mooney
Mark Bostock	Sylvia Moys
Sir Mark Boleat	Barbara Newman
Deputy Keith Bottomley	Graham Packham
Henry Colthurst	Judith Pleasance
Peter Dunphy	Susan Pearson
Emma Edhem	Graeme Smith
Stuart Fraser	Alderman Sir David Wootton
Marianne Fredericks	
Alderman Prem Goyal OBE JP	
Graeme Harrower	
Christopher Hill	
Deputy Jamie Ingham Clark	
Alderman Gregory Jones QC	

In Attendance:

Alderman David Graves

Officers:

Angela Roach	- Assistant Town Clerk
Natasha Dogra	- Town Clerk's Department
Iain Simmonds	- Town Clerk's Department
Paul Beckett	- Department of the Built Environment
Gordon Roy	- Assistant District Surveyor
Ian Hughes	- Department of the Built Environment
Steve Presland	- Department of the Built Environment
Alison Hurley	- City Surveyor's Department
Paul Monahan	- Department of the Built Environment
David Horkan	- Department of the Built Environment
Simon Owen	- Chamberlain's Department
Simon McGinn	- City Surveyor's Department
Karen McHugh	- Comptroller's and City Solicitors.

1. APOLOGIES

Apologies for absence were received from Rehana Ameer, Stuart Fraser, Christopher Hill, Deputy Jamie Ingham Clark, Alderman Nicholas Lyons, James De Sausmarez, Oliver Sells and William Upton.

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

There were no declarations of interest.

3. **MINUTES**

RESOLVED: - That the public minutes and summary of the meeting held on 10 July 2018 be agreed as a correct record.

Matters Arising:

A Member raised concerns over the wording within Officers' recommendations referring to the Mayor of London being "given" 14 days to consider planning applications under the Town & Country Planning Order 2008. The Committee re-stated that in future the wording should make reference to the Mayor of London exercising his right to consider such applications.

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

RESOLVED- That the draft public minutes of the meeting of the Streets and Walkways Sub Committee meeting held on 3 July 2018 be received.

Matters Arising:

Beech Street

A Member raised a query regarding the impact of the traffic model proposal to implement an eastbound closure on eastbound traffic. The Member was informed that Officers were exploring the options for the traffic model and a report would be submitted to the September Streets & Walkways Sub-Committee meeting.

5. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**

The Committee received a report of the Chief Planning Officer and Development Director in respect of development and advertising applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the last meeting. A Member encouraged the Committee to look up the plans proposed for substantial changes to the ground floor, mezzanine and retail units in the Royal Exchange.

A Member requested that further details on the planning applications for the proposed Communication Totem structure, as set out in the Delegated Decisions schedule, be circulated to all Members of the Committee.

RESOLVED - That the report be noted.

6. **RESOLUTION FROM THE OPEN SPACES AND CITY GARDENS COMMITTEE**

The Planning and Transportation Committee received a resolution of the Open Spaces and City Gardens Committee from their meeting held on 16 July 2018 detailing the concerns the Open Spaces and City Gardens Committee had regarding an application to build temporary structures at the Inner Temple. The Committee noted the concerns raised by the Open Spaces and City Gardens Committee.

RESOLVED - That the resolution be noted.

7. **VALID APPLICATIONS LIST FOR COMMITTEE**

The Committee received a report of the Chief Planning Officer and Development Director detailing valid development applications received by the Department of the Built Environment since the last meeting.

RESOLVED - That the report be noted.

8. **ILLUMINATED RIVER - HEADS OF TERMS**

The Committee received a report of the Director of the Built Environment which detailed the proposed legal agreement, based on a set of Heads of Terms, between the Illuminated River Foundation (IRF) and the City of London Corporation.

Members were made aware of a number of comments received from the Chairman of the City Bridge Trust Committee. The Committee were in agreement that by entering into the proposed Heads of Terms the City Corporation would safeguard the interests of the Bridge House Estates. Members queried the detail of the Heads of Terms and asked Officers to include more detail before a decision could be taken by Members.

A Member queried whether photographs of the proposed illumination of Tower Bridge were available and was advised that these photographs would be circulated to the Committee via email. Discussions ensued on the ongoing maintenance costs of the proposal and Officers informed Members that these costs would be the responsibility of the Foundation. Members noted that whilst they required further information in order to make an informed decision, the Foundation were due to tender for installation equipment over the summer. The Committee agreed that whilst a decision taken under delegated authority would keep the project on track, all Members must be sent the detailed Heads of Terms and photographs of the illumination proposed for Tower Bridge.

In response to a query, Officers informed the Committee that whilst the City Corporation were the owners of Tower Bridge, planning consent for the proposal was due to be sought from the London Boroughs of Tower Hamlets and Southwark. Members noted that the decision did not require the consideration of the Corporate Asset Sub Committee, and the matter remained within the remit of the Planning and Transportation Committee.

RESOLVED - That the Committee agreed to delegate authority to the Town Clerk in consultation with the Chairman and Deputy Chairman to consider the following:

- I. Authorising the Director of the Built Environment to sign the final Heads of Terms on behalf of the City Corporation as trustee of Bridge House Estates; and

- II. Authorising the Comptroller & City Solicitor, in consultation with the Director, (both acting for the City in its capacity as trustee of Bridge House Estates) to negotiate the detailed terms of the legal agreement based on the agreed Heads of Terms, and subsequently execute that legal agreement; and
- III. Approving the commitment of £500k of Bridge House Estates' existing bridge maintenance budget, already deferred to align with the project, to support delivery of the lighting at London Bridge.

9. **LONDON BRIDGE WATERPROOFING AND BEARING REPLACEMENT**

The Committee considered a report of the Director of the Built Environment on the Project Proposal and Options Appraisal for the London Bridge Waterproofing and Bearing Replacement.

A Member requested that a briefing be arranged for any Members interested in the bridge construction and proposed works, which Officers agreed to organise.

RESOLVED - That: -

- I. The spending of £84,000 from the Bridge House Estates Funds to appoint AECOM and a bearing replacement contractor to prepare a specification for the bearing and waterproofing replacement is agreed; and
- II. The delegation of the procurement strategy to Chief Officer in conjunction with the Chamberlain is agreed.

10. **TEMPLE AREA TRAFFIC REVIEW - BOUVERIE STREET**

The Committee were invited to consider the report of the Director of the Built Environment in relation to the traffic review in the Temple Area.

RESOLVED – That the report be noted.

11. **ANTI-TERRORISM TRAFFIC REGULATION ORDER: 2017**

The Committee received a report of the Director of the Built Environment that reviewed the uses of the City's permanent Anti-Terrorism Traffic Regulation Order (ATTRO) during 2017.

RESOLVED - that the report be noted.

12. **CONSULTATION RESPONSE TO PROPOSED RENAMING OF PEDESTRIAN ROUTE: BARKER BRIDGE**

The Committee considered a report on the responses to a consultation to re-name a replacement bridge 'BARKER BRIDGE' after John Alfred Barker OBE, the former Chief Commoner and Member for Cripplegate Ward.

Discussions ensued regarding the consultation undertaken by Officers. Members noted that the statutory consultation undertaken by Officers included the London Fire Brigade and Royal Mail, neither of whom had objected to the proposal. However, a number of objections had been received in response to a site notice posted by Officers. These responses had been circulated to

Members of the Committee. The initial responses had included two responses in support of the proposal from City Corporation Members. Since then both Members had rescinded their support and now objected to the proposal.

Members spoke in objection to the proposal and agreed that this debate should have taken place when the Committee first considered the idea in February 2018. Members noted that whilst Mr John Baker had made a number of considerable contributions to the City of London it was not appropriate to rename the pedestrian route after him at this time. It was also highlighted that there was no current need to rename the route and it could continue to be named St Alphage Highwalk. Members agreed that Mr Barker's contribution could be celebrated in a more appropriate manner, perhaps with a dedication plaque on a bench in the square mile.

A Member stated that whilst he had not initially raised concerns over the proposal when the Committee first discussed it at their meeting in February 2018, he did feel uneasy about the proposal then. The Member commented that he had been a friend of Mr Barker and would remember him fondly but did not believe such proposals should be considered by Members as it led to uncomfortable situations arising. The Member agreed that there were other more suitable ways of commemorating Mr Barker.

A Member highlighted the many contributions Mr Barker had made to the City of London. The Member also brought to the Committee's attention that the two statutory consultees had not objected to the proposal as there was no risk of emergency services or members of the public losing their way if the route were to be renamed. The Member also commented that had she been made aware of the site notice she would have submitted a letter of support.

The Committee proceeded to vote on the recommendation to instruct the Director of the Built Environment to approve the name Barker Bridge and issue the statutory order and make arrangements for a suitable naming ceremony, with one Member in favour of the recommendation, 20 Members opposing the recommendation and 2 Members abstaining.

RESOLVED - That-

- I. All the responses to the statutory consultation and site notice on re-naming a replacement bridge which forms part of St Alphage Highwalk as BARKER BRIDGE be considered; and
- II. That the St Alphage Highwalk not be renamed.

13. BRIDGING HOME (LONDON) 2018: CITY WALKWAY INSTALLATION AND TEMPORARY PUBLIC ACCESS RESTRICTION

The Committee considered a report on Bridging Home (London) 2018 from the Director of the Built Environment. The report detailed that the proposed artwork architectural installation by Do Ho Suh and is part of the Sculpture in the City programme. In addition, the report noted that the artwork is proposed to be installed on a city walkway bridge over Wormwood Street.

Members queried whether an equalities impact assessment had been undertaken and were informed that the only access to the walkway was via staircases. Members noted that under the City of London Various Powers Act the walkway could only be closed for a maximum of 3 months but would still serve as fire escape and safety access during this time.

In response to a query regarding the funding for the proposed sculpture, Members were informed that the City Corporation had committed £125k of private sponsorship over the next 3 years to the Sculpture in the City initiative.

RESOLVED: - That-

- I. The placing of the Bridging Home (London) 2018 artwork on the Wormwood Street city walkway bridge is agreed; and
- II. Authorize the closure of the city walkway over the Wormwood Street city walkway bridge for a period of three months and delegate to the Assistant Director (City Public Realm) authority to determine the appropriate start date for the closure.

14. DISTRICT SURVEYORS END OF YEAR REPORT 2017/18

The Committee received a report on the workings of the District Surveyor's office from the Director of the Built Environment. The Chairman welcomed the newly appointed District Surveyor Gordon Roy to his first meeting. The District Surveyor informed Members that he was eager to attend Planning and Transportation Committee meetings more frequently to ensure Members remained aware of the full range of work undertaken by the District Surveyor's staff.

Members noted a number of highlights from the end of year report, in particular the achievements of Officers working with Transport for London, City of London Police and the Metropolitan Police to implement safety measures along London Bridge in the wake of the terror attack in June 2017.

RESOLVED - That the report be noted.

15. MIPIM PROPERTY CONFERENCE 2018/19

The Committee considered a report of the City Surveyor and Director of the Built Environment which informed Members on the City of London Corporation's activities at the MIPIM property exhibition in March 2018. In addition, the report also sought approval for City of London Corporation attendance at MIPIM 2019. Members agreed that with the effects of Brexit the City Corporation representation at the conference next year would be important.

Resolved: -That-

- I. the additional cost of attending MIPIM 2018 be noted; and
- II. That the Committee approved that the City of London Corporation should attend MIPIM 2019 with a total budget of £94,000.

16. REVENUE OUTTURN 2017/18

The Committee received a report of the: Chamberlain, Director of the Built Environment, Director of Open Spaces and the City Surveyor on the revenue outturn for the services in 2017/18 with the final budget for the year.

RESOLVED - That the report be noted.

17. **REPORT OF ACTION TAKEN**

The Committee received a report of the Town Clerk which advised on the actions taken by the Town Clerk since the last meeting of the Committee. The Committee noted the decision taken relating to additional planning conditions to the application at the Former Richard Cloudesley School Site; a Member requested the background papers to the matter, which would be circulated by the Town Clerk.

RESOLVED - That the report be noted.

18. **OUTSTANDING REFERENCES**

The Committee were invited to consider the outstanding references report of the Town Clerk.

A Member raised concerns over safety measures at Ludgate Circus. Officers informed Members that a meeting was due to take place with TfL advisors. The outcome of the meeting would be circulated to Members, and Officers agreed to submit a report to the Streets and Walkways Sub Committee regarding the current situation at the junction following the meeting with TfL colleagues.

In response to a query regarding Dockless Bikes, Members noted that London councils' proposals to license dockless bicycles were currently being deliberated. A report would be submitted for the Committee to consider at the September Planning and Transportation Committee meeting.

Members noted that the Officers had reached an agreement with colleagues at TfL who had agreed to replace the tiles in the Blackfriars Bridge underpass and review the lighting there. Officers would undertake a deep cleanse of the underpass and then invite local ward Members and the Chairman and Deputy Chairman of the Port Health and Environmental Services Committee to see the underpass. Members could then consider whether a programme for routine deep cleansing of the underpass would be feasible going forward.

RESOLVED – That the report be received.

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

There were three questions raised by Members.

Foul Air on City Pavements

A Member raised concerns over the foul smells expelled on to City pavements by some kitchens in the City whose ventilation equipment faced the pavement. Members stated that the location of this equipment should be included in the

planning conditions of buildings going forward and Officers agreed to review the current situation and submit a report to the Committee in due course.

Air Quality in the City

A Member requested a report to be submitted to a future Planning and Transportation Committee meeting regarding the possibility of the City Corporation taking the lead in encouraging the use of electric vehicles. Officers noted the need to reduce congestion from all types of vehicle and advised that this issue would be covered in the forthcoming draft City Transport Strategy

Lifebelts along the Riverside

In response to a query regarding the number of lifebelts along the riverside, Members were informed that Officers had been working closely with RNLI to combat suicides in the City. Since then the number of lifebelts located along the riverside had been doubled.

Sunlight considerations in Planning Applications

A Member requested training for Committee Members in relation to the consideration of daylight and sunlight impacts of development when assessing planning applications. Officers agreed to arrange this training session for Members interested.

20. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

The Chairman informed Members that Mr Steve Presland was due to retire in October 2018 and following a round of recruitment an external candidate had been offered the position of Transportation and Public Realm Director. Further information regarding the appointee would be circulated to the Committee once the appointment was confirmed.

21. 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 Schedule 12A of the Local Government Act.

Item No.	Exempt Paragraph(s)
22, 34, 24, 25	3

22. NON-PUBLIC MINUTES

RESOLVED: - That the non-public minutes and summary of the meeting held on 10 July 2018 be agreed as a correct record subject to the following amendments:

23. DRAFT NON PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE

RESOLVED - That the draft non-public minutes of the meeting of the Streets and Walkways Sub Committee meeting held on 3 July 2018 be received.

24. NON-PUBLIC MINUTES OF THE MEETING HELD ON 29 MAY 2018

RESOLVED: - That the non-public minutes and summary of the meeting held on 29 May 2018 be agreed as a correct record subject to the following amendments:

25. **DEBT ARREARS - BUILT ENVIRONMENT**

The Committee considered and received a joint report of the Chamberlain and Director of the Built Environment informing Members of the arrears of invoiced income.

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

There were no questions.

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

There was no urgent business.

The meeting closed at 12:10pm

Chairman

Contact Officer: Natasha Dogra (temporary cover)
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Agenda Item 4

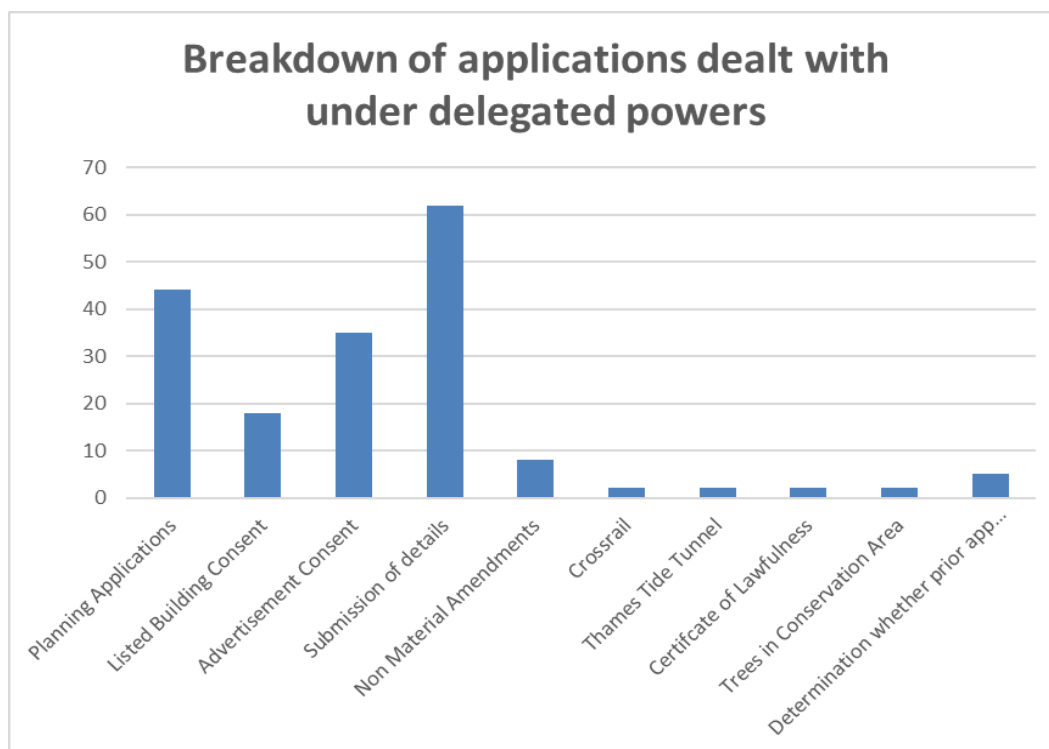
Committee(s)	Dated:
Planning and Transportation	11 th September 2018
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

In the time since the last report to Planning & Transportation Committee, One-Hundred and eighty (180) matters have been dealt with under delegated powers.

Sixty-two (62) relate to conditions of previously approved schemes, eighteen (18) relate to works to listed buildings. Thirty-five (35) express consent to display advertisements were decided out of which nineteen(19) were refused, also two (2) Crossrail, eight (8) Non-Material amendment applications and five (5) applications for Determination whether prior approval required. Forty-four (44) applications for development have been approved including twelve (12) changes of use and 83552sq.m of created floorspace.



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

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision
18/00294/PODC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Submission of Interim Travel Plan and Delivery and Servicing Management Plan pursuant to schedule 3 paragraph's 8, 8.2, 9.1 and 9.2 of section 106 agreement dated 10 June 2010 planning application reference 08/00739/FULEIA. (REVISED PLAN RECEIVED 03/07/2018)	Approved 17.07.2018
18/00372/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill	Details of an Interim Travel Plan pursuant to condition 28 of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 19.07.2018

	House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London, EC3		
18/00373/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London EC3	Details of external landscaping pursuant to condition 8(f) of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 17.07.2018
18/00408/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London, EC3	Details of junctions with adjoining premises pursuant to condition 8(d) of planning permission (application no. 14/00027/FULMAJ) dated 30th June 2014.	Approved 17.07.2018
18/00426/FULL Aldgate	133 Houndsditch London EC3A 7BX	Change of use of the second floor from office (Class B1) to a flexible use for conference, meeting and co-working space with ancillary facilities (Class D1) or for office (Class B1) use (3,000sq.m) .	Approved 12.07.2018
18/00466/FULL Aldgate	Eastgate House 40 Dukes Place London EC3A 7LP	Temporary change of use from office Class (B1) to a flexible office (Class B1) and/or educational (Class D1) use and on cessation of the education use to revert to office (Class B1) use	Approved 17.07.2018

		(4,384sq.m GIA).	
18/00567/MDC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Details of ground level surfaces including materials to be used and external surfaces within the site boundary including hard and soft landscaping pursuant to conditions 7(f) and (g) of planning permission (application no. 08/00739/FULEIA) dated 10th June 2010.	Approved 17.07.2018
18/00569/FULL R3 Aldgate	Willis Building 51 Lime Street London EC3M 7DQ	Temporary installation of a sculpture 'Stack Blues' by Sean Scully for a period of up to one year, to be taken down on or before 01 June 2019.	Approved 31.07.2018
18/00565/MDC Aldersgate	The Turret John Wesley Highwalk Barbican London EC2	Particulars of the materials to be used on all external faces of the building including the elevation facing John Wesley Highwalk; details of all alterations to the existing facade; details of fenestration and external joinery, including the new rooflight; details of the John Wesley Highwalk elevation and entrance; details of all alterations to the public stairway including soffits, infill panels to the sides of the staircase and lighting; details of soffits, hand rails and balustrades including those within the southernmost arched opening on the Aldersgate frontage; details of the integration of plant, flues, fire escapes and other excrescences at roof level; and details of plant and ductwork to serve the existing A3 premises below; and photographic survey pursuant to parts a (partial), b, c (partial), d, e (partial) and h (partial) of condition 3 of planning permission dated 21st March 2017 (application reference 16/00768/FULL)	Approved 23.08.2018

		and parts a (partial), b, c (partial), d, e (partial) and h (partial) of condition 2 and condition 3 of listed building consent dated 19th May 2017 (application reference 16/00770/LBC).	
18/00591/FULL R3 Aldersgate	Beech Street London EC2Y 8DR	Installation of an artwork for a temporary period of one year.	Approved 01.08.2018
18/00595/LBC Aldersgate	81 Thomas More House Barbican London EC2Y 8BU	Removal of existing glazed timber sliding pocket door in the kitchen and replacement of three internal doors and associated fixed panels.	Approved 26.07.2018
18/00512/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of particulars and samples of materials; details of typical bays including fenestration and entrances; typical stonework; details of southern wall facing Throgmorton Avenue; all alterations to the retained facade on Copthall Avenue, including windows, shopfronts, external doors and stonework; details of the junctions with adjoining premises; the integration of window cleaning equipment, garaging and other excrescences at roof level; all ground level surfaces including materials pursuant to conditions 19 (a) (in part), (b), (c), (d), (e), (f), (g), (h) (in part), (i) and (j) (in part) of planning permission dated 27th April 2017 (16/00776/FULMAJ).	Approved 21.08.2018
18/00590/FULL Broad Street	46 New Broad Street London EC2M 1JH	Change of use of part third floor from office (Class B1) to a flexible use for either office (Class B1) or health clinic (Class D1) (40sq.m).	Approved 14.08.2018
18/00555/DPAR Bridge And Bridge Without	Adelaide House London Bridge London EC4R 9HA	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted	Prior approval refused 02.08.2018

		Development) Order 2015 (as amended) as to whether prior approval is required for the installation of an InLink communications totem.	
15/00376/MDC Bishopsgate	61 St Mary Axe, 80-86 Bishopsgate, 88-90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place & 33- 35 St Mary Axe (North Elevation Only), London EC3	Application for approval of details in respect of ground levels and associated drainage, pursuant to condition 14 of planning permission 12/00129/Full dated 30th March 2012.	Approved 02.08.2018
17/00623/FULL Bishopsgate	Site Bounded By Stone House And Staple Hall Bishopsgate, Devonshire Row London, EC2	Application under Section 73 of the Town and Country Planning Act 1990 to vary Conditions 33 and 54 of planning permission 14/001151/FULL dated 02.02.2017 to enable minor material amendments to the approved scheme for alterations to 142- 150 Bishopsgate and 1-17 Devonshire Row (odd numbers), relocation of 1 Stone House Court and redevelopment of Stone House (128-140 Bishopsgate and 77-84 Houndsditch), Staple Hall (87-90 Houndsditch) and 1, 3 and 5 Stone House Court, to provide a mixed use development comprising a luxury hotel, residential accommodation, retail uses (A1 and A3), hard and soft landscaping works including provision of a new public plaza, alterations to vehicular and pedestrian access and highways layout together with ancillary plant, servicing and associated works. The minor material amendments include	Approved 27.07.2018

		amendments to elevational detailing, internal layout including mix of residential units, reconstruction of Devonshire Row southern spine wall, alterations to the public plaza and public realm and creation of a ballroom entrance pavilion at the south-west corner of the plaza. (56,526sq.m gea)	
17/01223/ADVT Bishopsgate	135 Bishopsgate London EC2M 3YD	Retention of an illuminated advertisement hoarding measuring 2.4 metres high and 86.8 metres wide along the east side of Great Eastern Walkway and 3.5 metres wide along the west side of Great Eastern Walkway (with 3 x 1.5 metre wide returns at each end of the walkway); 49.9 metres wide along the south side of the site and 92.6 metres wide along Bishopsgate.	Approved 17.07.2018
18/00472/ADVT Bishopsgate	Telephone Kiosk Outside 32-33 Wormwood Street London EC2M 1RP	Installation and display of an internally illuminated advertisement display panel on a telephone kiosk measuring 1.62m in height x 0.93m in width at a height of 0.38m above ground level.	Refused 03.08.2018
18/00476/ADVT Bishopsgate	Outside 26 Liverpool Street London EC2M 7PD	Installation and display of an internally illuminated advertisement display panel on a telephone kiosk measuring 1.62m in height x 0.93m in width at a height of 0.38m above ground level.	Refused 14.08.2018
18/00480/ADVT Bishopsgate	Outside 175 Bishopsgate London EC2	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m in height x 0.79m in width at a height of 1.38m above ground level.	Refused 19.07.2018
18/00499/ADVT Bishopsgate	Pavement At Junction of London Wall And Old Broad	Installation and display of two internally illuminated advertisement display panels	Refused 19.07.2018

	Street London EC2N 1GB	to both sides of a free-standing totem, each measuring 1.22m high by 0.79m wide at a height above ground of 1.38m.	
18/00544/MDC Bishopsgate	100 Bishopsgate London EC2N 4AG	Submission of the particulars and samples of all the materials to be used on all external faces of the building pursuant to condition 11(a) (in part) of planning permission dated 3rd March 2012 (12/00129/FULL)	Approved 13.07.2018
18/00557/ADVT Bishopsgate	8 Devonshire Square London EC2M 4PL	Installation and display of (i) one internally illuminated projecting sign measuring 0.6m high by 0.9m wide at a height above ground of 3.8m and (ii) one non illuminated brass plaque measuring 0.25m high by 0.45m wide at a height above ground of 1.5m.	Approved 12.07.2018
18/00564/FULL Bishopsgate	135 Bishopsgate London EC2M 3TP	Formation of stepped seating in connection with public realm works proposed at 135 Bishopsgate.	Approved 24.07.2018
18/00609/XRAIL Bishopsgate	Liverpool Street Station Liverpool Street London	Application under schedule 7 of the Crossrail Act 2008 for the restoration of the worksite at Liverpool Street (Moorgate Ticket Hall Urban Realm) for handover.	Approved 23.08.2018
18/00610/XRAIL Bishopsgate	Liverpool Street Railway Station Liverpool Street London EC2M 7PY	Application under schedule 7 of the Crossrail Act 2008 for the restoration of the worksite at Liverpool Street (Broadgate Ticket Hall Urban Realm) for handover.	Approved 14.08.2018
18/00596/MDC Bishopsgate	100 Liverpool Street & 8 - 12 Broadgate London EC2M 2RH	Details of particulars and samples of the materials to be used on external faces of the building; details of the proposed new facade(s) including typical details of the fenestration entrances and details of a typical bay of the development pursuant to condition 23 a (part), b (part)	Approved 24.07.2018

		& d (part) of planning permission 17/00276/FULL dated 5 June 2017.	
18/00653/FULL Bishopsgate	5 Wormwood Street London EC2M 1RQ	Installation of a new shopfront comprising of glazed rectangular panels with a steel stall riser at the base and a central double-leaf glass door with metal handles.	Approved 16.08.2018
18/00654/ADVT Bishopsgate	5 Wormwood Street London EC2M 1RQ	Installation and display of i) one halo illuminated fascia sign measuring 0.38m in height by 1.29m in width situated at a height of 2.824m above ground level; and ii) one internally illuminated projecting sign measuring 0.5m in height by 0.5m in width situated at a height of 2.75m above ground level.	Approved 16.08.2018
18/00661/FULL Bishopsgate	37 Broadgate Circle London EC2M 2QS	Replacement of the existing hinged doors with bi-folding doors.	Approved 14.08.2018
18/00662/ADVT Bishopsgate	37 Broadgate Circle London EC2M 2QS	Installation and display of two illuminated fascia signs measuring 0.27m high by 1m wide at a height above ground of 2.45m.	Approved 14.08.2018
18/00716/LBC Bishopsgate	Hamilton Hall Public House 40 Liverpool Street London EC2M 7PT	Repair works to the listed ceiling within the public house.	Approved 16.08.2018
18/00486/FULL Bread Street	Cheapside Traffic Island Cheapside London EC2V 6AA	An art installation on the Cheapside Traffic island outside St Paul's Tube Station for a temporary period of one year.	Approved 31.07.2018
18/00504/ADVT Bread Street	Pavement Outside 128 Queen Victoria Street London EC4V 4BJ	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m high by 0.79m wide at a height above ground of 1.38m.	Refused 19.07.2018

18/00530/CLOP D Bread Street	5 Paternoster Row London EC4M 7EJ	Application for a Lawful Development Certificate for Change of Use from Use Class A1 (Shops) to Use Class A2 (Financial and Professional Services) (167sq.m).	Grant Certificate of Lawful Development 24.07.2018
18/00536/DPAR Bread Street	St Paul's Underground Station Cheapside London EC2V 6AA	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 13.07.2018
18/00537/ADVT Bread Street	St Paul's Underground Station Cheapside London EC2V 6AA	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m in height x 0.79m in width at a height of 1.38m above ground level.	Refused 18.07.2018
18/00683/FULL Bread Street	5 Paternoster Row London EC4M 7DX	Installation of an ATM to the shopfront glazing at ground floor level.	Approved 23.08.2018
18/00684/ADVT Bread Street	5 Paternoster Row London EC4M 7DX	Installation and display of one internally illuminated ATM sign measuring 1.34m high, 0.88m wide, at a height above ground of 0.9m.	Approved 23.08.2018
17/00318/FULL Bassishaw	10 Aldermanbury London EC2V 7RF	Retention of electrically operated insulated roller shutter and door in lieu of manual loading bay doors/gates.	Approved 09.08.2018
17/01258/FULL Bassishaw	10 Aldermanbury London EC2V 7RF	Installation of an electrically operated insulated roller shutter and door.	Approved 09.08.2018
18/00430/MDC Bassishaw	St Alphage Gardens St Alphage Garden London EC2	Submission of details: i) information panels and interpretation of the site of the church of St Alphage and the London Wall and Roman fort wall; ii) particulars and	Approved 12.07.2018

		samples of the materials to be used in all external ground level surfaces; iii) new lighting including fittings, materials and new groundworks; and iv) the new concrete structure in the south-west sunken part of the site pursuant to condition 3(a), (c), (d) and (f) of planning permission dated 13 June 2017 (application number 16/01358/FULL).	
18/00463/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Details of security cameras pursuant to condition 1(d) (in part) of planning permission dated 30 June 2014 (ref: 14/00259/FULL).	Approved 17.07.2018
18/00470/ADVT Billingsgate	Telephone Kiosk Outside 30 Fenchurch Street London EC3M 3BD	Installation and display of an internally illuminated advertisement display panel on a telephone kiosk measuring 1.62m in height x 0.93m in width at a height of 0.38m above ground level.	Refused 14.08.2018
18/00491/MDC Billingsgate	Custom House 20 Lower Thames Street London EC3R 6EA	Submission of details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during the works and the submission of an Air Quality report pursuant to Conditions 2 and 3 of planning permission dated 29.03.2018 (18/00082FULL).	Approved 09.08.2018
18/00577/MDC Billingsgate	Custom House 20 Lower Thames Street	Details of acoustic survey demonstrating noise levels from mechanical plant and	Approved 26.07.2018

	London EC3R 6EA	details of plant mountings pursuant to Conditions 4 and 5 of planning permission 18/00082/FULL dated 29.03.2018.	
18/00760/NMA Billingsgate	51 Eastcheap London EC3M 1JA	Non-material amendment under Section 96a of the Town and Country Planning Act 1990 (as amended) to planning permission 17/01221/FULL dated 15 March 2018 to allow new door openings at roof level, repositioning and widening an escape door at level 1, alterations to guarding's to terraces, raising the height of the internal atrium roof by 900mm, introduction of a recessed portion in the south elevation facade incorporating a fire escape door, and other minor alterations to the approved scheme.	Approved 23.08.2018
18/00088/FULL Castle Baynard	146 Fleet Street London EC4A 2BU	Erection of mansard roof extension and associated works. (44sq.m)	Approved 19.07.2018
18/00089/LBC Castle Baynard	146 Fleet Street London EC4A 2BU	Erection of mansard roof extension, minor changes to the third floor layout and associated works.	Approved 19.07.2018
18/00310/FULL Castle Baynard	3 Wine Office Court London EC4A 3BY	External alterations comprising the replacement of windows, creation of an additional entrance lobby and WC at basement level and replacement of the existing external staircase.	Approved 31.07.2018
18/00311/LBC Castle Baynard	3 Wine Office Court London EC4A 3BY	Internal and external alterations comprising erection and removal of structural and non-structural partitions, replacement of windows, creation of an additional entrance lobby and WC at basement level and replacement of the existing	Approved 31.07.2018

		external staircase.	
18/00516/FULL Castle Baynard	Mermaid Conference And Events Centre Puddle Dock London EC4V 3DB	Installation of a new plant enclosure at roof level to contain an air handling unit and associated ductwork, safety rails and steel sub frame.	Approved 23.08.2018
18/00520/FULL Castle Baynard	20 St Andrew Street London EC4A 3AG	Use of part ground floor for a flexible use for either Class B1 or Class A3 (343sq.m) and use of part basement for a flexible use of either Class B1, Class A3 or Class D2 (135sq.m) in lieu of permitted flexible use of part ground floor and part basement for either Class B1 or Class A3 (478sq.m).	Approved 09.08.2018
18/00532/DPAR Castle Baynard	6 New Bridge Street London EC4V 6AB	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 13.07.2018
18/00533/ADVT Castle Baynard	6 New Bridge Street London EC4V 6AB	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m in height x 0.79m in width at a height of 1.38m above ground level.	Refused 14.08.2018
18/00558/FULL Castle Baynard	61 Fleet Street London EC4Y 1JU	Retention of ground floor as restaurant (Class A3) use in lieu of shop (Class A1) use (108 sq.m) and retention of alterations to shopfront.	Approved 16.08.2018
18/00580/ADVT Castle Baynard	St Brides House 10 Salisbury Square London EC4Y 8EH	Retention of one halo illuminated fascia advertisement measuring 0.35m high by 1.19m wide at a height above ground of 2.9m.	Approved 31.07.2018
18/00622/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore	Partial discharge of schedule 3 requirements relating to the contaminated land	Approved 19.07.2018

	Victoria Embankment London EC4Y	remediation strategy pursuant to BLABF 16 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	
18/00651/TTT Castle Baynard	Tideway Working Area Blackfriars Bridge Foreshore Victoria Embankment London EC4Y	Partial discharge of schedule 3 requirements relating to the appearance of hoarding pursuant to BLABF1 of the Thames Water Utilities Limited (Thames Tideway Tunnel) Order 2014 as amended.	Approved 31.07.2018
18/00655/FULL Castle Baynard	58 Victoria Embankment London EC4Y 0DS	Installation of six external condensers on the roof and air intake openings in two internal lightwells.	Approved 23.08.2018
18/00686/NMA Castle Baynard	111 Fleet Street London EC4A 2AB	Non-material amendment under Section 96a of the Town and Country Planning Act 1990 to vary the wording of condition 5 of planning permission 18/00330/FULL dated 05/06/2018.	Approved 24.07.2018
18/00510/LBC Cripplegate	101 Gilbert House Barbican London EC2Y 8BD	Removal of partition wall between bathroom and WC	Approved 02.08.2018
18/00593/LBC Cripplegate	53 Speed House Barbican London EC2Y 8AT	Alterations to bedrooms, kitchen and bathroom. Installation of additional bathroom.	Approved 26.07.2018
18/00677/LBC Cripplegate	193 Cromwell Tower Barbican London EC2Y 8DD	Introduction of false ceiling throughout and alterations to partition walls and doors in bedrooms and kitchen.	Approved 21.08.2018
17/00284/LBC Cornhill	32 Threadneedle Street London EC2R 8AY	Application under section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary the approved drawings listed under condition 4 of the listed building consent 14/00855/LBC dated 14th October 2014 in order to amend the internal floor	Approved 24.07.2018

		layouts.	
18/00251/FULL Cornhill	The Counting House 50 Cornhill London EC3V 3PD	Change of use at second, third and fourth floors from private members' club and accommodation ancillary to the Class A4 public house to a mixed use comprising public house and hotel bedrooms (sui generis) and associated external plant. (554sq.m gia).	Approved 09.08.2018
18/00252/LBC Cornhill	50 Cornhill London EC3V 3PD	Internal alterations at second, third and fourth floors to facilitate change of use from dining club and public house staff accommodation to hotel bedrooms, including new partitions, lowered ceilings, installation of building services and secondary glazing with associated external plant.	Approved 09.08.2018
18/00482/LBC Cornhill	10 - 11 Royal Exchange London EC3V 3LL	Interior fit out of retail shop and existing auxiliary areas to retail unit at basement, ground, and first floor levels.	Approved 09.08.2018
18/00543/DPAR Cornhill	Outside 99-101 Bishopsgate London EC2M 3XD	Application for determination under part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of a telephone kiosk.	Prior approval refused 13.07.2018
18/00574/MDC Cornhill	1 Old Broad Street London EC2N 1DW	Submission of details of louvre material pursuant to condition 2 of planning permission and Listed Building Consent dated 15/03/2018 (app. nos. 18/00059/FULL & 18/00060/LBC).	Approved 17.07.2018
18/00312/ADVT Candlewick	24 King William Street London EC4R 9AT	Installation and display of: (i) one halo illuminated fascia sign measuring 0.8m high by 1.44m wide at a height of 3m above ground floor level; (ii) one non-illuminated fascia sign measuring 0.09m high by 1.36m wide at a height of 3.12m above ground floor	Approved 12.07.2018

		level; (iii) one double sided circular projecting sign internally illuminated measuring 0.6m in diameter at 2.75m above ground floor level; (iv) internally illuminated menu board measuring 0.35m high by 0.55 m wide at a height of 1.51m above ground floor level and two internally illuminated hanging signs set behind shopfront glazing.	
18/00513/ADVT Candlewick	Outside 40 Gracechurch Street London EC3V 0BT	Installation and display of one internally illuminated advertisement measuring 1.34 metres wide by 2.37 metres high on the bus shelter outside 40 Gracechurch Street.	Refused 19.07.2018
18/00650/MDC Candlewick	24 King William Street London EC4R 9AT	Submission of a post construction BREEAM assessment pursuant to condition 8 of planning permission dated 11th May 2015 (14/01096/FULMAJ).	Approved 16.08.2018
18/00680/FULL Candlewick	26 King William Street London EC4R 9AT	Installation of a ventilation louvres to the rear elevation and associated external alterations.	Approved 23.08.2018
16/00041/PODC Coleman Street	21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Submission of revised highways schedule of condition pursuant to schedule 3 paragraph 9.1 of section 106 agreement dated 25 November 2015 planning application reference 14/01179/FULEIA.	Approved 12.07.2018
18/00158/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of external materials pursuant to condition 5(a) of planning permission (14/00518/FULL) and condition 2(a) of listed building consent (16/00573/LBC) dated 1st May 2015 and 14th October 2016 respectively.	Approved 19.07.2018
18/00160/MDC	67 - 71 Moorgate & 34 London Wall	Details of new facades pursuant to condition 5(b) of	Approved

Coleman Street	London EC2R 6BH	planning permission (14/00518/FULL) and condition 2(b) of listed building consent (16/00573/LBC) dated 1st May 2015 and 14th October 2016 respectively.	19.07.2018
18/00164/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of new dormer windows pursuant to condition 5(g) of planning permission (14/00518/FULL) and condition 2(g) of listed building consent (16/00573/LBC) dated 1st May 2015 and 14th October 2016 respectively.	Approved 19.07.2018
18/00165/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of new windows and external joinery pursuant to condition 5(f) of planning permission (14/00518/FULL) and condition 2(f) of listed building consent (16/00573/LBC) dated 1st May 2015 and 14th October 2016 respectively.	Approved 19.07.2018
18/00493/ADVT Coleman Street	Pavement Outside 128 Moorgate London EC2M 6SX	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m high by 0.79m wide at a height above ground of 1.38m.	Refused 19.07.2018
18/00525/MDC Coleman Street	56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall London EC2	Details of sustainable drainage systems pursuant to condition 16 of planning permission 15/01312/FULMAJ dated 14th February 2017.	Approved 12.07.2018
18/00560/MDC Coleman Street	20 Finsbury Circus London EC2M 1UT	Details of particulars and samples of the materials to be used on all external faces of the building including external ground surfaces; ground floor elevations; ground floor office and retail entrances; windows and external joinery pursuant to condition 24 (a,b,c,d) of planning permission 16/01084/FULL dated 16 December 2016.	Approved 02.08.2018
18/00571/LBC	16 - 18 Finsbury	Refurbishment of ground floor	Approved

Coleman Street	Circus London EC2M	reception, lower ground floor showers and bicycle store and 3rd, 4th and 5th floor office space.	19.07.2018
18/00581/LBC Coleman Street	Chartered Accountants Hall Moorgate Place London EC2R 6EA	General refurbishment of the Copthall Avenue lift lobbies on levels 2 and 4 including the installation of new security speed gates to the reception on level 2.	Approved 26.07.2018
18/00615/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of new plant enclosure pursuant to condition 5(h) of planning permission (14/00518/FULL) and condition 2(h) of listed building consent (16/00573/LBC) dated 1st May 2015 and 14th October 2016 respectively.	Approved 17.07.2018
18/00616/MDC Coleman Street	67 - 71 Moorgate & 34 London Wall London EC2R 6BH	Details of green roofs pursuant to condition 6 of planning permission (application no. 14/00518/FULL) dated 1st May 2015.	Approved 12.07.2018
18/00656/ADVT Coleman Street	55 Moorgate London EC2R 6BH	Installation and display of two non-illuminated hoarding advertisements measuring 2.4m high by 35m wide.	Approved 09.08.2018
18/00688/MDC Coleman Street	51 Moorgate London EC2R 6BH	Details of a travel plan pursuant to condition 24 of planning permission 16/00463/FULL dated 26/7/2016.	Approved 09.08.2018
18/00776/MDC Coleman Street	Moor House 120 London Wall London EC2Y 5ET	Details and samples of the proposed satin stainless steel pursuant to condition 2 (a) of planning permission 18/00281/FULL dated 03/07/18.	Approved 16.08.2018
17/00594/MDC Cheap	1-3, 4, 5, 7 & 8 Fredericks Place & 35 Old Jewry London EC2R 8AE	Details of the materials, position and height of the terrace balustrades, and associated landscaping of the terrace pursuant to condition 4 of planning permission (application 15/01308/FULL) and condition 3 of listed building consent (application no. 15/01309/LBC) both dated	Approved 12.07.2018

		4th October 2016.	
18/00468/ADVT Cheap	Outside 111 Cheapside London EC2V 6DT	Installation and display of an internally illuminated advertisement display panel on a telephone kiosk measuring 1.62m in height x 0.93m in width at a height of 0.38m above ground level.	Refused 03.08.2018
18/00502/ADVT Cheap	Pavement Outside 83 Cheapside London EC2V 6EB	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m high by 0.79m wide at a height above ground of 1.38m.	Refused 19.07.2018
18/00517/MDC Cheap	1-3, 4, 5, 7 & 8 Fredericks Place & 35 Old Jewry London EC2R 8AE	Details of new ground floor entrances pursuant to conditions 3(c) [In Part] of planning permission (15/01308/FULL) and condition 2(b) [In Part] of listed building consent (18/00255/LBC) dated 4th October 2016 and 16th May 2018 respectively.	Approved 17.07.2018
18/00519/MDC Cheap	1-3, 4, 5, 7 & 8 Fredericks Place & 35 Old Jewry London EC2R 8AE	Details of materials, colour and finish of the plant enclosures to nos. 1-3 Frederick's Place pursuant to conditions 3(d) [In Part] of planning permission (15/01308/FULL) and condition 2(d) [In Part] of listed building consent (18/00255/LBC) dated 4th October 2016 and 16th May 2018 respectively.	Approved 17.07.2018
18/00521/FULL Cheap	Cheapside House 138 Cheapside London EC2V 6BJ	Removal of 16 car parking spaces and provision of 70 cycle parking spaces and associated facilities at basement level; alterations and refurbishment of existing office entrance; recladding of existing ground floor columns; removal of rear access door; creation of an accessible roof terrace at seventh floor, including provision of four	Approved 17.07.2018

		access doors and installation of glass balustrade; enclosure of existing M&E plant at seventh floor level; and other associated works.	
18/00529/FULL Cheap	17 - 20 Ironmonger Lane London EC2V 8EP	Replacement of rear windows and installation of a maintenance door.	Approved 19.07.2018
17/00746/PODC Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook London EC4	Submission of a Conservation and Management Plan pursuant to schedule 3, clause 17.1.6 of the section 106 agreement dated 30 March 2012, associated with planning application reference 11/00935/FULEIA.	Approved 07.08.2018
18/00642/ADVT Cordwainer	40 Bow Lane London EC4M 9DT	Installation and display of: (i) one non-illuminated fascia sign measuring 0.24m high by 2.3m wide at a height above ground of 3.2m; and (ii) one non-illuminated projecting sign measuring 0.48m high by 0.48m wide at a height above ground of 3.27m.	Approved 09.08.2018
18/00701/FULL Cordwainer	80B Cheapside London EC2V 6EE	Installation of two external condenser units at ground floor level in the service yard on the east elevation.	Approved 16.08.2018
18/00101/FULL Dowgate	Livery Hall Dyers Hill 10 Dowgate Hill London EC4R 2ST	i) Extension to the north elevation of the building to provide new lift, including associated external lift shaft to north west corner of site, associated excavation for lift pit, and alterations to area of existing pitched roof (60sq.m); and ii) alterations to and replacement of three existing windows to north elevation.	Approved 14.08.2018
18/00173/NMA Dowgate	80 Cannon Street London EC4N 6HL	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission	Approved 23.08.2018

		16/00580/FULL dated 16th August 2016 to allow minor alterations to omit the solid lid to the rooftop plant enclosure.	
18/00404/FULL Dowgate	66 Cannon Street London EC4N 6AE	Alterations to the existing roof structure to create new open plant area and installation of plant.	Approved 24.07.2018
18/00425/FULL Dowgate	66 Cannon Street London EC4N 6AE	Replacement of all existing windows with double glazed crystal style windows to the Cannon Street and Cloak Lane elevations.	Approved 24.07.2018
18/00576/ADVT Dowgate	Arch 1 Cannon Street Station Dowgate Hill London EC4N 6AD	Installation and display of: (i) one internally illuminated fascia sign measuring 0.4m high x 1.72m wide located at a height of 1.88m above ground level; and (ii) one non-illuminated projecting sign measuring 0.9m high x 0.6m wide located at a height of 2.89m above ground level.	Approved 19.07.2018
18/00631/MDC Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Details of a noise impact assessment pursuant to conditions 6(a) of planning permission 15/00844/FULL dated 13/10/15.	Approved 09.08.2018
18/00632/MDC Dowgate	Cannon Green Building 27 Bush Lane London EC4R 0AN	Details of a noise impact assessment pursuant to conditions 4(b) of planning permission 16/00102/FULL dated 4/11/2016.	Approved 09.08.2018
18/00649/FULL Dowgate	Dowgate Hill House 14 - 16 Dowgate Hill London EC4R 2SU	Change of use from B1 (office) to flexible use for B1 (office) and D1 (health clinic) of part of the ground floor (15.9sq.m).	Approved 16.08.2018
18/00366/MDC Farringdon Within	Creed Court 5 Ludgate Hill London EC4M 7AA	Submission of details of Specification for Ground Investigation and Geotechnical Report and Desk Study & Site Investigation Report pursuant to Condition 10 (in part) of planning permission	Approved 23.08.2018

		14/00300/FULMAJ (dated 06 October 2017).	
18/00402/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Submission of details for Phase 3: (i) proposed new facades of the buildings; (ii) windows and external joinery; (iii) soffits, handrails and balustrades pursuant to condition 29 (b)(part), (e)(part) and (g)(part) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved 17.07.2018
18/00427/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of street lighting for Phase 1 of the development pursuant to condition 33 (in part) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved 16.08.2018
18/00483/MDC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Submission of a Basement Impact Assessment pursuant to condition 11 of planning permission 14/00300/FULMAJ dated 06 October 2017.	Approved 23.08.2018
18/00500/ADVT Farringdon Within	Pavement Outside 65 Holborn Viaduct London EC1A 2FD	Installation and display of two internally illuminated advertisement display panels to both sides of a free- standing totem, each measuring 1.22m high by 0.79m wide at a height above ground of 1.38m.	Refused 19.07.2018
18/00603/LBC Farringdon Within	Central Criminal Court Old Bailey London EC4M 7EH	Installation of access points to enhance WiFi coverage within the building.	Approved 14.08.2018
18/00636/PODC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square,	Submission of the Utility Connection Requirements and the Draft Utility Connection Programme pursuant to Schedule 3 Clauses 11.1 and	Approved 21.08.2018

	London EC4M 7AA	11.2 of the Section 106 Agreement dated 06 October 2017 in relation to Planning Permission 14/00300/FULMAJ.	
18/00608/CLEU D Farringdon Within	12 East Passage London EC1A 7LP	Certificate of lawful existing use or development to determine whether the works carried out so far constitute the lawful implementation of planning permission dated 4th October 2012 (ref: 12/00782/FULL).	Grant Certificate of Lawful Development 03.08.2018
18/00612/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1 7BE	Submission of details for Phase 2B (One Bartholomew Close): details of plant mounting pursuant to condition 46 (in part) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved 07.08.2018
18/00613/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Submission of details for Phase 2A (90 Bartholomew Close): details of plant mounting and plant noise assessment pursuant to conditions 46 (in part) and 47 (in part) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ).	Approved 07.08.2018
18/00647/NMA Farringdon Within	Land Bounded By Charterhouse Street, Lindsey Street, Long Lane And Hayne Street London EC1	Non-Material Amendment pursuant to Section 96A of the Town and Country Planning Act 1990 (as amended) to vary Condition 7 of planning permission 13/00605/FULEIA (Appeal Ref. APP/K5030/A/15/3069991) dated 20 January 2016.	Approved 20.07.2018
18/00628/FULL Farringdon Within	Priory Court 29 Cloth Fair London EC1A 7JQ	Removal of existing windows and main entrance door on Long Lane and replacement with aluminium, powder coated window/door system.	Approved 14.08.2018

18/00639/TCA Farringdon Within	Stationers Hall Stationers Hall Court London EC4M 7DD	Works of pruning to a Plane tree	No objections to tree works - TCA 24.07.2018
18/00676/FULL Farringdon Within	5 Burgon Street London EC4V 5DR	Change of use of ground floor and basement level from restaurant (Class A3) to flexible use for office (Class B1) and/or medical clinic (Class D1) (total floorspace 274.4sqm GIA).	Approved 16.08.2018
18/00679/MDC Farringdon Within	20 Farringdon Street London EC4A 4AB	Acoustic and Vibration Report pursuant to conditions 13 and 14 (a and b) of planning permission 15/00509/FULMAJ dated 22 December 2015.	Approved 07.08.2018
18/00707/MDC Farringdon Within	3 - 4 Bartholomew Place London EC1A 7HH	Submission of details of archaeological evaluation pursuant to condition 6 of planning permission dated 8 May 2018 (application number 17/00875/FULL).	Approved 07.08.2018
16/00126/ADVT Farringdon Without	Taylor St Baristas Ground Floor Cafe Unit 326 - 332 High Holborn London WC1V 7PP	Installation and display of two internally illuminated fascia signs each measuring 0.80m in height by 4.1m wide, situated at a height of 2.67m above ground.	Approved 02.08.2018
18/00369/FULL Farringdon Without	Barnards Inn 86 Fetter Lane London EC4A 1EQ	(i) Alterations to the Fetter Lane and Barnard's Inn elevation at ground floor level including new cladding treatment and replacement curtain wall glazing and entrances at 86 Fetter Lane; (ii) Reconfigured bin store and new entrance gate to Barnard's Inn; (iii) Replacement plant screening at 7th floor roof level; (iv) Installation of a new plant and enclosure at 6th floor roof level; and (v) New hard and soft landscaping to Barnard's Inn.	Approved 12.07.2018
18/00416/LDC	St Dunstan In-The- West Fleet Street	Details of roof slate pursuant to condition 2(a) of listed	Approved

Farringdon Without	London EC4A 2HR	building consent dated 30/05/2017 (app. no. 17/00304/LBC).	09.08.2018
18/00417/MDC Farringdon Without	St Dunstan In-The-West Fleet Street London EC4A 2HR	Details of roof slate and a Written Scheme of Investigation for an Archaeological Watching Brief pursuant to conditions 2(a) (in part) and 3 of planning permission dated 30/05/2017 (app. no. 17/00303/FULL).	Approved 09.08.2018
18/00429/FULL Farringdon Without	38 Chancery Lane London WC2A 1EN	Application under Section 73 of the Town and Country Planning Act 1990 for the variation of condition 12 of planning permission dated 20 June 2014 (ref: 13/01189/FULL) to allow for the installation of plant to the roof area.	Approved 13.07.2018
18/00443/MDC Farringdon Without	42 - 44 Little Britain London EC1A 7BE	Submission of a Noise Dust Vibration Management Plan pursuant to condition 6 of planning permission 16/00164/FULL dated 16 March 2017.	Approved 12.07.2018
18/00460/ADVT Farringdon Without	Outside 322 High Holborn London WC1V 7PB	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m in height x 0.79m in width at a height of 1.38m above ground level.	Refused 19.07.2018
18/00474/ADVT Farringdon Without	Outside 328 High Holborn London WC1V 7PE	Installation and display of an internally illuminated advertisement display panel on a telephone kiosk measuring 1.62m in height x 0.93m in width at a height of 0.38m above ground level.	Refused 03.08.2018
18/00534/DPAR Farringdon Without	Buchanan House 24 - 30 Holborn London EC1N 2HS	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) whether prior approval is required for the installation of an InLink communications totem.	Prior approval refused 13.07.2018

18/00535/ADVT Farringdon Without	Buchanan House 24 - 30 Holborn London EC1N 2HS	Installation and display of two internally illuminated advertisement display panels to both sides of a free-standing totem, each measuring 1.22m in height x 0.79m in width at a height of 1.38m above ground level.	Refused 18.07.2018
18/00559/FULL Farringdon Without	44 Southampton Buildings London WC2A 1AP	Installation of replacement roof top mechanical plant.	Approved 07.08.2018
18/00572/ADVT Farringdon Without	49 - 50 Fleet Street London EC4Y 1BJ	Installation and display of: (i) one externally illuminated fascia sign measuring 0.150m high by 1.5m wide situated at a height above ground of 4.0m (ii) one externally illuminated menu board measuring 1.1m high by 0.6m wide situated at ground floor level. (iii) four non-illuminated brass plaques each measuring 0.275m high by 0.85m wide situated at a ground floor level.	Approved 16.08.2018
18/00573/LBC Farringdon Without	49 - 50 Fleet Street London EC4Y 1BJ	Installation of: (i) one externally illuminated fascia sign. (ii) one externally illuminated menu board (iii) four non-illuminated brass plaques.	Approved 16.08.2018
18/00588/ADVT Farringdon Without	31 Holborn London EC1N 2HR	Installation and display of; i) one non-illuminated nameplate measuring 0.87m high by 0.3m wide located at a height of 1m above ground floor level; ii) non illuminated fascia sign measuring 0.5m high by 0.6m wide located at a height of 1.4m above ground floor level; iii) non-illuminated fascia logo measuring 0.85m high by 1.5m wide located at a height of 2.9m above ground floor level.	Approved 02.08.2018
18/00599/MDC Farringdon Without	Dewhurst House 24 - 30 West Smithfield London	Submission of details in respect of CHP plant comprising: 1. The results of an emissions test	Approved 31.07.2018

	EC1A 9HB	demonstrating compliance with Part A of this condition and stack discharge velocity carried out by an accredited laboratory/competent person. 2. An equipment maintenance schedule demonstrating that the emission standard would always be met pursuant to condition 18 of planning permission 16/00215/FULMAJ dated 17.11.16.	
18/00600/MDC Farringdon Without	6 Bream's Buildings London EC4A 1HP	Details of facilities and methods to accommodate construction vehicles and deliveries pursuant to condition 3 of planning permission 15/00971/FULL dated 10.03.16.	Approved 16.08.2018
18/00601/MDC Farringdon Without	6 Bream's Buildings London EC4A 1HP	Submission of a Deconstruction Logistics Plan pursuant to condition 4 of planning permission 15/00971/FULL dated 10.03.16.	Approved 16.08.2018
18/00602/MDC Farringdon Without	6 Bream's Buildings London EC4A 1HP	Submission of a Construction Logistics Plan pursuant to condition 5 of planning permission 15/00971/FULL dated 10.03.16.	Approved 16.08.2018
18/00604/FULL Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BJ	Change of use of the four residential units (Class C3) at fifth floor level of 1 & 2 Garden Court to Barrister's Chambers (Class B1) and associated alterations (398 sq.m).	Approved 31.07.2018
18/00605/LBC Farringdon Without	1& 2 Garden Court Middle Temple London EC4Y 9BJ	Internal alterations at fourth and fifth floor level in association with the change of use of the four residential units (Class C3) to Barrister's Chambers (Class B1) and provision of an accessible WC (398sq.m)	Approved 31.07.2018
18/00607/MDC Farringdon Without	Old Pathology Building & Residential Staff Quarters Building St Bartholomew's Hospital	Submission of details of; i) details for protection of trees and tree roots pursuant to condition 3 ; ii) a scheme for protecting nearby occupiers from noise, dust and other	Approved 07.08.2018

	West Smithfield London EC1A 7BE	environmental factors pursuant to condition 4; iii) contaminated land report pursuant to condition 5 (a) and (b); iv) a Deconstruction Logistics Plan pursuant to condition 7; v) a Construction Logistics Plan pursuant to condition 11 of planning permission dated 11 June 2018 (ref: 16/01311/FULL).	
18/00794/PODC Farringdon Without	Dewhurst House 24-30 West Smithfield London EC1	Submission of the carbon dioxide emissions report of the completed building pursuant to paragraph 10 schedule 3 of the section 106 agreement dated 17 November 2016 planning application reference 16/00215/FULMAJ.	Approved 21.08.2018
18/00617/ADVT Farringdon Without	27 - 29 Cursitor Street London EC4A 1LT	Installation and display of; i) one internally illuminated fascia sign measuring 0.3m high by 3m wide located at a height of 3.4m above ground floor level and ii) one internally illuminated projecting sign measuring 0.7m high by 0.7m wide located at 3.9m above ground floor level.	Approved 16.08.2018
18/00621/MDC Farringdon Without	6 Bream's Buildings London EC4A 1HP	Scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition pursuant to condition 7 of planning permission 15/00971/FULL dated 10/03/2016.	Approved 31.07.2018
18/00624/MDC Farringdon Without	Dewhurst House 24-30 West Smithfield London EC1 9HB	Details of plant equipment noise levels pursuant to condition 12 of planning permission 16/00215/FULMAJ dated 17.11.2016.	Approved 31.07.2018
18/00643/MDC Farringdon Without	6 Bream's Buildings London EC4A 1HP	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction pursuant to	Approved 16.08.2018

		condition 8 of Planning Permission 15/00971/FULL dated 10.03.16.	
18/00629/TCA Farringdon Without	The Inner Temple Car Park 2 King's Bench Walk Inner Temple London EC4Y 7DE	Works of pruning to a London Plane tree over a 6 year period.	No objections to tree works - TCA 24.07.2018
18/00630/TCA Farringdon Without	Paper Buildings - East Pathway London EC4Y 7HL	Removal of a Davidia involucrata. Sorbus aria 'Lutescens' planted as a replacement.	No objections to tree works - TCA 24.07.2018
18/00644/FULL Farringdon Without	33 Furnival Street London EC4A 1JQ	Change of use of the existing property from Class B1a office use to a flexible use for either Class D1 or Class B1 use (231s.qm)	Approved 31.07.2018
18/00652/MDC Farringdon Without	Old Pathology Building & Residential Staff Quarters Building St Bartholomew's Hospital West Smithfield London EC1A 7BE	Submission of details of the removal and reinstatement of the stone archway and the protection of the K2 telephone kiosk pursuant to condition 10 (partial discharge) of planning permission dated 29.05.2018 (ref: 16/01311/FULL).	Approved 07.08.2018
18/00657/PODC Farringdon Without	Old Pathology Building & Residential Staff Quarters Building St Bartholomew's Hospital West Smithfield London EC1A 7BE	Submission of the Local Procurement Strategy and Local Training, Skills and Job Brokerage Strategy pursuant to schedule 3 paragraph 1.1 and 2.1 of section 106 agreement dated 11 June 2018 planning application reference 16/01311/FULL.	Approved 31.07.2018
18/00659/FULL Farringdon Without	9-13 Cursitor Street London EC4A 1LL	Replacement of batten cap zinc roof covering with new standing seam roof to increased 3 degree pitch. Proposed plant deck raised and enclosure and walkway revised.	Approved 23.08.2018
18/00664/FULL Farringdon Without	Unit 8 28 Chancery Lane London WC2A 1LB	Change of use of ground floor retail unit 8 from retail use (Class A1) to restaurant and cafe use (Class A3) (185sq.m).	Approved 23.08.2018

18/00667/LBC Farringdon Without	Kings College Maughan Library Chancery Lane London WC2A 1LR	Installation of handrail in Weston Room.	Approved 09.08.2018
18/00606/LBC Langbourn	28-30 Cornhill London EC3V 3ND	Interior refurbishment of porch, lobby and common parts.	Approved 31.07.2018
18/00627/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street) London EC3	Submission of details of retail unit 4 (at ground and mezzanine level) showing the class of the retail use pursuant to condition 28 (partial discharge) of planning permission dated 08/02/2016 ref: 14/00237/FULMAJ.	Approved 31.07.2018
18/00570/FULL R3 Lime Street	Undershaft Land Adjoining 1 Great St Helen's London EC3A 6AT	Temporary installation of a sculpture, 'Numen (Shifting Votive Three)' by Thomas J Price, for a temporary period of up to one year to be taken down on or before 01 June 2019.	Approved 31.07.2018
18/00367/MDC Portsoken	Site At The Junction of Duke's Place, St. Botolph Street & Aldgate High Street, London EC3	Submission of a Plant Noise Emission Assessment and details of mechanical plant mountings pursuant to Conditions 13 and 14 of planning permission 14/00986/FULL dated 03.02.2015.	Approved 21.08.2018
18/00461/ADVT Portsoken	Outside St Botolph Without Aldgate High Street London EC3	Installation and display of two internally illuminated advertisement display panels to both sides of a free- standing totem, each measuring 1.22m in height x 0.79m in width at a height of 1.38m above ground level.	Refused 19.07.2018
18/00579/NMA Portsoken	Site At The Junction of Duke's Place, St. Botolph Street & Aldgate	Non-material amendment under S96A of the Town and Country Planning Act 1990 to planning permission	Approved 21.08.2018

	High Street, London EC3	14/00986/FULL dated 03.02.2015 to alter details of the northern pit plant enclosure.	
18/00193/FULM AJ Tower	Emperor House 35 Vine Street London EC3N 2PX	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 16 (cycle parking) and 26 (approved drawings) of planning permission dated 9th November 2017 (17/00239/FULMAJ) to enable: infilling of rear of the Crosswall building at part 4th to 6th floor levels to create nine additional students rooms (total 629) and an additional 68sq.m (GIA) floorspace (total 26,922sq.m GIA); alterations to associated cycle parking provision increasing pedal cycle spaces by 5 (total 326 pedal cycles spaces) and alterations to the layout at 1st to 3rd floors levels; associated and minor alterations to the facade design.	Approved 26.07.2018
18/00478/ADVT Tower	Outside Tower Gateway Station Minories London EC3	Installation and display of an internally illuminated advertisement display panel on a telephone kiosk measuring 1.62m in height x 0.93m in width at a height of 0.38m above ground level.	Refused 14.08.2018
18/00481/FULL Tower	All Hallows By The Tower Byward Street London EC3R 5BJ	Installation of one air conditioning unit located at the base of the cupola behind the balustrade and associated development.	Approved 24.07.2018
18/00539/ADVT Tower	Outside 52 Fenchurch Street, London EC3M 3JY	Installation and display of two internally illuminated advertisement display panels to both sides of a free- standing totem, each measuring 1.22m in height x 0.79m in width at a height of 1.38m above ground level.	Refused 18.07.2018
18/00542/FULL	Tower Place West	Alterations to ground floor	Approved

Tower	Tower Place London EC3R 5BU	facade to include; the removal of existing revolving door and existing glazing to accommodate two new revolving doors.	16.07.2018
18/00545/MDC Tower	2 Seething Lane London EC3N 4AT	Submission of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; details of masonry, to include face bonding, pointing, edge detailing, and any expansion joints; details of the new windows and external doors; window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level and the roof pavilion pursuant to condition 6 (a),(b),(c),(d) and (e) of planning permission dated 9th March 2018 (17/00980/FULL).	Approved 17.07.2018
18/00546/LDC Tower	2 Seething Lane London EC3N 4AT	Submission of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; details of masonry, to include face bonding, pointing, edge detailing, and any expansion joints; details of the new windows and external doors; window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level and the roof pavilion pursuant to condition 3 (a),(b),(c),(d) and (e) of listed building consent dated 16th November 2017 (17/01023/LBC).	Approved 17.07.2018
18/00638/FULL Tower	The Three Tuns Public House 36 Jewry Street London EC3N 2ET	Installation of 5 no brass cowl lights.	Approved 16.08.2018

18/00666/MDC Tower	Walsingham House 35 Seething Lane London EC3N 4AH	Details of windows and external joinery; junctions with adjoining premises pursuant to condition 7(f) and 7(i) of planning permission 14/01226/FULMAJ dated 08.01.16.	Approved 23.08.2018
18/00777/NMA Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Non-material amendment under Section 96a of the Town and Country Planning Act 1990 (as amended) to planning permission 15/00702/FULMAJ dated 20 January 2016 to allow the addition of an external canopy to the Fenchurch Street entrance.	Approved 09.08.2018
17/00647/NMA Vintry	19-20 Garlick Hill And 4 Skinners Lane London	Application under section 96a of the Town and Country Planning Act 1990 for a non-material amendment to planning permission dated 18 June 2015 (ref: 14/00973/FULMAJ) to enable the infill of a lightwell shared with 21 - 26 Garlick Hill including, the infill of existing windows with a matching brick finish, alterations to the roof and internal alterations to hotel rooms located on floors 2 - 6.	Approved 07.08.2018
18/00552/ADVT Vintry	Thames Exchange Building 10 Queen Street Place London EC4R 1BE	Installation and display of two internally illuminated wall mounted building name signs measuring 0.9m high, 2m wide, at a height above ground of 2.9m.	Approved 17.07.2018
18/00553/ADVT Vintry	Thames Exchange Building 10 Queen Street Place London EC4R 1BE	Installation and display of two internally illuminated wall mounted building name signs measuring 0.7m high, 2m wide, at a height above ground of 3m.	Approved 17.07.2018
18/00563/FULL Vintry	72 Upper Thames Street London EC4R 3TA	Change of use of the ground floor from shop (Class A1) use to assembly and leisure (Class D2) use (363sq.m).	Approved 24.07.2018

18/00769/NMA Vintry	Senator House 85 Queen Victoria Street London EC4V 4AB	Non-material amendment under Section 96A of the Town and Country Planning Act (as amended) to planning permission 17/00690/FULL dated 16.01.18 to facilitate changes to the drainage design.	Approved 16.08.2018
18/00143/MDC Walbrook	15 - 17 St Swithin's Lane London EC4N 8AL	Submission of particulars and samples of materials and details of changes to the retained facades; details of the extensions to the St Swithin's Lane facades; details of new facades including typical bay, junctions and fenestration; expansion joints on all elevations; flank walls; junctions with the adjoining properties; window cleaning and other excrescences at roof level pursuant to conditions 16 (a), (b), (c), (d), (e), (f), (g) and (h) of planning permission dated 24th April 2015 (14/00658/FULMAJ).	Approved 14.08.2018
18/00594/LBC Walbrook	72 - 74 Lombard Street London EC3V 9AY	Installation of an externally mounted name plaque on the main facade.	Approved 26.07.2018
18/00626/FULL Walbrook	The Ned Hotel 27- 35 Poultry London EC2R 8AJ	Installation of sliding vertical panels to create a permanent enclosure of the existing bar at 8th floor terrace level.	Approved 23.08.2018
18/00641/LBC Walbrook	The Ned Hotel 27 Poultry London EC2R 8AJ	Installation of sliding vertical panels to create a permanent enclosure of the existing bar at 8th floor terrace level.	Approved 23.08.2018

Agenda Item 5

Committee(s)	Dated:
Planning and Transportation	11 th September 2018
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

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

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation
18/00818/FULL Aldersgate	Lamb And Trotter, 6 Little Britain, London, EC1A 7BX	External alterations including: (i) installation of a new entrance door within an existing window frame; (ii) replacement of existing double entrance doors; (iii) installation of five new wall lanterns to replace the existing lighting.	06/08/2018
18/00669/FULL Bassishaw	Garrard House , 31 Gresham Street, London, EC2V 7QA	Application under section 73 of the Town & Country Planning Act 1990 to vary condition 22 (Approved Plans) of planning permission 17/00585/FULMAJ to enable minor material amendments to the approved scheme including: (1) minor alterations to facades, minor alterations to the entrance of Gresham Street, infilling of terrace on level 9, revised roof layout and minor alterations to the internal layout of the building.	06/07/2018
18/00791/FULL Billingsgate	51 Eastcheap, London, EC3M 1JA	Rationalisation of plant equipment, installation of louvred enclosure at upper roof level and associated alterations.	01/08/2018
18/00734/FULL Bishopsgate	17-18 Widigate Street, London	Application under section 73 of the Town & Country Planning Act 1990	20/07/2018

	E1 7HP	to vary condition 9 (Approved Plans) of planning permission 16/00852/FULL to enable minor material amendments to the approved scheme including the provision of additional bedrooms to each flat and minor alterations to the internal layout.	
18/00766/FULL Bishopsgate	8 Devonshire Square, London, EC2M 4PL	Installation of mechanical ductwork at 6th floor roof level and louvres to the external elevation in place of an existing window at 6th floor and to door over panel at ground floor to provide fresh air intake to new mechanical plant.	23/07/2018
18/00816/FULL Bishopsgate	135 Bishopsgate, London, EC2M 3TP	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 15 (approved drawings) of planning permission dated 3rd July 2018 (ref. 18/00407/FULL itself granted pursuant to a section 73 application) to: (i) increase the size of the 8th floor terrace from 268sq.m to 520sq.m and provide a new access to the terrace and (ii) consolidate the roof plant and provide associated screening.	06/08/2018
18/00848/FULL Bishopsgate	6-7 New Street, London, EC2M 4TP	(i) Conversion of two dwelling houses into eight studio flats and one two bedroom flat (ii) external alterations to windows on rear elevation of number 7 and mansard roof of number 6. (441 sq.m)	20/08/2018
18/00683/FULL Bread Street	5 Paternoster Row, London, EC4M 7DX	Installation of an ATM to the shopfront glazing at ground floor level.	29/06/2018
18/00678/FULL Bread Street	4 Paternoster Square, London, EC4M 7DX	Alterations to the shopfront to include removal of the existing window and replace with automatic sliding doors and the installation of four retractable awnings.	06/07/2018
18/00772/FULL Bridge And Bridge Without	4 Lovat Lane, London, EC3R 8DT	External alterations including: (i) replacement of existing windows with double hung sash windows; (ii) replacement of existing door surround, steps and entrance doors; (iii) reinstatement of fascia detail above the ground floor windows; and (iv) reinstatement of a hanging sign at first floor level incorporating a timepiece.	24/07/2018

18/00719/FULL Candlewick	15 Abchurch Lane, London, EC4N 7BW	Change of use from private members club (sui generis) to use by The Royal Philatelic Society London, including for members meeting hall, offices, museum and library, storage and research space, multi-function rooms for auctions, conferences, lectures and other events (sui generis), and associated external alterations including removal and replacement of roof top plant, new plant screen at the rear, facade cleaning and other facade repairs, partial replacement glazing, modifications to the main entrance and front step; and other associated works in connection with the new use (13.18sq.m)	09/07/2018
18/00739/FULL Castle Baynard	1 - 2 Bolt Court, London, EC4A 3DQ	Installation of replacement entrance doors.	16/07/2018
18/00711/FULL Castle Baynard	1 Puddle Dock, London, EC4V 3DS	Installation of new fire escape stair from mezzanine to ground floor within internal service courtyard and associated works to existing window to create new door opening.	26/07/2018
18/00727/FULL Coleman Street	25 Copthall Avenue, London, EC2R 6EA	Installation of new balustrades and replacement of the existing windows with openable terrace doors to the 6th floor terraces.	11/07/2018
18/00701/FULL Cordwainer	80B Cheapside, London, EC2V 6EE	Installation of two external condenser units at ground floor level in the service yard on the east elevation.	03/07/2018
18/00672/FULL Cordwainer	The Pavilion End Public House, 23 Watling Street, London, EC4M 9BR,	Installation of planters and canopy system in rear courtyard. Installation of new HVAC and extract plant (to replace existing equipment).	19/07/2018
18/00807/FULL Cordwainer	67 - 69 Watling Street, London, EC4M 9DD	Alterations to the shopfront comprising the formation of new openings, installation of glazed balustrades, alterations to the stall risers, new exterior lighting, new tiled stepped entrance and associated alterations.	03/08/2018
18/00721/FULL Farringdon Within	37 Cloth Fair, London, EC1A 7JQ	Replacement of garage door with window and associated alterations.	10/07/2018
18/00750/FULL Farringdon Within	9 Ludgate Broadway, London, EC4V	Change of use at ground floor and basement from Restaurant (Class A3) to Hot Food Takeaway (Class	18/07/2018

	6DU	A5) and extension to the existing extract flue to the rear of the unit at basement level (78.5sq.m).	
18/00796/FULL Farringdon Within	Flat 7, 1 - 3 Newbury Street, London, EC1A 7HU,	Installation of a roof light, erection of a balustrade and use of existing flat roof as a roof garden.	31/07/2018
18/00845/FULL Farringdon Without	Atlantic House , 50 Holborn Viaduct, London, EC1A 2FG	Installation of six new external lights.	13/08/2018
18/00740/FULEIA Lime Street	Leadenhall Court, 1 Leadenhall Street, London, EC3V 1PP	Demolition of the existing building and redevelopment to provide a 36 storey building with 28 floors for office use (Class B1) with retail floorspace (Class A1-A4) at basement, ground and fourth floor, office lobby and loading bay at ground floor, a publicly accessible terrace at fourth floor, 5 floors of plant and ancillary basement cycle parking (63,326sq.m). This application is accompanied by an Environmental Statement. Copies of the Environmental Statement may also be bought from DP9, 100 Pall Mall, London, SW1Y 5NQ, at a cost of £1,296.76 plus VAT (or on CD free of charge) as long as stocks last. A non-technical summary of the Environmental Statement may be obtained from the same address free of charge.	16/07/2018
18/00732/FULL Tower	Station Forecourt Fenchurch Street Railway Station, Fenchurch Place, London, EC3M 4AJ	Installation of a freestanding coffee kiosk (Class A1) and the siting of 16 seats and 6 tables on the public highway.	12/07/2018
18/00821/FULL Vintry	30 Cannon Street, London, EC4M 6XH	Change of use of part of the lower ground and basement levels from office (Class B1) to a flexible use for either a physiotherapy clinic (Class D1) or gymnasium (Class D2) and the replacement of the louvres at basement level to frameless glazing (410sq.m).	07/08/2018
18/00737/FULL Walbrook	27 - 32 Old Jewry, London, EC2R 8DQ	Installation of new shopfront and awning.	23/07/2018

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Points to Note:

- There are 14 Public Lifts/Escalators in the City of London estate. The report below contains details of the 7 public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 21st August 2018 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location And Age	Status as of 21/08/2018	% of time in service Between 11/07/2018 and 21/08/2018	Number of times reported Between 11/07/2018 and 21/08/2018	Period of time Not in Use Between 11/07/2018 and 21/08/2018	Comments Where the service is less than 95%
London Wall (No.1) Lift Eastern Pavilion 2003 SC6458964	IN SERVICE	61%	2	346 hrs	a. 13/07/2018 – 26/07/2018. Fault found with the Electronic Monitoring Unit (EMU) to shared phone line Western Pavilion Lift. Repair required by BT which is why there was a delay in bringing it back into service. b. 09/08/2018. Fault identified as a primary safety circuit failure. Engineer attended and returned to service.
London Wall (No.1) Lift Western Pavilion 2003 SC6458965	IN SERVICE	74%	2	228hrs	a. 13/07/18 – 26/07/18 – Fault found with the Electronic Monitoring Unit (EMU) to share phone line with Eastern Pavilion Lift. Repair required BT which is why there was a delay in bringing it back into service. b. Fault with lift call button, engineer attended and put lift back into service.

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Location And Age	Status as of	% of time in service Between	Number of times reported Between	Period of time Not in Use Between	Comments Where the service is less than 95%
21/08/2018	11/07/2018 and 21/08/2018	11/07/2018 and 21/08/2018	11/07/2018 and 21/08/2018	11/07/2018 and 21/08/2018	
London Wall (No.1) Escalator (UP) 2003 SC6458959	IN SERVICE	72%	1	214hrs	a. 10/07/18 - Insurance Inspection completed, and escalator taken out of service due to replacement steps and threads required. Parts ordered and when arrived engineers returned to site to return to service.
Millennium Bridge Inclinators 2002 SC6459245 50	IN SERVICE	93%	1	50 hrs	a. 15/08/18-17/08/2018. Guiderail identified as the fault due to wear and tear, parts ordered and once received engineers returned to site and returned to service.
Moor House 2005 SC6458968	IN SERVICE	13%	2	768hrs	a. 13/07– 10/08/18 – Fault traced to a failed car door operator control board on the ground floor, specialist contractors were required which is why there was a delay in returning to service. b. 15/08/18 – 21/08/18 - Fault traced to a failed car door operator control board on the first floor, specialist contractors were required which is why there was a delay in returning to service. Due to the above problems a refurbishment project for this lift is being brought forward.

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Location And Age	Status as of 21/08/2018	% of time in service Between 11/07/2018 and 21/08/2018	Number of times reported Between 11/07/2018 and 21/08/2018	Period of time Not in Use Between 11/07/2018 and 21/08/2018	Comments Where the service is less than 95%
Pilgrim Street 1992 SC6458969	OUT OF SERVICE	70.3%	1	284 hrs	a. 15/08/2018 – Fault identified as a controller on sourcing a replacement part found to be obsolete. New parts being ordered and will be adapted to fit the current requirement. Lift still out of service at end of reporting period.
Tower Bridge SC6459244 Age 51	IN SERVICE	82.5%	1	120hrs	a. 26/07/18 – Car overload caused the lift to trip out, engineer unable to repair on first visit and returned with parts on the 30/07/18 and left lift in service.

Additional information

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Agenda Item 7

Committee:	Date:
Planning and Transportation	11 September 2018
Subject: Golden Lane Community Centre Golden Lane Estate London EC1Y 0RJ Change of use of part ground floor from community centre (class D1) to a mix of community centre and estate office use (sui generis). (36sq.m)	Public
Ward: Cripplegate	For Decision
Registered No: 18/00506/FULL	Registered on: 23 May 2018
Conservation Area:	Listed Building: Grade II

Summary

The proposal relates to the Golden Lane Estate Community Centre. The Estate of which it forms a part is listed in its entirety at Grade II.

Planning permission is sought for the change of use of part ground floor from community centre (class D1) to a mix of community centre and estate office use (sui generis). No physical alterations are proposed as part of this application.

33 objections have been made to the proposals by residents of the Golden Lane Estate. Their grounds of concern are outlined further in the report and include the impact of the proposals on the operation of the Community Centre, on the provision of Estate Office services and on the listed building / Estate.

The proposals would not result in the loss of space available for community purposes, and would enable an existing small office area to be used for a wider function. They would not have an impact on the special architectural or historic interest of the grade II listed building or estate. The Estate Office function would not have such a harmful impact on the class D1 community

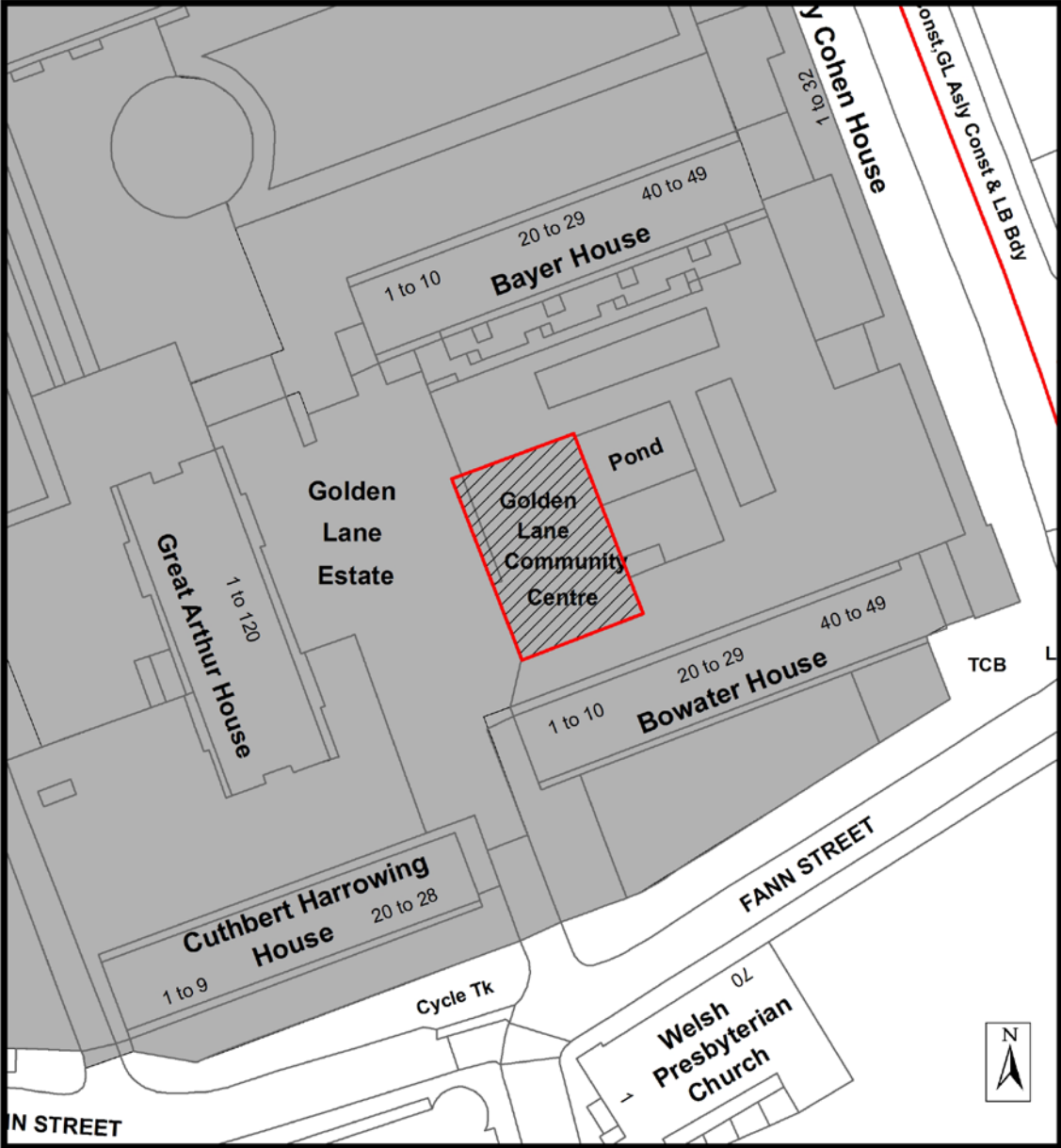
use of the remainder of the Centre as to warrant a refusal of planning permission.

It is considered that the development complies with the NPPF and the Development Plan as a whole and is acceptable.

Recommendation

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




Site Location Plan



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ADDRESS:
Golden Lane Community Centre, Golden Lane Estate

CASE No.
18/00506/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Front elevation of the Community Centre



Rear elevation of the Community Centre

Main Report

Site

1. The Community Centre is located towards the centre of the Golden Lane Estate, providing 455sq.m floorspace in class D1 use. The building has two storeys, with the lower ground floor opening onto a sunken courtyard to the east.
2. It was completed in the 1950's as part of the Estate's first phase and is significant for its community use, simple geometric form, use of colour and materials, and layout of internal and external spaces.
3. The site is surrounded by larger buildings primarily in residential use, with Bayer House, Bowater House, Stanley Cohen House and Great Arthur House forming its immediate surroundings. The current Estate Office is located on the ground floor of Great Arthur House.
4. The Estate as an early and influential post-war housing development is listed in its entirety at Grade II.

Relevant Planning History

5. In February 2017 planning permission (app. no. 16/01221/FULL) and listed building consent (app. no. 16/01222/LBC) were granted for alterations to, and refurbishment of, the Community Centre to provide updated community facilities, and included an area within the building to organise and manage the centre. These have been implemented.
6. Based on the information provided at the time the office area was regarded as ancillary to the current D1 community use of the building.
7. In January 2018 an application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (app. no. 17/01165/LBC) was granted which varied condition 5 (approved drawings) of listed building consent 16/01222/LBC to enable: (i) alterations to partition walls and reconfiguration of internal layout, doors and storage; (ii) creation of self-contained toilets; (iii) double doors at ground floor east elevation to be retained in existing location.

Proposals

8. Planning permission is sought for the change of use of part of the ground floor from community centre (use class D1) to a mix of community centre and estate office use (sui generis) (36sq.m).
9. It is proposed to use the area as an administration and reception space for the Community Centre, as well as for the provision of Estate Office services for the Golden Lane Estate.
10. Communal areas including the toilets, waste store and kitchen within the Community Centre would also be used by Estate Office staff.
11. The proposed conversion of the existing Estate Office at Great Arthur House is before you for consideration under a separate planning

application (reference 18/00409/FULL) and listed building consent application (reference 18/00410/LBC).

Consultations

12. The application has been advertised on site and in the local press. The residential premises within the Golden Lane Estate have been individually consulted.
13. A total of 33 representations have been received objecting to the application. The issues raised are as follows:

Topic	Objection	Number
Impact on the operation of the Community Centre	<ul style="list-style-type: none"> • Loss of community facilities / space • Recreational space under more pressure from recent/new developments so more is needed rather than less • Will result in a queue of people in reception • Visitors to estate office (e.g. contractors) will be off putting to Community Centre users • How can a combination of Estate office and Community Centre functions be managed from the same office • Already a significant loss of space in Community Centre to City of London Community Education Centre (CoLCEC) • Community Centre building should be used only as a Community Centre for residents and local community 	26
Impact on provision of Estate Office services	<ul style="list-style-type: none"> • Space is inadequate for use as estate office • Proposed space not sufficient for Estate Office Staff, Community Centre Staff and CoLCEC Staff • Community Centre is not suitable for dealing with distressed residents or to raise issues of a personal nature • Due to space reduction the office will no longer hold keys to flats on estate • Estate Office is best in current location 	20
Impact on	<ul style="list-style-type: none"> • Would detract from historic 	6

Heritage Assets	<p>significance of site / Estate</p> <ul style="list-style-type: none"> • Harm to the listed building 	
Contrary to policy	<ul style="list-style-type: none"> • Contrary to Policy DM22.1 • Loss of community facility not replaced on site or within vicinity • Lack of demand not demonstrated by applicant • No attempt to justify loss of community facilities 	5
Other	<ul style="list-style-type: none"> • Community Centre refurbishment granted with guarantee there were no plans to move the estate office there • No evidence that other locations / options for Estate Office have been explored • Consultation by the Dept. Of Community and Children's Services (City's Estate Office) was flawed • City should be maintaining the estate rather than progress further build works • Will result in a loss of trust in the City • Community Centre office should be shared by Community Centre and CoLCEC only • Estate Office could move into new tower block on RCS site • Survey shows majority of residents want estate office to remain in current location 	20

14. The applicants have responded in detail to the consultation responses and these are attached in full in Appendix A to this report.

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

Policy Context

16. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.

17. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

18. The Corporation, in determining the planning application has the following main statutory duties to perform:-
 - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
19. In considering the planning application before you account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
20. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the Development Plan.
 - The impact of the proposal on the provision of community facilities
 - The suitability of the site to accommodate the estate office

Use

21. Local Plan policy DM22.1 seeks to protect social and community facilities. It resists their loss unless:
 - replacement facilities are provided on-site or within the vicinity which meet the needs of the users of the existing facility; or
 - necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
 - it has been demonstrated that there is no demand for another similar use on site.
22. Supporting paragraph 3.22.10 states that “where rationalisation of services as part of asset management plans would result in either the reduction or relocation of social and community floorspace, the replacement floorspace must be of a comparable or better standard.”
23. The Golden Lane Estate provides generous community space, comprising the Community Centre, the Leisure Centre and the Ralph Perring Centre.

24. The proposed Estate Office area forms part of an ancillary office area in the 2017 scheme renovating the Community Centre. Prior to the renovations, this area was used for storage, as a service area for a bar located within the hall and an accessible toilet.
25. The proposed change of use of the office area to a shared office space would not impact the provision of community facilities within the Centre as there would be no loss of floor space available for use as community space, and as such would not lead to, or increase, any shortfall in provision.
26. The use of the area would continue to be for community purposes together with the estate office functions and to an extent there would be a crossover of duties amongst the staff on site.
27. The applicants advise that the presence of Estate Office staff would provide backup to the Community Centre staff which would benefit the community use of the centre, and the times that the Centre would be available to the residents would be extended.
28. The previously available accessible toilet and storage has been re-provided elsewhere under the recent alterations along with some new storage space.

Suitability of site

29. The applicant has confirmed that various possible locations on the Golden Lane Estate were investigated for the relocation of the Estate Office. No other locations were considered suitable, either for staff or as a publicly accessible facility without considerable works taking place.
30. A survey of Golden Lane Estate residents in June 2017 showed that, whilst most preferred no change, 84% of respondents stated that if the Estate Office had to move from Great Arthur House, they would prefer it to be located within the Community Centre rather than being based at the Barbican Estate Office.
31. Concerns have been raised about the suitability of the site for the proposed use, and the impact it would have on the community centre use.
32. It is expected that the proposed sui generis space would house one member of staff running the Community Centre (the Centre Manager), one receptionist and three members of the Estate team (who would not be on site all the time). Health and Safety advice is that the space provided would accommodate up to five people.
33. The applicants state that the Estate Staff provide valuable services to residents and are a part of the community. As such the location of the staff within the Community Centre is appropriate.

Impact upon community use of the building

34. The applicants have advised that the number of daily visitors to the Estate Office is on average 8 tenants/leaseholders, 12 contractors, 5 porters who visit approximately 4 times a day for various tasks (e.g.

collection of mail for distribution, checking emails, to inform line managers of repairs/faults etc.), and 2 other visitors (e.g. technical services/hall users).

35. While this number of visitors could potentially lead to queuing, this would be contained within the reception lobby of the Community Centre. The Applicants have stated that there are rarely more than one or two people coming to see the Estate Office staff at any one time, and that staff would be located in the lobby at busy times to greet Community Centre users, reducing any pressure on reception.
36. It is considered that the coming and going of these additional visitors to the building would not detract from the Community Centre use, and that the provision of Estate Office services from within the shared office area would not conflict with the main use of the building for community purposes.

Waste Storage

37. The existing waste storage and collection facilities provided within the building are sufficient to meet the needs of the Estate Office as well as the Community Centre.

Impact on Heritage Assets

38. The proposals do not involve any alterations to the listed building, and do not impact on the special architectural or historic interest of the grade II listed building or estate.

Conclusions

39. The proposals would not result in the loss of space available for community purposes, and would enable an existing ancillary office area to be used for a wider function, which supports the Golden Lane Estate.
40. The Estate Office's location in the office area (36sq.m) of the Community Centre would not detract from its use for community facilities and its use for this purpose is considered appropriate in planning terms.

Background Papers

Internal

Memo Community Facilities Manager 19 June 2018

Letter Access Team 20 June 2018

External

Letter Grade Planning 23 May 2018

Existing Drawings: 2325_PL_102; 2325_PL_103

Email Dept. of Community and Children's Services 6 August 2018

Email Grade Planning 21 August 2018

Online Samantha Male 07/06/2018

Email Chamoun Issa 08/06/2018

Online Charles Humphries 14/06/2018

Email Tom McCarthy 17/06/2018

Email Calli Travlos 18/06/2018

Email Edward Marchand 18/06/2018

Email Piers Haben 18/06/2018

Email Sophie Handler 18/06/2018

Email Tim Godsmark (GLERA) 18/06/2018

Email Mark Campbell 19/06/2018

Email Merlin Carpenter 22/06/2018

Email Eliot Stock 23/06/2018

Online Jane Carr 23/06/2018

Online Martha Mundy 23/06/2018

Online Ryan Dilley 23/06/2018

Online William Mann 23/06/2018

Email Claudia Marciante 24/06/2018

Online Jayne O'Connell 24/06/2018

Online Myrto Kritikou 25/06/2018

Online Neil Prior 25/06/2018

Online Reiko Yamazaki 25/06/2018

Online A Hennache 26/06/2018

Online Beverley Bytheway 26/06/2018

Online David Henderson 26/06/2018

Online Eva Stenram 26/06/2018

Online Jacqueline Swanson 26/06/2018

Online Maliya Price 26/06/2018

Online Nathalie Malinarich 26/06/2018
Online William Clifford 26/06/2018
Online Tim Godsmark 28/06/2018
Online Christine Clifford 01/07/2018
Online Brigin Curtis 14/07/2018
Online M Manurs 15/08/2018

Appendix A

Applicants Response to Objections

Topic	Objection
Impact on the operation of the Community Centre	<ul style="list-style-type: none"> • Loss of community facilities / space <i>The Community Centre provides extensive space for community activities on two floors. Given that there is a leisure centre on the estate and a second community facility at the Ralph Perring Centre, Golden Lane is extremely generously provided with community space. The estate staff are at the heart of the estate community and having them based in the Centre will make it relevant to people who might not, otherwise use it. And the income that locating the estate staff there will bring will protect the Centre from having to take a high level of commercial bookings, which would reduce the availability of the Centre to the community.</i> • Recreational space under more pressure from recent/new developments so more is needed rather than less <i>Comments above apply, as well as the fact that the City of London Primary Academy Islington project will provide more space for community use at evenings and weekends.</i> • Will result in a queue of people in reception <i>There are rarely more than one or two people coming into see the estate staff at any one time so this is not likely to create queues. Staff will be located in the lobby to greet community centre users at busy times so that there will not be pressure on reception.</i> • Visitors to estate office (e.g. contractors) will be off putting to Community Centre users <i>It is important that the centre is felt to be welcoming and accessible to everyone. Contractors are just people. They have their own toilet and mess facilities, so will only be coming into the centre when they need to speak to estate staff. We do not see that this will be an issue, but will keep it under review and make alternative arrangements for contractors if necessary.</i> • How can a combination of Estate office and Community Centre functions be managed from the same office <i>Essentially, staff will be carrying out similar administrative tasks – taking bookings, making calls, keeping records and dealing with enquiries etc. There is no reason at all why these tasks cannot be</i>

	<p><i>carried out within the same office. We will cross train staff so that the estate team can deal with community centre bookings and the Adult Education receptionist can deal with basic estate queries and tasks, so everyone is flexible and provides the best possible service to residents. The only member of staff dedicated to the Centre itself is the Centre Manager, so it is essential that she has the back up of estate staff to be able to staff and run the Centre.</i></p> <ul style="list-style-type: none"> • Already a significant loss of space in Community Centre to CoLSEC <i>The Adult Skills and Education Service (ASES) will be providing community education activities which are an entirely appropriate use of the space. Without these activities, and the income they will bring, the Centre would not be able to function. The ASES will only use part of the building and their use will be limited to weekdays. The entire lower floor (which can be one large space or three smaller spaces) will be available for other bookings all the time and the classroom and hall will be available at weekends and evenings. The office was always designated in the refurbishment as office space and never intended to be anything else.</i> • Community Centre building should be used only as a Community Centre for residents and local community <i>The estate staff provide valuable services to residents and are a major part of the community. We believe that having estate staff based within the Centre will encourage a wider range of people to enter it and see what is on offer.</i> <p><i>The Housing Service contributed a sum of £125,000 to the refurbishment of the Community Centre, specifically to pay for the office space. If our estate staff cannot move in, this money will have to be withdrawn, meaning that the centre will open already in debt. Moreover, the Centre must generate sufficient income to pay for its management and maintenance, including the employment of a Centre Manager. The presence of estate staff will bring essential income to the centre, as the budgets designated for an estate office will transfer to the Centre. This income will total £30,000 and will be crucial to the Centre. Without it, we will have to target commercial bookings, which will reduce the space available for community activities.</i></p>
Impact on provision of	<ul style="list-style-type: none"> • Space is inadequate for use as estate office

Estate Office services	<p><i>This is not the case. We only propose to move three members of staff into the community centre. Health and Safety colleagues have confirmed that the office space comfortably accommodates 4-5 people, and there is an additional space for a member of staff at the reception desk. This is more than adequate.</i></p> <ul style="list-style-type: none"> • Proposed space not sufficient for Estate Office Staff, Community Centre Staff and CoLSEC Staff <i>The Community Centre staffing consists of just one person – the Centre Manager. The ASES (COLCEC) staff comprise one receptionist, who will be located at reception or in the lobby, as appropriate at the time, and teaching staff, who do not require the office. It is only proposed to locate three members of the estate team in the centre, and they will not be there all the time. Health & Safety advice is that the office space is more than sufficient for the number of staff intended to be there at any one time.</i> • Community Centre is not suitable to deal with distressed residents <i>The suggestion that this is something that happens frequently is simply not true. It is extremely rare for anyone to come into the estate office in a distressed state. Most residents come to see estate staff about routine issues. If they were to be distressed about something, it is more likely that they would contact us and request a home visit. However, if someone should come into the centre in a distressed state, we have an interview room immediately off the lobby, where they can be taken for a private discussion.</i> • Due to space reduction will no longer hold keys to flats on estate <i>We have not taken keys for new residents for many years now. No other social housing estate holds keys and we have been advised that we should no longer do so for security reasons. Residents should be responsible for their own keys, and we are offering to fit keysafes, free of charge, for any resident who needs one.</i> • Estate Office is best in current location
Impact of Heritage Assets	<ul style="list-style-type: none"> • Would detract from historic significance of site / Estate • Harm to the listed building
Contrary to policy	<ul style="list-style-type: none"> • Contrary to Policy DM22.1 • Loss of community facility not replaced on site or within vicinity • Lack of demand not demonstrated by applicant

	<ul style="list-style-type: none"> • No attempt to justify loss of community facilities
Other	<ul style="list-style-type: none"> • Community Centre refurbishment granted with guarantee there were no plans to move the estate office there <i>There was a statement in the application to this effect. This was an error, as we have always been very open about our wish to move estate staff into the Centre. The original plans shared with residents made this clear, and it was because of resident feedback that we moved the office from the lower floor to the ground floor, as residents felt it should be more accessible.</i> <i>Whilst this statement was regrettable, it didn't guarantee that the estate office wasn't going to move, it simply said that there were no 'current plans' to move the estate office.</i> • No evidence other locations / options for Estate Office have been explored <i>We have looked at possible locations on the estate, but none are suitable, either for staff or as a public access facility without considerable works taking place. Significant capital has already been invested in creating a suitable office facility for some of the estate team in the community centre. Major capital works are taking place on Golden Lane and there is no money available to fund the creation of a second office.</i> <i>The only viable alternative is to move the staff to the Barbican Estate Office. We carried out a survey of residents in June 2017. Whilst most residents preferred no change, 84% of respondents stated that if the estate office had to move from Great Arthur House, they would wish it to move to the community centre rather than have staff based at the Barbican Estate Office.</i> • City's (Estate Offices) consultation was flawed <i>The wording of the survey was agreed with the residents on the Community Centre Steering Group – we can provide emails from them confirming this.</i> • City should be maintaining the estate rather than progress further build works • Will result in a loss of trust in the City • Community Centre office should be shared by Community Centre and CoLCEC <i>There is only one member of staff at the Community Centre – the Manager. ASES (COLCEC) staff comprise one part-time receptionist and teaching staff who do not require office accommodation.</i>

	<ul style="list-style-type: none"> • Estate Office could move into new tower block on RCS site <i>Investment has already been made in a suitable office for estate staff in the Community Centre. It would not be appropriate to duplicate this facility at the expense of Housing space in the new development.</i> • Survey shows majority of residents want estate office to remain in current location <i>We understand that residents would prefer no change at all. But the vast majority of social landlords do not have estate offices at all – only area or central offices. The City is extremely unusual in having offices on its estates, and there is no obligation for us to do so. We want to retain an office on the estate, and 84% of residents who responded to the June 2017 survey said that, if the staff were to move from Great Arthur House, they would rather they were based at the Community Centre than elsewhere.</i> • Loss of part of a community Asset to offices <i>The Community Centre is owned by the City's Housing Revenue Account and is, first and foremost, a housing facility. The office area represents a small proportion of the overall space and it was always designated as an office in the plans for the refurbishment. If estate staff were not to move it, it would remain an office.</i>
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Appendix B

London Plan Policies

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

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

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

Policy 3.18 Support proposals that enhance school and educational facilities and resist loss of education facilities unless it can be demonstrated there is no on going or future demand. Encourage multiple use of educational facilities for community or recreational use

Policy 7.6 Buildings and structures should:

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

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

Relevant Local Plan Policies

CS10 Promote high quality environment

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

DM10.8 Access and inclusive design

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

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

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

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

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

CS22 Maximise community facilities

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

DM22.1 Social and community facilities

1. To resist the loss of social and community facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the users of the existing facility; or
 - b) necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
 - c) it has been demonstrated that there is no demand for another similar use on site.
2. Proposals for the redevelopment or change of use of social and community facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floor space has been actively marketed at reasonable terms for public social and community floorspace.
3. The development of new social and community facilities should provide flexible, multi-use space suitable for a range of different uses and will be permitted:
 - a) where they would not be prejudicial to the business City and where there is no strong economic reason for retaining office use;
 - b) in locations which are convenient to the communities they serve;
 - c) in or near identified residential areas, providing their amenity is safeguarded;
 - d) as part of major mixed-use developments, subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses.

4. Developments that result in additional need for social and community facilities will be required to provide the necessary facilities or contribute towards enhancing existing facilities to enable them to meet identified need.

SCHEDULE

APPLICATION: **18/00506/FULL**

Golden Lane Community Centre Golden Lane Estate London

Change of use of part ground floor from community centre (class D1) to a mix of community centre and estate office use (sui generis). (36sq.m)

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.
- 3 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 2325_PL_001, 2325_PL_109_2, 2325_PL_110.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

- 2 Planning permission is hereby granted only for the change of use. Any works that would materially affect the external appearance of the building or its special architectural and historic interest will require a separate application for planning permission and/or listed building consent.

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Agenda Item 8

Committee:	Date:
Planning and Transportation	11 September 2018
Subject: Great Arthur House Golden Lane Estate London EC1Y 0RE Conversion of part of the ground floor to three flats with external works including: (i) the provision of planters and landscaping; (ii) the removal of two existing doors and their replacement with windows; (iii) the formation of a new entrance and (iv) the provision of a new disabled parking space.	Public
Ward: Cripplegate	For Decision
Registered No: 18/00409/FULL	Registered on: 14 May 2018
Conservation Area:	Listed Building: Grade II

Summary

The application relates to part of the ground floor of Great Arthur House on the Golden Lane Estate. The ground floor currently accommodates the Golden Lane Estate Office (Sui Generis use) and associated back of house areas, storage space for the Golden Lane Residents Association, vacant community office space, a residents camera room and dark room and the circulatory space that serves the building. The site is not within a conservation area. Great Arthur House is grade II listed.

Planning permission and listed building consent are sought to convert part of the ground floor to three flats (one, one bedroom and two, two bedroom) that would be let on a social rent basis. They would be occupied by persons on the City's housing waiting list and would provide a welcome addition of 3 new units of social housing. Internally the layout of the ground floor would be reconfigured. Externally one new car parking space is proposed and new landscaping in the form of planters and a grassed area in order to create defensible space around the flats. The existing circulatory areas would be unaffected by the proposal.

The Estate Office is proposed to be relocated to the Golden Lane Community Centre. These works are being considered under a separate application for planning permission (ref. 18/00506/FULL).

There is a separate recommendation before your Committee relating to an application for Listed Building Consent but both applications are considered in this report.

A total of 17 objections have been received to the proposal from surrounding residents. The main concerns relate to the principle of providing additional residential development, moving the Estate Office, the standard of proposed residential accommodation and the design of the proposal and its impact on the listed building.

The Local Plan identifies Golden Lane as one of the City's residential areas. Locating new residential development near existing residential development has the potential to provide better residential amenities. The location of additional residential development within the residential block of Great Arthur House would not conflict with the business function of the City.

Locating the Estate Office within the Community Centre would ensure that the function is still central to the estate and easily accessible to residents. Approximately 63sq.m of community floor space would be lost by the proposal as the community office, camera and dark room and residents storage areas would not be re-provided. These facilities are not extensively used by residents. Alternative meeting rooms could be hired in the Community Centre or the Ralph Perring Centre. Alternative storage space could be found on the lower ground floor of Great Arthur House if required.

The proposed dwellings are of an acceptable design. Matters relating to car parking, cycle parking, refuse storage, size of the units, accessibility and daylight and sunlight have been satisfactorily addressed. The daylight levels to one of the kitchen/dining/living areas would not comply with the BRE guidance. However, the breach would be so minor that the impact would be negligible.

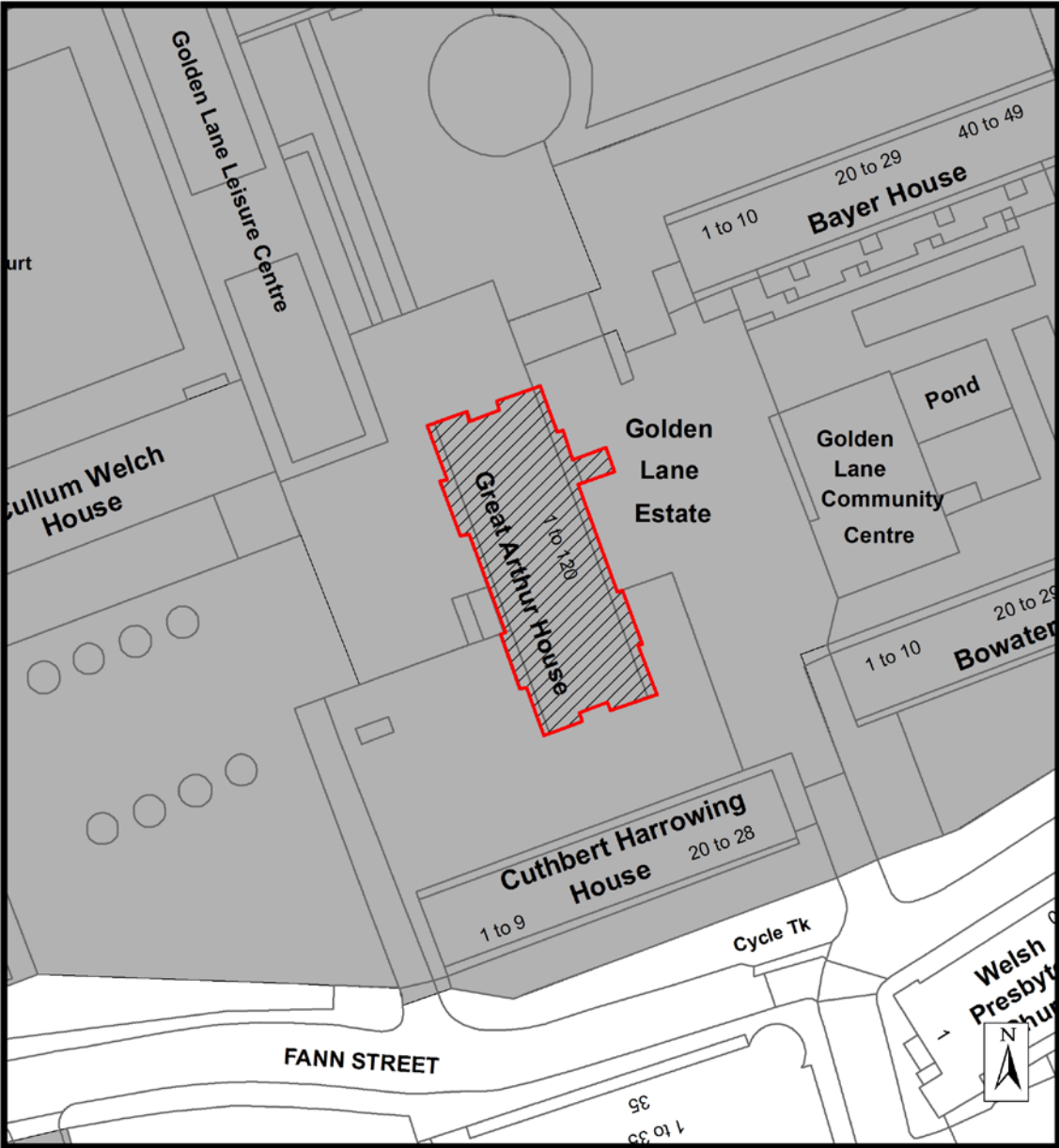
The works to the listed building are acceptable and would not be detrimental to the special architectural or historic interest of the listed building.

The proposal would be in substantial compliance with guidance contained within the NPPF and the relevant policies of the Local Plan.

Recommendation

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





Site Location Plan



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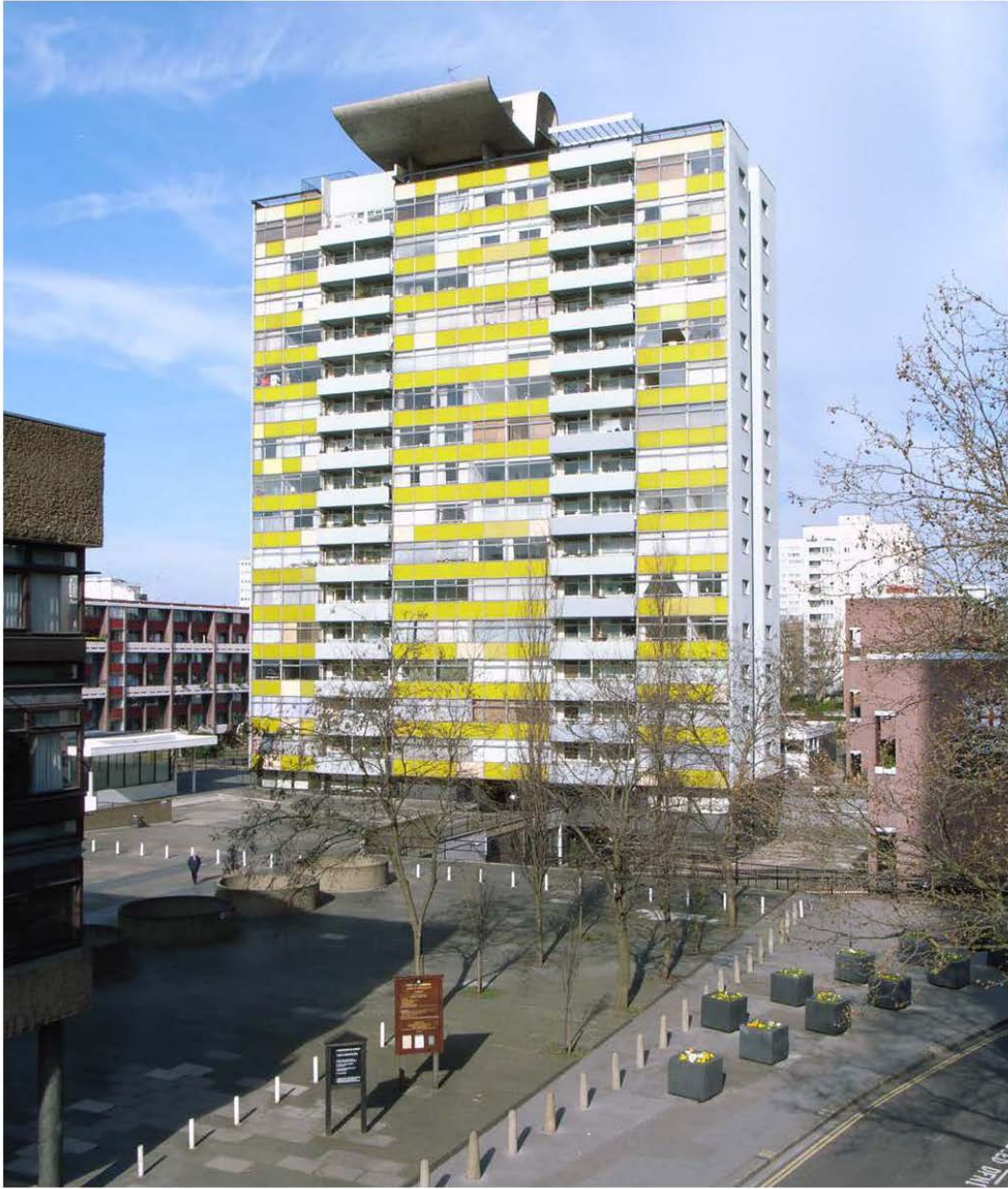
ADDRESS:
Great Arthur House, Golden Lane Estate

CASE No.
18/00409/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



View from the north of Great Arthur House

Main Report

Site

1. The application relates to part of the ground floor of Great Arthur House, which is a residential block on the Golden Lane Estate.
2. The north end of the ground floor currently accommodates the Golden Lane Estate Office (Sui Generis use) and its associated back of house areas and the south end of the ground floor is used as storage space for the Estate Office and the Golden Lane Residents Association, vacant community office space, a residents' camera room and dark room and the lift/entrance/staircase lobbies that serve the building.
3. The site is not within a conservation area. The Golden Lane Estate including Great Arthur House is grade II listed. To the east of the site is Golden Lane Community Centre, to the south is Cuthbert Harrowing House, to the north is Golden Lane Leisure Centre and to the north west is Cullum Welch House.

Relevant Planning History

4. There are decisions pertaining to the site, but the works are not considered to be relevant to the determination of this application.

Proposal

5. Planning permission and listed building consent are sought to convert part of the ground floor to residential use (Class C3). The estate office and its back of house areas would be converted to two flats (one x one bedroom and one x two bedroom). The storage areas, vacant office space and camera and dark room would be converted to one, two bedroom flat. The flats would be social rent and occupied by persons on the City's housing waiting list.
6. The lift and staircase lobbies would remain unaffected by the proposal. Internally parts of the layout would be reconfigured through the demolition of partitions and the formation of new ones and the blocking up of existing openings and the formation of new ones.
7. Externally landscaping is proposed in the form of planters and a grassed area to create defensible space around the new flats. A new disabled car parking space would be provided on the east side of Great Arthur House.
8. It is proposed that the Estate Office would be relocated to the Golden Lane Community Centre. The change of use of part of the community centre (from Community Centre (Class D1) to mixed use Community Centre and Estate Office (Sui Generis use) is before you today under planning application reference 18/00506/FULL.

Consultations

9. The application has been advertised on site and in the local press. The residential premises of Cullum Welch House, Cuthbert Harrowing House, Crescent House, Hatfield House, Stanley Cohen House, Great Arthur House, Basterfield House, Bayer House and Bowater House have been individually consulted.
10. On the 5th October 2017 the City of London hosted a community drop in event at the Ralph Perrin Centre on the Golden Lane Estate when initial plans for the proposal were presented to residents. Residents have expressed concerns that the level of consultation has been inadequate.
11. A total of 17 objections have been received in respect of the proposal. The main concerns are summarised in the table below:

Topic	Objection	Number
Principle	<ul style="list-style-type: none"> • The ground floor is not suitable for residential use and the existing offices serve a valuable purpose. 	1
Movement of the Estate Office	<ul style="list-style-type: none"> • The proposal would contravene policy DM22.1 which relates to the loss of community facilities. Moving the Estate Office would take up space in the community centre. The move would further reduce communal and recreational space on the Golden Lane Estate. • Golden Lane Estate Residents Association carried out a survey in November 2017 which showed that the majority of residents wanted the Estate Office to remain where it is. • There is no evidence that an options appraisal has been carried out to see if the Estate Office could be housed elsewhere in the building. There is vacant space on the lower ground floor. • The placement of the Estate Office at the centre of the Estate was an important part of the original design for the Estate. The facility is accessible, visible and a focal point for community. This should not be compromised. • Re-locating the Estate Office to the community centre would put too much pressure on the community centre where there is not enough space for it. 	11

<p>The standard of proposed residential accommodation</p>	<ul style="list-style-type: none"> • The proposed layout would contravene building regulations. • The living space would be dark, with a lack of privacy and it would overlook a car park. One of the flats would fail to meet regulation daylight requirements. • The Design and Access Statement states that all flats would be let on a social rent basis. This is not the case as one flat would be let to a hospital trust (The applicant has confirmed that all flats would be let on a social rent basis). • A charging point should be provided in conjunction with the proposed car parking space. 	<p>9</p>
<p>Design and Impact on the Listed Building</p>	<ul style="list-style-type: none"> • The plans contravene the Golden Lane Estate Listed Building Management Guidelines. They state that consent is unlikely to be granted in the following instances: <ul style="list-style-type: none"> - Any change to the original glazing lines or enclosure of existing balconies/roof terraces. - Any permanent or temporary new enclosures at roof or ground level. - Any change to the original windows. • The application includes: <ul style="list-style-type: none"> - Opaque glazing - Planters and grassed areas • Section 2.1.1 of the Management Guidelines states that new works should protect the integrity of the original architectural design and special interest of the listed building and warns of alterations that would contribute to a loss of special interest. The application ignores the character by: <ul style="list-style-type: none"> -Diluting its identity. All flats in Great Arthur House are 1 bedroom and the proposal includes 2 bedroom flats. - Transparency is a special character of the Estate yet window film and opaque glazing would be used and planters would be put in front of windows. -The corner flats have a half sized escape door that opens to the stair core. This architectural detail is not replicated in the proposal and would instead be replaced with full height, regular doors. 	<p>4</p>

Policy Context

12. The development plan consists of the London Plan, the Draft London Plan (out for consultation) and the Local Plan. The London Plan, and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption, following consultation.
13. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

14. The Corporation, in determining the planning application has the following main statutory duties to perform:-
 - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
15. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
16. The principal issues in considering this application are:
 - The suitability of the site to accommodate residential development.
 - The loss of the Estate Office and community room from within Great Arthur House.
 - The acceptability of the proposed residential accommodation in terms of daylight and sunlight, access, refuse storage arrangements, cycle parking, car parking and its tenure.
 - The impact of the proposed internal and external alterations on the design and special architectural and historic interest of Great Arthur House and Golden Lane.

The Provision of Residential Development

17. Policy DM21.1 of the Local Plan states that new housing should be located on suitable sites in or near identified residential areas. It further states that new housing would only be permitted where it would not: prejudice the primary business function of the City or be contrary to policy DM1.1, inhibit the development potential or business activity in neighbouring commercial buildings or sites, and result in poor residential amenity within existing and proposed development.
18. The Local Plan identifies that Golden Lane is one of the City's residential areas. It states that "Concentrating housing in these areas allows greater opportunity to avoid conflict with office and other commercial uses and to provide better residential amenities".
19. The three residential units would be located within an existing residential block on an existing residential estate and provide a very welcome addition of social housing, particularly welcome in meeting the need for people with disabilities. The business function of the City would not be compromised and locating the residential development close to other dwellings would provide better residential amenities. The provision of further residential development within Great Arthur House is acceptable in principle and would accord with the aims of policy DM21.1 of the Local Plan.

The Loss of the Estate Office and Community Space from within Great Arthur House

20. Policy DM 22.1 of the Local Plan seeks to resist the loss of social and community facilities unless: replacement facilities are provided on site or within the vicinity which meet the needs of users of the existing facility; or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or it has been demonstrated that there is no demand for another similar use on site. The supporting text to the policy states that where rationalisation of services would result in the reduction or relocation of social and community floorspace, the replacement floorspace must be of a comparable or better standard.
21. Paragraph 1.2.2.5 of The Golden Lane Listed Building Management Guidelines states that the inclusion of a wide range of social facilities and amenities was central to the original concept of the estate and contributes to its special character.
22. The Estate Office provides services to residents. It is proposed that the Estate Office would be relocated to a shared office area within the Golden Lane Community Centre which is directly to the east of Great Arthur House and is the subject of a planning application before you today.

23. Residents have raised concern about the relocation of the Estate Office. Primarily that the move would reduce communal and recreational space on the estate, residents want the Estate Office to remain where it is, there is no evidence that other options have been looked at, the placement of the Estate Office is an important part of the Estate's design, there is not enough space for the Estate Office within the Community Centre and the move would contravene policy DM22.1 of the Local Plan.
24. The Estate Office would be located (subject to planning) within an area that was designated as office space within the recent plans for the Community Centre refurbishment. Community facilities are provided on the Golden Lane Estate in the Ralph Perring Centre and the leisure centre. The areas within the Community Centre used by residents for community activities would be unaffected by the proposal.
25. Alternative locations for the Estate Office were explored. Many of which were unsuitable as a staff or public facility without considerable works taking place. One viable option was to move the Golden Lane Estate Office to the Barbican Estate Office. A survey of residents was carried out in June 2017. Whilst most residents preferred no change, 84% of respondents stated that if the Estate Office had to move from Great Arthur House they would rather it moved to the Community Centre rather than the Barbican Estate Office. Relocating the Estate Office to a location close to Great Arthur House would ensure that it remains accessible, visible and a focal point for the community.
26. The proposal would involve the loss of the community office, the camera club and dark room and the storage areas for the Golden Lane Estate Residents (total of 63 sqm of space). The applicant has advised that the community office is not currently being used by residents and that the camera club and dark room have very limited use. As such it is not intended to re-provide these facilities. Meeting rooms could be hired in the community centre or the Ralph Perring centre if needed. The storage areas are no longer used by residents. There are storage areas on the lower ground floor of Great Arthur House that could be used if necessary.
27. It is considered that the proposal would accord with policy DM22.1 of the Local plan subject to a replacement Estate Office being provided on the Golden Lane Estate within the vicinity of the existing facility to meet the needs of users. Keeping the Estate Office on the site would continue its contribution towards the estate's special character and would not detract from the original concept of the estate's design. The community space that would be lost has limited use and a better standard of community facility could be provided in the community centre or Ralph Perring Centre.

The Acceptability of the Proposed Residential Development

28. Concerns have been raised about the standard of the proposed residential accommodation in terms of contravention of building regulations, failure to meet daylight regulations and a lack of an electric charging point with the proposed car parking space.
29. Policy DM21.5 of the Local Plan states that new housing must be designed to a standard that facilitates the health and well-being of occupants and takes account of the London Plan's space standards; provides acceptable daylight to dwellings commensurate with a city centre location; meet standards for Secured by Design certification; and maximise opportunities for providing open and leisure space for residents. Policy DM10.7 of the Local Plan states that new developments should provide acceptable levels of daylight and sunlight.
30. The flats would comply with the London Plan's internal space standards which require at least 50sq.m for a two person one bedroom flat and at least 70sq.m for a four person 2 bedroom flat. The proposed two bed flats would be 97sq.m and 72sq.m and the one bed flat would be 50sq.m.
31. The applicant has commissioned a daylight and sunlight assessment and the Average Daylight Factor to the proposed habitable rooms has been tested. The report concluded that all but one of the proposed habitable rooms meet the requirement for internal daylight levels. The room in question is the living/dining/kitchen area to one of the two bedroom flats. The ADF of the room would be 1.4% and the BRE guidance for living rooms requires a lighting level of 1.5%. The report concludes that such a deviation would be negligible. The proposed lighting levels to the flats would be acceptable and in accordance with policies DM21.5 and DM10.7 of the Local Plan given the urban context of the site and the constraints posed by the building's listed status.
32. In terms of secure by design, the applicant has advised that consideration has been given to the defensible space around the flats. Consideration could be given to PAS24 doorsets and locks to ensure compatibility in due course.
33. One disabled car parking space would be provided outside the flats in accordance with policy DM16.5 of the Local Plan. Policy DM16.5 requires that all off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles. The applicant has advised that an electric vehicle charging point would not be provided in this instance. There are plans to install electric vehicle charging points across the estate, but these works do not form part of this application.

34. The proposal would accord with policy DM10.8 of the Local Plan which seeks to achieve an environment that meets the highest standards of accessibility. One of the proposed flats would be wheelchair user accessible and two of the proposed flats would be accessible and adaptable.
35. Refuse storage and cycle parking arrangements would be provided in conjunction with the flats in accordance with policies DM17.1 and DM16.3 of the Local Plan. Six cycle parking spaces would be provided in the basement. One of the spaces could accommodate an adapted cycle.
36. Concerns have been raised that the proposal would not comply with building regulations. Whilst not a material consideration in the determination of planning applications, the applicant has advised that the plans have been drawn up to comply with building regulations, particularly Part M, and that building control would be consulted following the grant of planning permission.

Impact of the internal and external alterations on the design and special architectural and historic interest of Great Arthur House

37. In assessing the impact of the physical works consideration needs to be given to the statutory duties set out above and policy DM12.3 of the Local Plan which states that consent can be granted for the alteration or change of use of a listed building only where this would not detract from its special architectural or historic interest, character and significance of its setting.
38. Several original features remain at the ground floor level of Great Arthur House, including hardwood door and window frames, timber storage cupboards, terrazzo and tiled floors, and black glazed brick service risers. The Estate Office has been subject to numerous alterations and incorporates modern partition walls and finishes which are not of special interest.
39. The works would comprise:
 - The removal of the timber storage cupboards, partition walls, and boxed-in features below the windows. The removal of the original partition walls and cupboards is regrettable, but in the context of the overall scheme and its benefits is considered acceptable.
 - A lobby with bin store would be created at the entrance to one of the two bedroom flats. The layout of rooms has been designed to accommodate the retention of the glazed brick risers, which would remain visible within the flats as a feature. New partition walls would be configured to align with window mullions to limit their external visual impact.
 - A floating floor would be installed throughout the new flats, retaining the terrazzo and quarry tiled flooring in situ.

- Suspended ceilings would be installed throughout the new flats. They would be pulled back from the windows to minimise the external visual impact and to provide space for a blind.
 - New entrances to the flats and individual rooms would have timber frames and green painted doors to reflect the design of the original joinery.
 - Double glazed units would be installed within the retained hardwood frames. Opaque film would be applied to the internal face of the windows of the three bathrooms. Such works would be reversible and further details would be required by condition. A built-in shelving unit would be created across the glazed partition to the communal staircase to provide additional privacy. The partition would be retained but the former escape door would be fixed shut.
 - Bespoke concrete planters would be installed outside the northern two bed unit, and to the bedroom and bathroom of the one bed unit. These would provide privacy within the rooms which would otherwise be overlooked from the public realm. The planters have been designed with reference to the Great Arthur House roof garden concrete troughs, which are an original feature of the building.
40. It is considered that the proposed conversion works have been designed to minimise their impact on the historic fabric, while new interventions would be sympathetic to the original 1950s design and character of the new building. Concerns have been expressed about the opaque glazing and the planters in terms of whether they would contravene the Golden Lane Estate Listed Building Management Guidelines. The works are considered acceptable in design and conservation terms and would not be detrimental to the special architectural and historic interest of the listed building. The proposal would accord with policy DM12.3 of the Local Plan and would not contravene the Golden Lane Estate Listed Building Management Guidelines.

Conclusions

41. The Local Plan identifies Golden Lane as one of the City's residential areas. The location of additional residential development within the residential block of Great Arthur House would not conflict with the business function of the City. Locating new residential development near existing residential development has the potential to provide better residential amenities and provides welcome new social housing provision.
42. Locating the Estate Office within the Community Centre office would ensure that the function is still central to the estate and easily accessible to residents. Approximately 63sq.m of community floor space would be lost by the proposal. These facilities are not extensively used by residents. If needed alternative meeting rooms could be hired in the Community Centre or the Ralph Perring Centre. Alternative storage space could be found on the lower ground floor of Great Arthur House if

required.

43. The proposed dwellings are acceptable in design terms. Matters relating to car parking, cycle parking, refuse storage, size of the units, accessibility and daylight and sunlight have been satisfactorily addressed. The daylight levels to one of the kitchen/dining/living areas would not strictly comply with the BRE guidance, but the breach would be so minor it is considered that the impact would be negligible.
44. The alterations to the listed building are acceptable in design and conservation terms and would not be detrimental to the special architectural or historic interest of the listed building.
45. The proposal would be in substantial compliance with guidance contained within the NPPF and the relevant policies of the Local Plan.

Background Papers

Residents' Objections

06.06.2018 Email Piers Haben
08.06.2018 and 24.06.2018 Email Chamoun Issa
22.06.2018 Email Merlin Carpenter
23.06.2018 Comment Martha Mundy
25.06.2018 Letter Jeyesh Pankhania
25.06.2018 Comment Myrto Kritikou
25.06.2018 comment Reiko Yamazaki
26.06.2018 Email Tim Godsmark objecting in a personal capacity and on behalf of the Golden Lane Estate Residents' Association
26.06.2018 Comment David Henderson
26.06.2018 Comment Jacqueline Swanson
26.06.2018 Comment Ryan Dilley
26.06.2018 Comment Nathalie Malinarich
26.06.2018 Email Calli Travlos
26.06.2018 Email Tom McCarthy
27.06.2018 Email Sophie Nielsen
28.06.2018 Email Charles Humphries
11.07.2018 Comment Stefania Orazi

Application Documents

Existing Drawings: 2349_PL_005; 2349_PL_020; 2349_PL_030; 2349_PL_031.
Demolition Plans: 2349_PL_006.
Existing uses: 2349_PL_50.
Eb7 Internal Daylight Report dated 25th April 2018
The heritage advisory Heritage Statement dated April 2018
Studio Partington Design and Access Statement dated 27th April 2018
Grade Planning Statement dated April 2018
21.08.2018 Email Ben Rogers
22.08.2018 Email Ben Rogers
23.08.2018 Email Ben Rogers

Appendix A

London Plan Policies

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

Policy 3.5 Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London's residential environment and attractiveness as a place to live.

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

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

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

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

Relevant Local Plan Policies

DM10.7 Daylight and sunlight

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

DM10.8 Access and inclusive design

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

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

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

DM12.3 Listed buildings

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

DM16.3 Cycle parking

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

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.
3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.
5. Coach parking facilities for hotels (use class C1) will not be permitted.
6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.
7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

DM17.1 Provision for waste

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.
2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

DM21.1 Location of new housing

1. New housing should be located on suitable sites in or near identified residential areas. Within these areas a mix of appropriate residential and commercial uses will be permitted.
2. New housing will only be permitted where development would not:
 - a) prejudice the primary business function of the City;
 - b) be contrary to policy DM 1.1;
 - c) inhibit the development potential or business activity in neighbouring commercial buildings and sites; and
 - d) result in poor residential amenity within existing and proposed development, including excessive noise or disturbance.

DM21.5 Housing quality standards

All new housing must be designed to a standard that facilitates the health and well-being of occupants, and:

- a) takes account of the London Plan's space standards and complies with the London Plan's Density Matrix standards;
- b) provides acceptable daylight to dwellings commensurate with a city centre location;
- c) meets standards for Secured by Design certification;
- d) maximises opportunities for providing open and leisure space for residents.

DM22.1 Social and community facilities

1. To resist the loss of social and community facilities unless:
 - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the users of the existing facility; or
 - b) necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or
 - c) it has been demonstrated that there is no demand for another similar use on site.

2. Proposals for the redevelopment or change of use of social and community facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floor space has been actively marketed at reasonable terms for public social and community floorspace.

3. The development of new social and community facilities should provide flexible, multi-use space suitable for a range of different uses and will be permitted:
 - a) where they would not be prejudicial to the business City and where there is no strong economic reason for retaining office use;
 - b) in locations which are convenient to the communities they serve;
 - c) in or near identified residential areas, providing their amenity is safeguarded;
 - d) as part of major mixed-use developments, subject to an assessment of the scale, character, location and impact of the proposal on existing facilities and neighbouring uses.

4. Developments that result in additional need for social and community facilities will be required to provide the necessary facilities or contribute towards enhancing existing facilities to enable them to meet identified need.

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS21 Protect and provide housing

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

DM10.1 New development

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

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

SCHEDULE

APPLICATION: **18/00409/FULL**

Great Arthur House Golden Lane Estate London

Conversion of part of the ground floor to three flats with external works including: (i) the provision of planters and landscaping; (ii) the removal of two existing doors and their replacement with windows; (iii) the formation of a new entrance and (iv) the provision of a new disabled parking space.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.
- 3 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
 - a) particulars and samples of the materials to be used on all external faces of the building;
 - b) details of all new windows and doors;
 - c) details of planters;
 - d) details of new vents, flues and louvres; and
 - e) details of entry phone devices.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2.

- 4 All residential premises in the development shall be designed and constructed to attain the following internal noise levels:
Bedrooms- 30dB LAeq,T* and 45dB LAmax
Living rooms- 30dB LAeq, T*
*T- Night-time 8 hours between 23:00-07:00 and daytime 16 hours between 07:00-23:00.
A test shall be carried out after completion but prior to occupation to show that the criteria above have been met and the results must be submitted to and approved in writing by the Local Planning Authority prior to occupation of any part of the building.
REASON: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with the Local Plan: DM21.3 and D21.5.
- 5 All work in making good shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this permission.
REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.
- 6 The refuse collection and storage facilities shown on the drawings hereby approved and set out in Ben Rogers email of 22nd August 2018 shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.
- 7 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: 2349_PL_001; 2349_PL_010; 2349_PL_025 2349_PL_035; 2349_PL_036; 2349_PL_100 .
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

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Committee:	Date:
Planning and Transportation	11 September 2018
Subject: Great Arthur House Golden Lane Estate London EC1Y 0RE Conversion of part of the ground floor to three flats with internal and external works including: (i) the provision of planters and landscaping; (ii) the removal of two existing doors and their replacement with windows; (iii) the formation of a new entrance, (iv) internal reconfiguration and alterations including the removal and insertion of partitions and (v) the provision of a disabled parking space.	Public
Ward: Cripplegate	For Decision
Registered No: 18/00410/LBC	Registered on: 30 April 2018
Conservation Area:	Listed Building: Grade II

Summary

The application relates to part of the ground floor of Great Arthur House on the Golden Lane Estate. The ground floor currently accommodates the Golden Lane Estate Office (Sui Generis use) and its associated back of house areas, storage space for the Golden Lane Residents Association, vacant community office space, a residents camera room and dark room and the circulatory space that serves the building. Great Arthur House is grade II listed.

Listed building consent is sought for internal and external alterations to part of the ground floor of Great Arthur House to enable the conversion to three flats. The ground floor would be reconfigured through alterations to the layout and openings. Externally a new disabled car parking space and new planters and a grassed area are proposed.

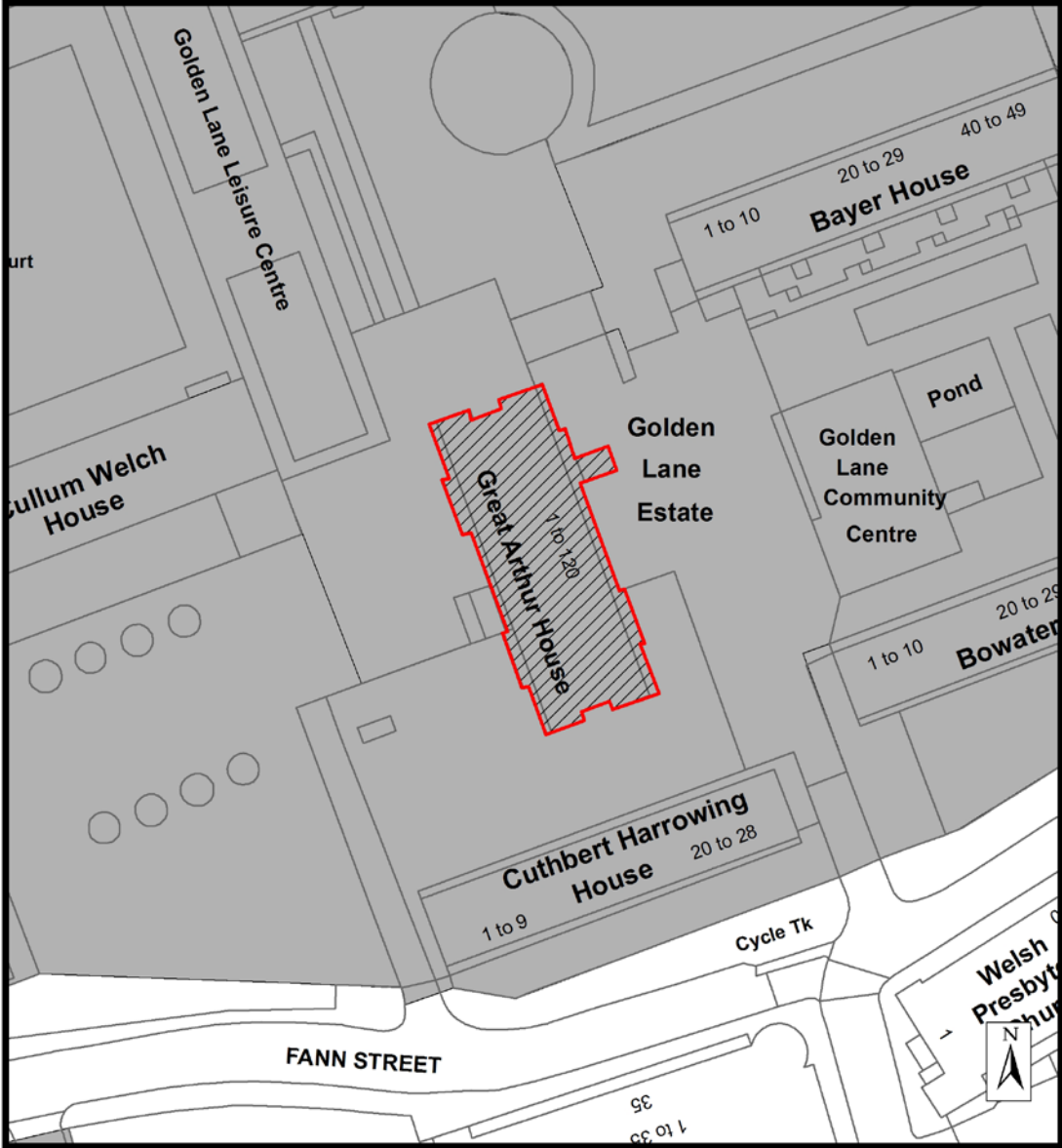
Local residents are concerned about the proposed impact of the proposal on the significance of the listed building. It is considered that the conversion works have been designed to minimise their impact on the historic fabric and the new interventions would be sympathetic to the original 1950s design and character of the new building. The works are acceptable in design and conservation terms and would not be detrimental to the special architectural and historic interest of the listed building.

Recommendation

(1) That listed building consent be granted for the above proposal in accordance with the details set out in the attached schedule subject to the provision that no objection be received from Historic England or the Twentieth Century Society; or

(2) Should an objection be received from Historic England or the Twentieth Century Society, that the Chief Planning Officer be authorised to make an application to the Secretary of State for determination in accordance with Regulation 13 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990 (as amended) informing the Secretary of State that the City of London would be minded to grant listed building consent in accordance with the details set out in the attached schedule if it were determining the application.

Site Location Plan



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ADDRESS:
Great Arthur House, Golden Lane Estate

CASE No.
18/00410/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT



View from the north of Great Arthur House

Main Report

1. For report see application 18/00409/FULL.

Appendix A

London Plan Policies

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

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

Relevant Local Plan Policies

CS12 Conserve or enhance heritage assets

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

DM12.3 Listed buildings

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

SCHEDULE

APPLICATION: 18/00410/LBC

Great Arthur House Golden Lane Estate London

Conversion of part of the ground floor to three flats with internal and external works including: (i) the provision of planters and landscaping; (ii) the removal of two existing doors and their replacement with windows; (iii) the formation of a new entrance, (iv) internal reconfiguration and alterations including the removal and insertion of partitions and (v) the provision of a disabled parking space.

CONDITIONS

- 1 The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all works pursuant to this consent shall be carried out in accordance with the approved details:
 - a) particulars and samples of the materials to be used on all external faces of the building;
 - b) details of all new windows and doors;
 - c) details of suspended ceilings;
 - d) details of planters;
 - e) details of new vents, flues and louvres;
 - f) details of entry phone devices; and
 - g) details of new floors.REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 3 All works of making good to the retained fabric shall match the existing adjacent work with regard to the methods used and to materials, colour, texture and profile unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.
REASON: To ensure the protection of the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 4 The works hereby permitted shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this consent: 2349_PL_001;

2349_PL_010; 2349_PL_025 2349_PL_035; 2349_PL_036;
2349_PL_100 .

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

Committee(s)	Dated:
Streets and Walkways Sub Committee – For comment Planning and Transportation – For decision	4 September 2018 11 September 2018
Subject: Dockless Cycle Hire Review	Public
Report of: Carolyn Dwyer, Director of the Built Environment	Streets and Walkways – For comment
Report author: Bruce McVean, Department of the Built Environment	Planning and Transportation - For decision

Summary

Dockless cycle hire has been operating in London since autumn 2017, with operations based in several boroughs, including four that neighbour the City of London – Camden, Hackney, Islington and Southwark.

In accordance with current policy (adopted in October 2017), the City Corporation has arrangements in place with two operators - ofo and Mobike. Both operators have agreed not to place bikes directly on City streets, but users can end rides in the City and those bikes are then available for onward hire. These arrangements are voluntary; dockless cycle hire schemes do not require the express consent of the City Corporation to operate on City streets.

In recognition of the lack of regulatory powers available to local authorities, London Councils are exploring the potential for a London-wide byelaw that would enable the City Corporation and boroughs to licence dockless cycle hire operators.

This report proposes that the current policy on dockless cycle hire be continued until the City of London Transport Strategy is adopted early next year, at which point the policy will be reviewed and updated. The report also proposes adopting additional measures to improve the management of dockless cycle hire, including Street Environment Officers proactively removing bikes in accordance with the City Corporation's Street obstruction policy.

Recommendation(s)

Members are asked to approve:

- The continuation of the current dockless cycle hire policy until the Transport Strategy is adopted and the policy updated accordingly.
- The adoption of additional management measures for dockless cycle hire operations during this period.
- Support to London Councils in their review of the potential for a London-wide byelaw to regulate dockless cycle hire.

Main Report

Background

1. 'Dockless cycle hire' is a generic term for a short-term cycle hire scheme, similar to Santander Cycles, but with no on-street docking infrastructure. The schemes are commercially operated and do not require any public funding or subsidy.
2. The fact that no on-street docking infrastructure is required offers users more flexibility and avoids the risk of not being able to end a ride due to a docking station being full. It also represents a challenge, as users of dockless cycle hire can leave bikes anywhere, potentially obstructing pavements.
3. Two operators (of0 and Mobike) have launched operations in boroughs that neighbour the City of London – Camden (of0), Hackney (of0), Islington (of0 and Mobike) and Southwark (of0 and Mobike). It is expected that both operators will expand operations to other neighbouring boroughs in the near future.
4. In October 2017, Members of the Planning and Transportation Committee agreed to adopt a policy on dockless cycle hire operations within the Square Mile (see Appendix 1 and background papers). The policy allows dockless cycle hire to operate on City streets subject to conditions. These include adherence to TfL's Code of Practice (Appendix 2) and a requirement that operators do not directly place bikes on City streets.
5. of0 and Mobike have been operating in the City on this basis since November 2017. To date, both of0 and Mobike have demonstrated a willingness to engage positively with the City Corporation and to adhere to our adopted policy and TfL's Code of Practice.

City of London powers to regulate dockless cycle hire

6. The Comptroller and City Solicitor has confirmed the legal advice provided in the report of 21 May that dockless cycle hire schemes fall outside the existing legislative framework and the City Corporation does not have powers to prevent dockless cycle hire schemes from operating in the City (see Appendix 3 for more details). Under current legislation, operators do not require consent or a licence from the local authority to operate as no infrastructure is placed on the highway. Bikes may be removed if they cause a nuisance, obstruction or danger. Dockless cycle hire does not fall under the definition of street trading and officers are of the view that it is doubtful that definitions of "waste" or "litter" in legislation apply.
7. The lack of powers to licence dockless cycle hire operators has been recognised by Transport for London and London Councils. They have proposed introducing a London-wide byelaw to establish a regulatory framework for dockless cycle hire. While the details are still to be decided, the byelaw would effectively create an offence of operating a cycle hire scheme without a licence. The City Corporation and the boroughs would then be able to grant consent following local assessment. It is considered that a London-wide regime is required because

dockless cycle hire operates across borough boundaries, meaning that separate borough by borough arrangements are unlikely to be effective.

8. Creation of a London-wide byelaw would require the City Corporation and the boroughs to delegate their byelaw-making functions on this matter to London Councils' Transport and Environment Committee (TEC). At their 14 June 2018 meeting, TEC agreed in principle that a draft scheme for a London-wide byelaw should be prepared and delegations from the City Corporation and boroughs sought to enable the byelaw to be progressed. It is anticipated that it could take 6 – 12 months for a draft byelaw to be prepared and the delegations to the TEC to be made. Any delegation to TEC would be the subject of a further report to Planning and Transportation Committee.
9. Government has acknowledged that there are no specific powers relating to dockless cycle hire schemes and has expressed a willingness to explore the need for a national standard on dockless cycle hire (Appendix 4). However, this does not appear to be a priority issue for the Department for Transport and any national standard would likely be similar to TfL's Code of Practice. Furthermore, the government has indicated to TfL that there is no scope in the short/medium term for legislation on this issue. The byelaw making powers outlined above are therefore being explored in the interests of an earlier measure.
10. While not being able to prevent dockless cycle hire schemes from operating, the City Corporation can remove bikes that are deemed to be causing an obstruction, danger or nuisance. These powers are consistent with the City Corporation's statutory duty to assert and protect the rights of the public to use and enjoy the highway, our network management duty and our duty to secure the convenient and safe movement of traffic (including pedestrian traffic).
11. If a bike is deemed to be causing an obstruction, danger or nuisance, the City Corporation's Street Environment Officers (SEO) currently manage dockless cycle hire bikes as follows:
 - a. As the owner of the bikes is known, any bike causing a nuisance or obstruction will be reported to the operator for removal within 90 minutes of notification. After this time bikes will be removed by the City Corporation without further notice.
 - b. If a bike is deemed to be causing a danger (including a danger caused by obstructing the view) to users of the highway it will be removed without notice (under Highways Act 1980 s149).
12. The operator is informed when a bike has been removed and is given the opportunity to recover the bike, with operators charged a fee of £82.58 on collection to cover the cost of removal.

Usage and operational approach

13. ofo and Mobike are experiencing growing membership and use, both London-wide and in the City. There are currently approximately 3000 dockless bike trips a month to, from and within the Square Mile. It is expected that use will increase as more boroughs choose to allow schemes to operate.

14. Both ofo and Mobike have staff patrolling the City and neighbouring boroughs who can respond to requests to remove bikes. These staff also reposition bikes to move them alongside cycle stands to avoid obstructing pavements. When necessary, bikes are also redistributed back to a host borough.
15. ofo and Mobike encourage considerate parking through in-app messaging and advice to users. Discussions with operators have highlighted the difficulty of penalising users for parking in an inappropriate or inconsiderate location due to the limited accuracy of GPS systems. More accuracy can be achieved by using Bluetooth sensors to record when bikes are left in preferred parking locations. Operators will want certainty of ongoing permission to operate before investing in this technology, as this requires installation of sensors in set locations and the ongoing maintenance of these sensors. Mobike have recently introduced a £20 charge for bikes left outside their geo-fenced operations area (with a 100m buffer to reflect GPS accuracy). The City is not covered by this charge as the existing arrangement with Mobike means that the Square Mile is currently part of their operational area.
16. Badly parked bikes undoubtedly bring these schemes into disrepute, regardless of how quickly bikes are rehired or moved, but the evidence so far would suggest that bikes are rehired by customers relatively frequently rather than being moved by the operator themselves. In several cases where a poorly parked bike has been reported to officers, the bike has been ridden away by a customer before the operator has reached the location.
17. To date, requests to ofo or Mobike for bikes to be relocated have been dealt with in a timely fashion and within the target time agreed with the City Corporation, so that the City's SEO or City Police have only had to remove bikes on three occasions since November 2017.

Policy Considerations

18. Dockless cycle hire is a new phenomenon in the UK; but offers a lower-cost and potentially more space-efficient type of cycle hire operation compared with the Santander Cycles scheme. The lack of docking infrastructure means that bikes are much more flexible and can be ridden directly to the hirer's destination.
19. The ease and accessibility of dockless cycle hire for City workers, residents and visitors gives these schemes particular appeal for short trips within the Square Mile or central London, providing an alternative to short taxi, private hire or public transport trips. Usage patterns of dockless cycle hire show that the dockless bikes are well used during the day for trips within the City and central London, as well as for commuting.
20. Good availability of affordable cycle hire is now an important part of the transport mix for any modern city, and dockless cycle hire is likely to be a feature of cycle hire schemes in the future. The City Corporation's forthcoming Transport Strategy will set out what part well-managed cycle hire can play as part of the wider transport agenda. Concerns related to the operation of dockless cycle hire

schemes have not been raised as a significant issue during the public engagement on the Transport Strategy so far.

Proposals

21. It is recommended that the current policy of working with operators is continued until the City of London Transport Strategy is adopted early next year. The policy will then be reviewed and, if necessary, updated to ensure it reflects both the Transport Strategy and the City's statutory powers and duties. This review will form part of a wider review of policy on pavement obstructions. Public consultation on the Transport Strategy will allow any future policy to be informed by the views of residents, workers, visitors, businesses and other stakeholders.
22. It is also proposed that, to reduce the potential for obstruction, the City Corporation's SEOs proactively apply the Street obstructions policy to dockless cycle hire, removing any bikes that are deemed to be causing an obstruction:
 - on footways which are narrower than two metres wide
 - on footways identified as having a high footfall (such as transport hubs, stations and related pedestrian routes)
 - where safe pedestrian movement is interrupted (regardless of the width of the pavement)
23. Further measures to improve the management of dockless cycle hire in the Square Mile prior to the full policy review will include:
 - a. Making space in under-utilised City-owned car parks available on a commercial basis to dockless cycle hire operators for storage of bikes to allow more effective operation and removal of bikes from the City's streets.
 - b. Working with operators to further encourage considerate parking practices, including through in-app messaging and exploring the potential use of penalties for inconsiderate parking.
 - c. Officers will continue to work with operators, SEOs and the City of London Police to gather data on the use and management of dockless cycle hire to inform the review of the current policy. We will ask operators to provide regular data reports, allowing periodic updates to be made to Committee.
 - d. Officers will work with Transport for London and London Councils to support the development of a London-wide byelaw to regulate dockless cycle hire operations.

Corporate & Strategic Implications

24. The proposals support the Corporate Plan aims to contribute to a flourishing society, particularly promoting good health and wellbeing, and to shape outstanding environments, by enhancing the physical connectivity of the City.
25. The proposals support the draft Transport Strategy outcome to promote a relaxed cycling experience in the City and enable a more diverse range of people to choose to cycle.

26. There is a reputational risk that the City Corporation may be seen as unsupportive of innovative approaches to enable more cycling if it does not allow people to use dockless cycle hire to travel to and around the Square Mile.

Legal and financial implications

27. Legal Implications - The City Corporation has no powers to remove bikes that are parked on City streets unless they are causing an obstruction, nuisance or danger to the public, and operators do not require consent or a licence from the local authority as no infrastructure is placed on the highway. However, setting out standards for managing the schemes is consistent with the City Corporation's statutory duties referred to in paragraph 10. Further details are set out in Appendix 3.

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

29. Financial Implications - Accommodating a dockless cycle hire scheme has no direct cost to the City Corporation. Costs may be incurred if the City Corporation has to remove bikes deemed to be causing a danger, nuisance or obstruction from the streets in default of the operator removing them. Storage costs would be incurred in these circumstances. Instances of removals will continue to be monitored and inform reviews of the City's position. Costs will be sought from operators in all instances where they are liable.

Health Implications

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

Equality Implications

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

Conclusion

32. Dockless cycle hire operations launched in London in the latter part of 2017 and have steadily increased their presence in inner London boroughs, including operating in Camden, Hackney, Islington and Southwark. More boroughs are expected to launch schemes in the coming months.
33. Given that the City Corporation's express consent to operate dockless cycle hire schemes in the City is not required, the continuation of the current policy is felt appropriate pending the adoption of the Transport Strategy; albeit with additional measures to support the considerate use, enforcement and management of dockless cycle hire by operators. This will allow us to work collaboratively with operators to ensure the best outcome. The City is working closely with TfL, London Councils and other boroughs to develop a London-wide solution for regulating dockless cycle hire as their cross-borough operations mean that separate borough by borough arrangements are unlikely to be effective.

Appendices

- Appendix 1 – City of London Dockless Cycle Hire Policy
- Appendix 2 – TfL Dockless Cycle Hire Code of Practice
- Appendix 3 – Legal implications: Advice from the Comptroller and City Solicitor
- Appendix 4 – Government response to written question on powers to regulate dockless cycle hire

Background Papers

Dockless Cycle Hire – Report to Planning and Transportation Committee, 3 October 2017

Bruce McVean

Department of the Built Environment

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Appendix 1 – City of London Dockless Cycle Hire Policy

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

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

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

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

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

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

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



Dockless bike share code of practice

For Operators in London

September 2017

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1. Introduction

- 1.1. Transport for London (TfL) and the Boroughs have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners'. We are committed to creating a fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made on foot, by bike or using public transport by 2041. To achieve this, TfL, the Boroughs and other transport providers must work together to make the city a place where people choose to walk and cycle more often.
- 1.2. **The potential to get more people cycling is huge, and dockless bikes are a way to make cycling more accessible and will complement London's existing public transport network.**
- 1.3. Alongside this, streets must be made more accessible for those who prefer to walk, especially children and older and disabled Londoners. Safety remains our primary objective and it is our duty to protect the rights of the public to use and enjoy the Capital's highways and footways. **Dockless bike share schemes must work for everyone without impacting, or causing a Danger to, other road users.**
- 1.4. This code of practice (this Code) has been developed in collaboration with London's Boroughs. It outlines the requirements and recommendations that Operators are expected to follow as part of delivering safe and effective schemes in the Capital.
- 1.5. **This Code will be reviewed and updated regularly so it continues to reflect best practice and the interests of Londoners.**
- 1.6. It complements the existing legal and regulatory framework, which Operators must observe and comply with at all times. Failure to follow this Code may be taken into account should any Highway Authority take enforcement action (see Section 7 of this Code) or begin legal proceedings against any Operator.
- 1.7. Copies of this Code are publicly available, in accordance with the Local Government (Access to Information) Act 1985.

2. Aim and scope

- 2.1. A key aim of this Code is to ensure well-designed, dockless bike share schemes that complement London's public transport network and support the Mayor's Transport Strategy.
- 2.2. This Code applies to all Operators and sets out the operational and safety standards that Operators are expected to adhere to.

3. Definitions

3.1. For the purpose of this document the following definitions apply:

Boroughs

3.2. Boroughs mean all of the 32 London boroughs and the City of London.

Danger

3.3. Danger means risk of bodily harm or injury or damage to property.

Geographic Controls or Geo-fencing

3.4. Geographic Controls or Geo-fencing means the use of Global Positioning Systems (GPS) or Radio Frequency Identification Device (RFID) technology to create a virtual geographic fence. When a device moves into (or out of) the space defined by the fence, triggers are sent and the user will receive, for example, a text or push notification.

The technology allows Operators to specify where a bike can be safely parked, or create an exclusion zone that prevents the bike from being manually locked.

Highway Authority

3.5. Highway Authority means a body responsible for the administration of Public Roads including TfL, Highways England and the Boroughs.

Non-participating Borough

3.6. Non-participating Borough means any Borough which is not directly associated with an Operator that could be interpreted as not supporting dockless bike share schemes, either explicitly or implicitly.

Nuisance

3.7. Nuisance means an act, omission, situation or practice that materially affects the reasonable comfort and convenience of the public.

Obstruction

3.8. Obstruction means a situation arising from the deposit of a bike or bikes (whether by reason of its or their position, their number, or otherwise) so as adversely to affect the free use of a highway (including a footway or a carriageway), or adversely to affect the free use of any other public or private land which is not specifically assigned for the purposes of dockless bikes.

Operator

3.9. Operator means any Operator running or planning to run a dockless bike share scheme on Public Roads or which may affect any premises or assets of TfL or the Boroughs.

Participating Borough

3.10. Participating Borough means a Borough that has entered into a Memorandum of Understanding (MoU) or other agreement with an Operator to support the operation of a dockless bike share scheme in that Borough.

Public Road

3.11. Public Road means any highway or other road maintainable at public expense.

4. General requirements

- 4.1. Any Operator wishing to run a dockless bike share scheme within the Capital should be an accredited London Living Wage Employer. It must also:
- Comply with all applicable laws, codes of practice and standards
 - Take out and maintain appropriate insurances, for itself and users of the scheme, as well as appropriate public liability insurance

5. Engagement

Prior to launching a dockless bike share scheme, Operators must engage with TfL and all other relevant Highway Authorities responsible for the Public Roads on which the scheme is proposed to operate or whose premises may be affected by such scheme.

- 5.1. Engagement with Highway Authorities includes (without limitation):
- Agreeing a detailed operations plan specifying how the scheme will comply with all of the requirements contained in this Code, in particular the provision and application of:
 - Strict Geographic Controls
 - Parking infrastructure and control
 - Agreeing detailed plans outlining where and when the Operator plans to introduce a scheme, the number of cycles and the extent to which the Operator expects the volume of bikes to grow and be managed
 - Providing evidence the Operator has engaged with Highway Authorities likely to be affected by the scheme in the Participating Borough (eg neighbouring Boroughs)

The Operator must also agree to any additional terms required by the relevant Highway Authorities to supplement this Code.

- 5.2. As well as adhering to this Code, it is recommended that Operators establish an appropriate form of agreement with Participating Borough(s). It must be noted, however, that any such agreement is without prejudice to the requirement for Operators to comply with all applicable laws including those governing interference with free passage on Public Roads.
- 5.3. Dockless bike share schemes should be introduced on a trial basis. Parameters should be set with Participating Boroughs specifying, as a minimum, the number of bikes to be deployed, when the trial will take place, how long it will last and reporting on the performance and impact of the trial scheme.
- 5.4. Operators must agree to cease operations and remove all bicycles if instructed to do so by a relevant Highway Authority.
- 5.5. Operators should also consider the benefits of wider engagement, at proposal stage and during operation, with the public, private landowners, and other stakeholders likely to be impacted by the scheme. This should include (without limitation):
- Communicating the general nature of the scheme including approval to operate from the relevant Borough(s)
 - Explaining the scope, for instance the number of bicycles involved and the geographical area in which they may be used

- Providing reassurance and addressing any concerns that the public and local stakeholders may have. Particular consideration should be given to vulnerable road users such as pedestrians, disabled people and those who are visually or hearing impaired

6. Safety and maintenance

The safety of Londoners is a primary concern and increases in the number of people cycling must be achieved safely, minimising Danger to the public. Without limitation, Operators must meet the standards set out below.

- 6.1. Operators must achieve and maintain ISO 4210:2014 standards for bicycles in the UK and it is always their responsibility to ensure this. They must have robust maintenance and servicing regimes in place so bicycles continue to meet applicable laws and standards. As a minimum, bicycles should be given a full service annually, with formal checks and repairs taking place regularly throughout the year.

It is, at the time of publication, a legal requirement to:

- Provide hand-operated brakes arranged left-hand rear and right-hand front
- Provide front and back lights on the bike so it can operate safely in low light conditions – BS EN ISO 4210:1-9 The Pedal Bicycles (Safety) Regulations 2010 and Road Vehicle Lighting Regulations 1989
- Provide a rear red reflector and amber/yellow reflectors on the front and rear of each pedal
- Make sure all bicycles have an individually identifiable asset number

This is not a list of all legal requirements. It is the Operators' responsibility to make sure they comply with all applicable laws and standards for bicycles in the UK.

- 6.2. Operators must also comply with all applicable health and safety legislation. This includes (without limitation) setting out how they will report the number of staff and customers killed or seriously injured (if any) while working for, or using, the scheme.
- 6.3. They must have operational processes in place to enable customers and members of the public to easily report unsafe or damaged bicycles (see Section 8 (Customer experience and education)). It is the responsibility of the Operator to make sure these bicycles are no longer available for hire, and are recovered within the following service response times:
- **Where a bicycle is considered to be causing a Danger or Obstruction**, the bicycle should be removed within two hours, or within the Highway Authority's emergency response time, whichever is the quickest. If bicycles are causing an immediate Danger, the relevant Highway Authority may remove them without prior notice. The Operator will be liable for all associated costs
 - **Where a bicycle is reported to be causing a Nuisance**, a maximum response time of 24 hours will be required
- 6.4. Operators must make sure the bicycles are cleaned frequently and within suitable timeframes as agreed with the relevant Highway Authorities. This will include, but is not limited to, removing offensive graffiti and biohazardous material proactively or when directed by the Highway Authorities.

- 6.5. TfL encourages Operators to achieve the Fleet Operator Recognition Scheme (FORS) bronze accreditation to demonstrate their business is being run safely, efficiently and in an environmentally sound manner. FORS aims to ensure:
- **Safer operations** – Operators meet accreditation standards and report, investigate and analyse incidents
 - **Safer drivers** – approved training is available to drivers to increase their awareness of vulnerable road users' safety
 - **Safer vehicles** – those over 3.5 tonnes are fitted with specified safety equipment
- 6.6. The minimum age recommended for a registered user of any scheme will be 18. If accompanied by an adult, users must be at least 14-years-old. This will be explained both in the user terms and conditions and on the bicycle.

7. Operations

Dockless bike share schemes must be operated so as not to cause disruption. The deposit or use of shared dockless bikes (individually or collectively) must not cause Nuisance or Obstruction, and must not restrict or affect the use or enjoyment of property on Public Roads, the premises of any Highway Authority, or private land. The Highways Act 1980 and relevant Highway Authority byelaws provide powers to remove unlawfully deposited bicycles. A Highway Authority may consider giving a warning or taking enforcement action such as issuing Fixed Penalty Notices (FPNs) or prosecuting, where this is required. Operators will be treated as responsible for the use (including the deposit) of any bike they own or manage.

- 7.1. Where an Obstruction occurs, the bike or bikes involved must be moved to a compliant parking space within the timescales set out in Section 6.3. Failure to comply may result in removal, a formal warning, FPN or prosecution.
- 7.2. Where bikes have been removed either by a Highway Authority or emergency services, the Operator will be liable to pay all associated reasonable costs.
- 7.3. Any specific infrastructure requirements that are considered necessary to support the proposed scheme, for instance demarcation, additional parking areas and Sheffield bike stands, will be agreed with the relevant Highway Authorities.
- 7.4. Operators must liaise with TfL, the relevant Borough(s) and organisations such as the Royal Parks and Network Rail, to establish guidelines for where bikes can and cannot be parked. This will include general parking rules and details of specific areas where parking is prohibited at all or certain times.
- 7.5. Operators must make that an Obstruction does not arise because of the deposit of bikes, and that bikes are not deposited in predesignated no-go areas such as around fire escapes (eg through Geo-fencing).
- 7.6. Operators must also be able to monitor and report the location of all their bikes in real time. It is recommended that they can identify any bikes that have fallen over, and so pose a safety risk, and therefore are liable to be removed.
- 7.7. **Operators must have the capability to manage the removal and redistribution of bicycles including when required by a Highway Authority or the Police and (without limitation):**

- When clustering of bikes occurs, for example around transport interchanges during peak times and at large stadia and other important venues
- If there has been a major incident and the emergency services have requested the immediate removal of all bikes
- When cycle journeys have ended in a Non-participating Borough
- In preparation for planned events as instructed by Highway Authorities or emergency services
- If requested to cease all operations

Service level agreements addressing these situations must be agreed with the relevant Highway Authorities.

- 7.8. The Operator must ensure the safe and lawful loading and unloading of bicycles by properly trained individuals with suitable training records kept and available for inspection. Obstruction must be avoided.
- 7.9. Operators' staff must be properly trained as to where bikes may and may not be deployed with suitable training records kept and available for inspection.
- 7.10. Operators must provide the Highway Authorities with a telephone number and details of a named person or persons who can be contacted directly and immediately, at any time of day, on any day, and who will have the authority and resources available to them in order to rectify any foreseeable problems or take any other appropriate action.

8. Customer experience and education

- 8.1. Operators must offer 24-hour communication channels. This includes a telephone number that is clearly advertised on their website, mobile apps and bicycles.

Customer enquiries made during business hours should go direct to the Operator. An after-hours phone menu should be available for queries outside business hours, where not direct to the Operator.

- 8.2. The Operator must make sure the terms and conditions of use for their scheme/s are easily available to customers, via their website and mobile apps. They must:
- Require all customers to accept their scheme's terms and conditions that includes clear guidelines on where the scheme operates and where bicycles can and cannot be parked
 - Highlight important components of their terms and conditions including parking restrictions, incentives for good behaviour and penalties for non-compliance
 - Provide general advice on their mobile app as part of the sign-up process that promotes safe and lawful bicycle use in London. This should include, but is not limited to, guidance on:
 - Staying back from heavy goods vehicles
 - Not cycling on pavements
 - Staying away from parked cars
 - Stopping at red lights
 - Staying central on narrow roads

- Hand signals for safe turning
 - Provide a ‘frequently asked question’ page on their website and mobile app
- 8.3. All Operators’ deposit and payments policy must be in accordance with the Payment Card Industry Data Security Standard. It should be transparent, reasonable and clearly communicated to the customer when they sign up to the scheme and when they hire a bike.
- 8.4. Operators must have a complaints handling procedure. It must be well publicised and clearly communicated on their website and mobile app. It must also:
- Include contact details, and the process, for making a complaint
 - State the timeframes in which the Operator will endeavour to resolve the complaint, including when they are likely to notify the complainant about its progress or resolution
 - Be accessible so that disabled customers can lodge and progress a complaint

9. Data requirements

The Mayor’s commitment to increasing safe cycling in London requires TfL and the Boroughs to understand patterns of cycle demand and use. Dockless bike sharing provides an opportunity to do this more accurately, which will better inform the Mayor’s cycling strategy for London.

- 9.1. Operators must share anonymised trip data with the relevant Highway Authority to help enhance the cycling network.
- 9.2. They must also share data with the police and other law enforcement agencies if bicycles are suspected of being used for illegal or antisocial purposes.
- 9.3. In accordance with data protection legislation, all personal data must be processed lawfully. Operators must make sure appropriate security measures are taken against unauthorised access to, or alteration, disclosure, accidental loss or destruction of, personal data.

10. The environment

TfL and the Boroughs are determined to reduce the impact of their transport operations on the environment. Measures in the Mayor’s clean air strategy will target the most polluting vehicles in London.

- 10.1. When redistributing bikes, Operators should consider the environmental impact of any vehicles used. Compliance with the FORS bronze accreditation will contribute to this.
- 10.2. It is recommended that Operators comply with ISO 14001:2015 to minimise negative impacts on the environment.
- 10.3. Recognising that bicycles have a limited useful life, Operators must share their policy for reusing and recycling their assets with TfL and the relevant Boroughs.

11. Accessibility requirements

TfL and the Boroughs continue to improve the Capital’s urban realm, decluttering streets and making public spaces more pleasant and easier for disabled people to use.

11.1. Operators should recognise TfL's equality and inclusion policy and must be committed to improving transport in London by making it more accessible, safe and reliable.

12. Future considerations

TfL, in partnership with the Boroughs, remains open to innovative new services that could help achieve the Mayor's goals for cycling, provided they are safe and effectively managed.

The introduction of dockless bike sharing will be closely monitored as appropriate governance and regulatory controls are explored to make sure it works for everyone in the Capital.

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

Statutory duties

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

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

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

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

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

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

Statutory powers to deal with bikes on highway

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

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

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

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

Street trading and ‘waste’

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

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

Regulation by making byelaws

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

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

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

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

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

Liabilities

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

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

Asked by Stephen Morgan, MP for Portsmouth South:

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

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

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

Committee(s)	Dated:
Streets & Walkways Sub – For decision	04/09/2018
Planning & Transportation – For decision	11/09/2018
Resources Allocation Sub – For decision	04/10/2018
Court of Common Council – For decision	18/10/2018
Subject: Tudor Street/New Bridge Street – Update Report	Public (Appx 4 – Non-public)
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Sam Lee	

Summary

In May 2018, the Streets & Walkways Sub-Committee considered a further report on a new layout for the Tudor St / New Bridge St junction. That report advised Members of the potential implications of two City-led developments, Fleet House and the New Combined Courts, and recommended that the scheme should be deferred for street work co-ordination purposes and to avoid abortive works and costs to the scheme.

However, Committee resolved that the scheme should be progressed as a matter of urgency, and asked officers to bring back a further report to set out more detailed information, together with a programme for delivery.

Following a detailed review, it remains the case that the design and delivery of the Tudor St / New Bridge St scheme is likely to be impacted by several planned activities in the vicinity. These include:

- gas diversion works by Cadent for Thames Tideway on Victoria Embankment;
- gas main replacement works by Cadent in Tudor St;
- the City’s Fleet House development in Bridewell Place;
- the City’s New Combined Court development off Fleet St;
- a review of access to the Embankment from either Temple Ave or Carmelite St by the Temples’ consultant.

Most of these activities are expected to take place over the next five years, but at this point in time, the timing and impact of each activity remains uncertain.

What is certain is that for the Tudor St / New Bridge St scheme to proceed, TfL require around nine months to undertake public consultation, detailed design, signoff, mobilisation and procurement. If started now, these aspects would likely coincide with Cadent’s planned gas works for Tideway in summer 2019 which would otherwise be a constraint on construction.

As a result, the earliest start date for construction would be the Autumn of 2019, but by that time the Fleet House development could also be underway. That likelihood is based on the current best estimate from the City Surveyor, but the degree of certainty on that programme, and the extent to which the scheme and the development could coexist, are both currently unknown.

Therefore, progressing the Tudor St / New Bridge St scheme now would involve a degree of risk in three specific aspects:

- once consultation and design are completed next year, conflicting on-street activities such as Fleet House could require the works to be deferred or an interim solution identified;
- changes to the highway as a consequence of nearby building development may require the design to be revised temporarily, making some aspects of the design work abortive and with the developer incurring additional cost;
- through the work of the Temples' consultant, more advantageous options to improve access to the area from the Embankment may be identified, making the Tudor St / New Bridge St scheme sub-optimal, making the design cost to that point abortive (should there be insufficient funding or priority to progress both).

If Members are minded to accept these risks for now, then public consultation and detailed design could commence later this year (assuming Members agree to allocate funding to allow TfL to proceed), with a recommendation that a final decision to begin construction be made next year when these risks and issues are better understood.

However, if these risks are thought unacceptable, the alternative would be to defer public consultation and detailed design until the likely completion of Fleet House towards the end of 2021. The key risk here is that if the development programme for Fleet House moves back, the scheme would be further delayed. In addition, other activities could also come to the fore that might also delay construction beyond 2021 or require the scheme to be amended again, although the latter is currently thought to be unlikely.

Therefore, on balance it is proposed to seek City funding for the scheme now, request TfL commence public consultation and detailed design, and report back in the first half of 2019 for Members to agree whether the scheme can progress to construction. At that point, there will be far more certainty on all the activities and implications outlined above, enabling Members to decide with certainty whether construction can continue, whether it must be deferred or whether an interim solution is necessary or achievable.

In the meantime, officers will also continue to discuss the safety performance of the current Tudor St / New Bridge St junction with TfL to see whether any interim changes are necessary and whether TfL funding might yet be made available.

In terms of funding, the maximum estimated cost to deliver the scheme is £3.03m. Given £514k has already been set aside to cover TfL's costs to date, a balance of

£2.52m is now required. This is proposed to be met from DBE's allocation of the Community Infrastructure Levy (CIL) and would require the re-profiling or deferral of other DBE projects deemed to be lower priority. Formal approval for the use of CIL in this way would first be required from the Resource Allocation Sub Committee.

Finally, to be clear, decisions of the Streets & Walkways Sub Committee and the Planning & Transportation Committee on whether or not to proceed on this matter are made in the City's capacity as traffic and highway authority, not in its capacity as owner of the prospective development sites. The relevant considerations for those Committees are therefore only those that relate to traffic and highway management.

Recommendation(s)

Streets & Walkways Sub-Committee and the Planning & Transportation Committee are recommended to:

- Instruct officers to continue to work with TfL to finalise the Tudor St / New Bridge St scheme layout as reported in May 2018.
- Recommend that Resource Allocation Sub Committee approve £2.52m to fund the scheme from DBE's allocation of the Community Infrastructure Levy.
- Receive a report to agree final commencement in due course.

Resource Allocation Sub Committee is recommended to:

- Agree to allocate £2.52m for the Tudor St / New Bridge St scheme from DBE's Community Infrastructure Levy allocation.

The Court of Common Council to recommended to:

- Endorse the recommendations of the Streets & Walkways Sub, the Planning & Transportation and the Resource Allocation Sub Committees.

Main Report

Background & Current Position

1. In May 2018, the Streets & Walkways Sub-committee considered a report on the scheme to amend the Tudor St / New Bridge St junction. The report informed Members of the technical assessments carried out by TfL, as well as the potential implications associated with two key developments in the area. It recommended that progress of the scheme should be deferred to avoid potentially abortive and unnecessary costs as well as for street work co-ordination purposes. The Committee however, requested that a further report setting out more information on the implications together with a programme for delivery be brought back as a matter of urgency.
2. TfL have already completed the technical assessment of the alternative layout for the Tudor St / New Bridge St junction, including traffic modelling and road safety audits. These were provided to Members in May 2018 and largely identified

neutral impacts, enabling TfL to accept the proposed layout. However, to proceed to the next stage, which is public consultation and detailed design, TfL require confirmation that City funding has been agreed.

3. This report therefore provides further information on the potential implications of other highway activities and developments in the area, the potential programmes for delivery and the recommended City funding mechanism for the scheme.

Highway Activities, Developments & Other Considerations

Utility works

4. As advised at the July 2018 Streets & Walkways Sub Committee, Cadent Gas for Thames Tideway Tunnel are undertaking trial holes on the Embankment to determine the scale of works necessary to divert two large gas mains in Spring / Summer 2019. Members are also aware that Cadent have suggested the works could require a full closure of the Embankment, which would likely place a moratorium on other major works across the City and much of Central London.
5. In this context, TfL would be highly unlikely to undertake major works on New Bridge St during this period, placing a firm constraint on any construction programme during this period. However, at the time of writing, it is not yet known whether Cadent will require such a closure, or for how long it might be.
6. Ward Members will also be aware that following several large gas leaks in the Tudor St area, Cadent Gas are also planning to replace the gas mains along Tudor St at some point in the next 2-3 years. If the Tideway-related works proceed as expected in 2019, it is unlikely these works will take place at the same time due to the combined impact on the gas network, making a window of summer 2020 currently more likely.
7. When this does take place, Tudor St could be affected for 3–4 months (based on examples of similar work elsewhere). At that time, if access to parts of the area become closed off, arrangements would have to be made to allow access from other routes and directions.

Development Activity

8. The two developments likely to affect or be affected by the Tudor St / New Bridge St junction scheme are Fleet House on the corner of Bridewell Place and New Bridge St, and the New Combined Courts and Police Headquarter (NCC) between Whitefriars St and Salisbury Court (see Appendix 1). Both are either solely or jointly led by the City Surveyor.
9. Taking each in turn, the implications of these developments on the Tudor St / New Bridge St scheme are as follows:
Fleet House (likely commencement in Autumn 2019 for 2 years).

- The Fleet House development will require HGV access to / from Bridewell Place for demolition and construction works. In particular, the construction phase is likely to require vehicles standing on-street in Bridewell Place, making construction of the scheme at the same time as the development particularly challenging.
- If instead the scheme was to be constructed before the development, the scheme may not be compatible with the site's construction logistics, making interim changes to the scheme necessary for the duration of the development works at the cost of the developer.
- If the scheme causes logistical issues for the site, this could significantly increase the programme for the development works, prolonging the disruption to the immediate area.
- However, without a Construction Logistics Plan in place at this point, the extent of this conflict, the need for an interim solution (as well as its cost) and the impact on the development's programme cannot yet be evaluated.
- Finally, the current scheme (as designed) also have an impact on the future servicing of the completed development. The closure of Bridewell Place by New Bridge St to vehicles will make servicing access to all premises in Bridewell Place potentially more difficult, and with the development intending to remove the current off-street loading bay, servicing will have to take place from the street.

New Combined Courts (NCC) and Police HQ (likely commencement: 2021)

- a. The NCC and Police Headquarters is still in its early stages of development and as such it has not been possible to confirm the transport and security requirements because they are still being explored by the NCC client and design team.
- b. Nevertheless, some very early conceptual transport and security proposals are illustrated in Appendix 2. They could include new streets within and around the development, making Whitefriars St a two-way street, and greater security aspirations in the vicinity, including the potential to create access onto the Embankment to aid the police's rapid response requirements.
- c. At present these appear unlikely to be affected by the implementation of the Tudor St / New Bridge St scheme, but with construction of the NCC not anticipated to begin until at least 2021, the construction logistics and public realm implications have yet to be fully explored.

Temple Area Traffic Review

10. As part of the Temple Area Traffic Review project, the viability of improving motor vehicle access and egress from the Embankment by amending the Temple Avenue or Carmelite St junctions is being investigated.
11. This review is being led by a consultant engaged by the Temples, with support provided by City and TfL officers. Our best estimate is that this work is around

nine months or more from completion due to TfL's resources and procedures as well as the level of complexity involved at these two junctions.

12. However, if opportunities are identified from this work, such proposals might provide more favourable access to the local area than the current Tudor St / New Bridge St proposal. At that point, a decision may be required as to whether both schemes are viable and / or affordable given it is highly unlikely TfL will allocate any funding for such changes. Equally the current Thames Tideway site requirements may preclude any changes to access and egress to / from the Embankment until the site completes in around 2021.

Programme

13. Appendix 3 provides a programme illustrating the various workstreams required for the Tudor St / New Bridge St scheme, as well as the other works and activities in the area. It should be noted that these timescales are current estimates and will be subject to change, especially where detailed planning has yet to start or where proposals are yet to emerge.
14. The work streams and timescales associated with the Tudor St / New Bridge St scheme have been provided by TfL, who (because of the priority of the project) have offered to accelerate their standard public consultation process, reducing the typical six-month period by half.
15. The timescales for Fleet House and the NCC have been provided by the City Surveyor, who has also reiterated that these dates are only indicative at this point.
16. Appendix 3 illustrates the three main windows to deliver the Tudor St / New Bridge St scheme.

Option 1. Works could commence immediately following the Thames Tideway Cadent Gas diversion works in Q3 of 2019/20, but the Fleet House development is likely to have started at that point, plus the Embankment optioneering will not have reached the detailed design stage (if such options have been identified). This option delivers the pace Members have requested, but involves risk around likely conflicts between works, implications on Fleet House and potentially a lost opportunity (due to the likelihood of insufficient funding or priority to deliver both schemes) to investigate access to / from the Embankment.

Option 2. Works could commence around Q3 2021/22 following the projected completion of the Fleet House development and at the completion of the detailed design for access/egress improvements to the Embankment. This could also coincide with the demolition works associated with the NCC. By this point, further information on the security and transport requirements associated with the NCC and police headquarter will be known. This provides more certainty of design, but not the pace Members have requested. Creating a linkage to the completion of Fleet House could also mean the scheme would move back if the development was delayed.

Option 3. Works could commence following the completion of the NCC and police headquarters around 2026/27. This would avoid all potential implications associated with the activities identified in this report but would result in a considerable delay in implementation.

Implications

Financial Implications

17. In July 2018, the Streets & Walkways Sub-Committee was advised that TfL's cost range to deliver the scheme was between £1.63m to £3.03m, with £2.33m being the likely final cost. This excluded hostile vehicle mitigation measures around the new bus stop on Blackfriars Bridge. A detailed breakdown of the cost is provided in Appendix 4 (NON-PUBLIC AGENDA).
18. Members may recall that a total of £575k (£400k from TfL and £175K from the City) had previously been set aside to deliver the original scheme. Of this, TfL has expended approximately £61k, leaving a balance of £514k.
19. If Members agree that the scheme should proceed, it is proposed that £2.52m (£3.03m - £514k) is set aside from DBE's Community infrastructure Levy (CIL) allocation. Given this is TfL's maximum estimated cost range, this should ensure that sufficient funding is in place, but if the eventual cost is below this level, the remaining funding will be returned to the CIL allocation. Officers expect that TfL payments will be made in stages via verified invoices for costs incurred.
20. Members will be aware that funding to deliver a range of Corporate, Member and Departmental priorities is under significant pressure. The allocation of £2.52m from DBE's CIL allocation towards this scheme is achievable, but only through the re-profiling or deferral of other lower priority projects. A report outlining DBE's project prioritisation in light of this and DBE's wider budgetary challenges will be submitted to Members in due course.

Legal Implications

21. To implement the various highway changes within the proposed scheme, TfL and the City would need to exercise their respective powers (for their respective highways) under s.6 of the Road Traffic Regulation Act 1984. As part of this, statutory public consultation would be required, and if there were objections, these would have to be appropriately considered before the scheme could proceed.
22. The City Corporation must have regard to its overall traffic management duties of securing the efficient use of the road network, expeditious, safe and convenient movement of traffic, and avoiding congestion and disruption. It must also have regard to its road network co-ordination responsibilities and its responsibility to protect the public right to use and enjoy the highway. Landowner considerations relating to City properties (including development costs) are not material considerations that the City should take into account when exercising its functions as traffic and highway authority.

Proposals

23. In conclusion, the option with the least risk of complication and potential for abortive cost and design change is Option 2 (commencement in 2021). However, this does not meet Members' expectations regarding the pace of delivery, which is more closely met through Option 1 (commencement in the Autumn 2019). However, this option contains significant uncertainties that cannot be closed out until the first half of 2019.
24. Therefore, on balance it is proposed to seek funding for the scheme now, request TfL to commence public consultation and detailed design, and report back in the first half of 2019 for Members to agree whether the scheme can progress to construction. At that point, there will be far more certainty on all the activities and implications outlined above, enabling Members to decide with certainty whether construction can continue, whether it must be deferred or whether an interim solution is necessary or achievable.

Conclusion

25. This paper has identified three potential delivery opportunities for the Tudor St / New Bridge St scheme:
- late 2019 after the Thames Tideway Cadent gas diversion works;
 - late 2021 following the completion of the Fleet House construction;
 - 2026 following the completion of the NCC.
26. The recommendation (to seek funding approval now and to commence public consultation and detailed design, subject to a final decision next year on whether to begin construction) provides an appropriate balance between Members' desire to progress the scheme and the associated risks that cannot be quantified until next year.

Appendices

- Appendix 1 – Location plan of developments
- Appendix 2 – Indicative transport and security proposals for the NCC
- Appendix 3 – Delivery programme
- Appendix 4 – Cost breakdown (NON-PUBLIC)

Background Papers:

- Report of the Director of the Built Environment on Tudor Street/New Bridge Street 21/05/2018 and associated minutes.

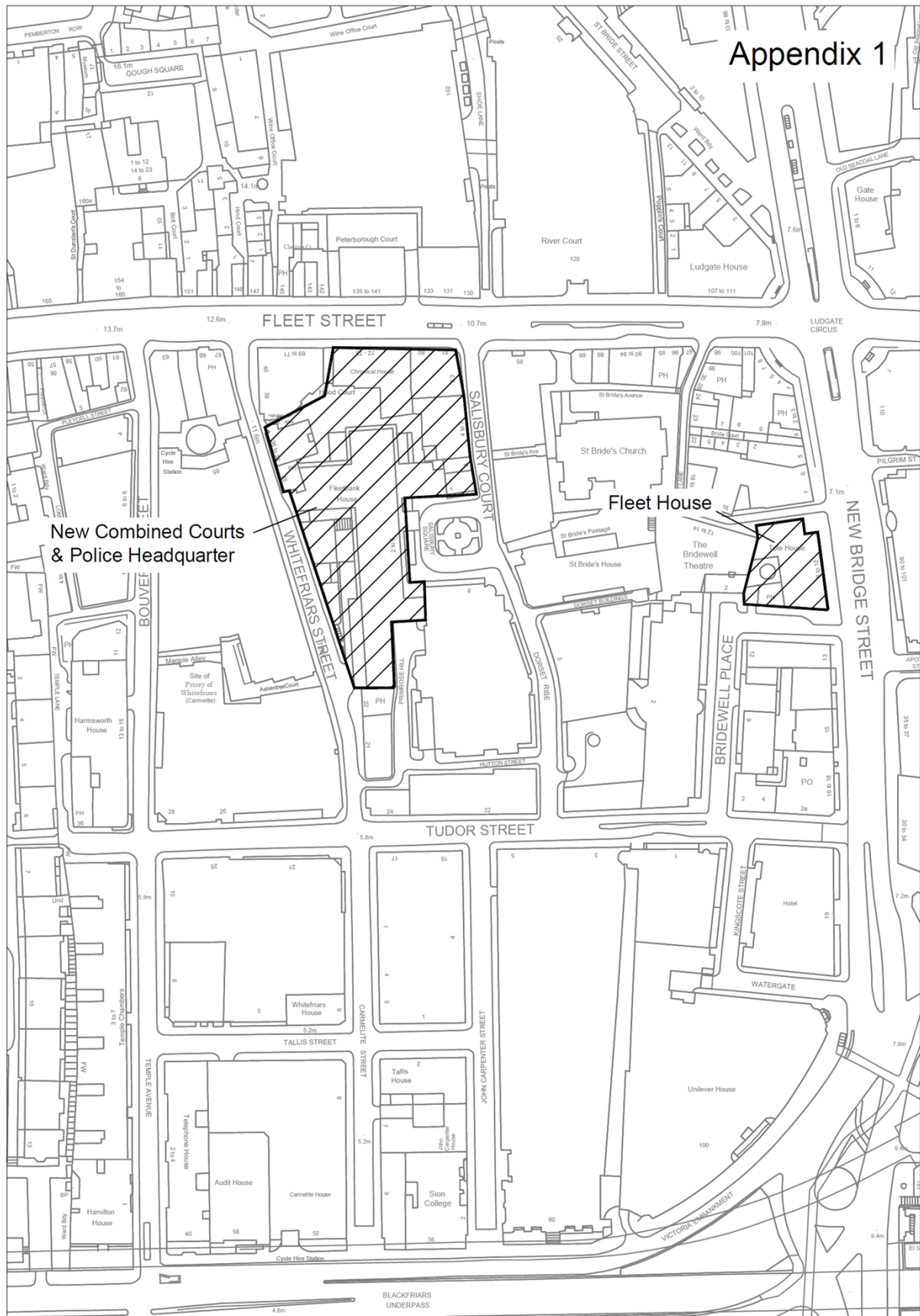
Sam Lee

Group Manager, Department of the Built Environment

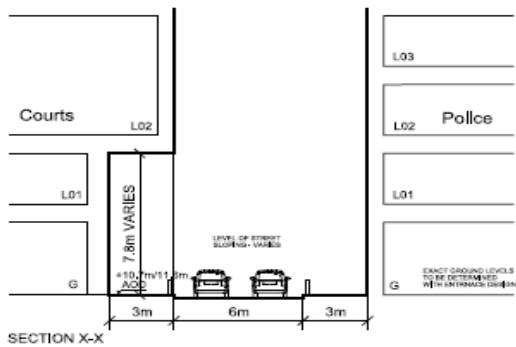
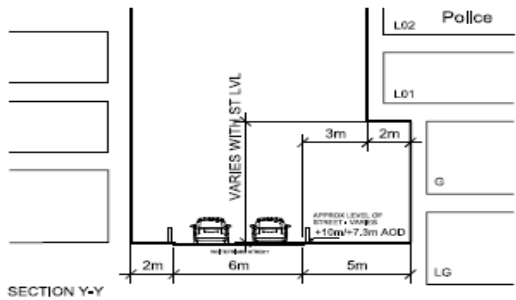
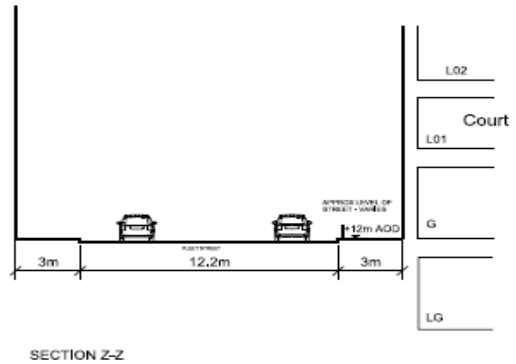
T: 020 7332 1921

E: citytransportation@cityoflondon.gov.uk

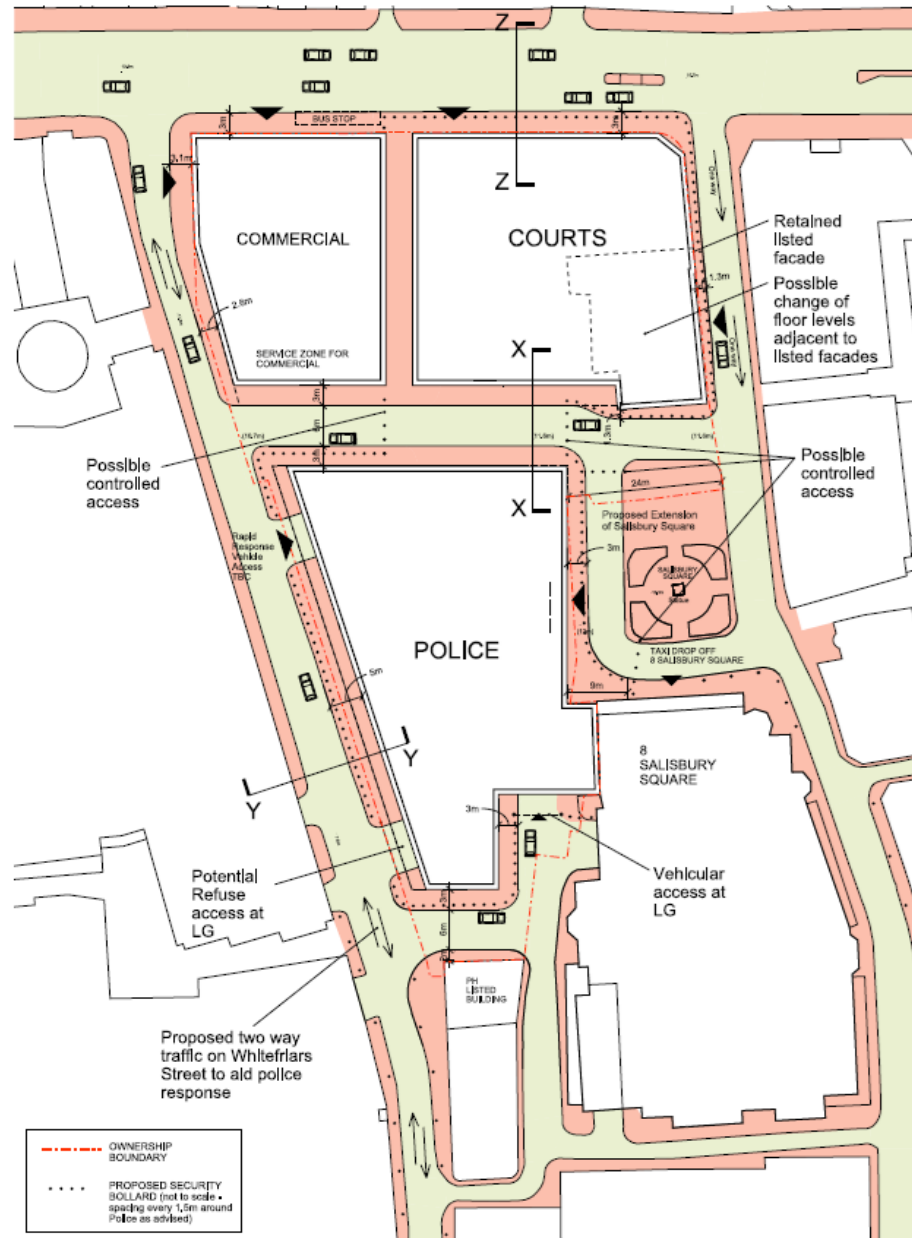
Appendix 1: Location plan of City developments



Appendix 2: Indicative transport and security proposals for the NCC & police headquarter



Option BA Street Sections Security and Traffic Analysis



Option BA Street Plan Security Analysis

Appendix 3 – Delivery programme

Activity/Task	Est duration (weeks)	2018		2019				2020				2021				2022			2026				
		Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q4	Q1	Q2	Q3	
Tudor St - CoL Member approval	6		■																				
Tudor St - Public Engagement	7		■																				
Tudor St - Finalise concept design	7			■																			
Tudor St - TfL Detailed design	27			■	■	■	■																
Tudor St - Construction	30																						
TT - Cadent trial holes	6	■																					
Cadent - Tudor Street	12																						
Cadent - Cadent gas mains diversion	26																						
Temple Area - City Streets works	18	■																					
Temple Area - TfL jns. Review existing & explore options*	40	■	■	■	■	■	■																
Temple Area - TfL jn. Concept, impacts & CoL approvals*	78																						
Temple Area - TfL jns. Consult & Detailed design*	52																						
Temple Area - TfL jns. Build*	30																						
Fleet House construction**	104																						
NCC & Police Headquarter construction***	186																						

* Subject to Vectos/TfL/CoL progression, funding and agreement

** Earliest likley start Sept 2019

*** Anticipated programme

3.5 year build

Committee(s):	Date(s):
Streets & Walkways Sub Committee - For information	4 September 2018
Planning & Transportation Committee - For Decision	11 September 2018
Court of Common Council - For Decision	18 October 2018
Subject: Adoption of the City Lighting Strategy	Public
Report of: Director of the Built Environment	For Decision
Summary	
<p>This report seeks approval for the adoption of the revised City Lighting Strategy and to inform Members of the results of public consultation and the subsequent revisions to the document. Reference copies of the final Strategy have been made available in the Member's Reading Room. This report also seeks authorisation from Members to begin the development of lighting planning guidance that will contribute to the achievement of the Strategy's vision.</p> <p>In September and October 2016, Members approved a Street Lighting LED upgrade, together with the installation of a new Control Management System (CMS) that allows the dynamic real time management of street lighting throughout the City of London. This project also provided the ideal opportunity to establish the very first City wide lighting strategy for the Square Mile.</p> <p>The City Lighting Strategy will seek to improve the quality, efficiency, sustainability and consistency of lighting for the whole City, providing a holistic approach to lighting and helping to ensure a safe, vibrant and pleasant night environment for businesses, residents and visitors.</p> <p>Lighting consultants were appointed in January 2017 and a draft City Lighting Strategy was then produced, following a series of workshops and night walks including a wide variety of internal officers and City of London Police.</p> <p>Once the draft was completed, Members agreed that a public consultation be organised to receive comments on the draft Strategy. The public consultation was held over a 6 week period. Stakeholder engagement continued after this period as well, using a variety of methods as set out in this report. A summary of the responses is included in the Consultation report (Appendix 1). Following the consultation exercise, the Strategy document was amended: changes are set out in full in the Amendments Table (Appendix 2).</p> <p>Part of the Strategy includes a section on planning and policies, which recommends the development of a planning guidance document, deemed necessary to guide and educate private stakeholders on the lighting principles agreed in the Strategy.</p>	

Recommendations

Members are asked to:

- Approve the proposed amendments to the City Lighting Strategy document set out in Appendix 2;
- Endorse the City Lighting Strategy for onward approval by the Court of Common Council;
- Approve the development of a Planning guidance document on lighting, as suggested in the Strategy's recommendations.

Main Report

Background

1. The majority of the City's street lighting equipment is in need of replacement and a project is currently underway to deliver a technical upgrade. This involves replacing the existing street lighting units with Light-Emitting Diode (LED) lighting as well as a new integrated Control Management System (CMS). In that context, the opportunity to establish a City Lighting Strategy will ensure that the new system delivers lighting which is efficient, sustainable, functional and that can enhance the City's unique night-time character.
2. A series of workshops to identify key lighting issues and objectives were organised by the City, and these identified the need for a lighting strategy to set out the City's approach in a holistic way. These workshops informed the production of a brief, and Speirs and Major, a lighting design consultant, was appointed in January 2017 to develop the Strategy.
3. Consultation has played a key role in the development of the Strategy, with a working party set up, and workshops, meetings and presentations organised to engage with a wide variety of stakeholders. This allowed the sharing of different expertise and a better understanding of the current lighting issues and opportunities. Such groups have included internal officers from planning, highways, public realm, transportation, access, environmental health and policy teams; Open Spaces department, Transport for London (TfL) and City of London Police.
4. Presentations about the draft City Lighting Strategy and night walks in the City lead by officers were also offered and attended by Members in November and December 2017, prior to the public consultation.

The Strategy's contents

5. The draft Strategy was completed in December 2017, and Members agreed that a public consultation on the draft version of the document should be undertaken. The draft Strategy provided a series of key recommendations that address three main areas:
 - a) **Functional:** these recommendations ensure the new lighting approach provides a safe, secure and accessible environment for all.

- b) **Environmental:** this set of guidelines provides a sustainable approach that balances the economic, environmental and social impact of lighting, and considers how lighting can play a key role in the cultural development of the City of London at night.
- c) **Technical:** these recommendations suggest how the above can be delivered, starting with fully embedding lighting within the planning system, setting out a clear structure to manage street lighting, including the formation of a Strategic Lighting Board, and encouraging the use of smarter technologies and innovations.
6. Lighting standards that meet the needs of the different types of road and spaces were also suggested as follows:
- a) **Lighting levels:** it is recommended to provide different lighting levels for the different types of road (main roads; side roads; footways and Riverside) with lighting levels varied dependent upon time of day (e.g. peak / off-peak / night time) and/or current need (e.g. crime or other incidents). It is proposed lighting levels will be, where necessary, determined on a street by street basis.
- b) **Colour temperature:** the hue of white light of the public lighting systems is recommended to be more consistent. It is suggested that the main street and amenity lighting systems range from warm white light (2700K) to cool white light (4000K) depending on the typology of the route or open space.
- c) **Lantern mounting height:** it is recommended that mounting height of lighting equipment should generally be sympathetic to the height and width of a street or open area, to ensure uniformity of lighting level throughout the City.
7. The Strategy also identifies a series of character areas within the City of London, each with its unique attributes. Distinctive recommendations are suggested for each area, which allows lighting to respect and enhance their characteristics.

The public consultation

8. The consultation on the draft Strategy took place over a period of 6 weeks, from 22nd January to 3rd March 2018. The consultation was carried out through a series of drop-in sessions open to public, user surveys and night walking tours, which engaged with local businesses, residents, workers and visitors. The City Lighting Strategy gained widespread attention through social media, receiving over 4,000 shares on LinkedIn; media outlets, with over 10 featured articles; and the public, with a total of 79 formal responses from residents, workers, professionals and visitors.
9. In addition, throughout the consultation period and later, officers followed up on requests made for further engagement, which provided additional understanding of stakeholder issues/concerns. This wider activity included:
- Meeting with City of London Police
 - Meeting with the City Property Association
 - Meeting with Lighting Professionals and Academics

10. An evening event was also organised following the consultation to present the draft strategy document to the public. The evening featured a presentation of the strategy followed by a night walk around the Square Mile, which included the demonstration of the lighting Control Management System (CMS) that allows street light levels to be dimmed or raised remotely. The event was very well attended and received positive comments from a varied audience.

11. Consultation responses

All feedback received was collected and documented, and the key points by questions have been summarised. The Consultation responses were positive about the City Lighting Strategy and a detailed consultation report is attached at Appendix 1.

The themes that emerged included:

a) Functional:

- Safety and Security – Respondents highlighted the importance of an appropriate use and design of light to deter crime and anti-social behaviours, as well as to improve the perception of safety;

b) Environmental:

- Inconsistency - There was a consensus that there is inconsistency and lack of uniformity across the City lighting, regarding light fittings as well as its quality;
- Character Areas - In general, there is strong support for improving and highlighting historical monuments, buildings and character areas throughout the City at night;
- Light Pollution – The effects of light pollution coming from commercial properties, tall office blocks and signages was a source of great concern for both residents and workers;
- Environment/Sustainability - Respondents are in support of a more sustainable approach to City lighting that reduces light pollution, minimises the urban heat island thermal footprint and diminishes sky glow;
- Culture - Overall, culture was highlighted multiple times, suggesting that a creative and innovative lighting approach should be considered when highlighting architectural features, soft landscaping and wayfinding;

c) Technical:

- Planning and policy - Respondents highlighted the need to better regulate and integrate planning into the new City lighting approach;
- Technology and Innovations - a great number of responses encouraged energy efficient technology and support the upgrade to LED lighting and the introduction of motion sensors;
- Communication and Stakeholder Engagement - There were several comments related to future communication and how the strategy should be taken forward in the future;

- Management - Questions were raised regarding the control and management of the new CMS and how this would be co-ordinated by the City of London;

Current Position

12. The City Lighting Strategy has been amended to take account of the public consultation comments, where appropriate. The draft document, incorporating the amendments is now presented for adoption. Reference copies of the final strategy have been made available in the Member's Reading Room.
13. The recommendations of the strategy are set to be implemented through a series of programme and projects, described in the Delivery recommendations, which include:
 - The development of a planning guidance on lighting, which this report seeks approval to initiate;
 - Continue the current LED upgrade and Control Management System installation following the implementation guidelines on lighting levels, colours and management;
 - Integration of lighting design in any new public realm project, following the priorities identified in the Character areas;
 - Update of lighting policies through the Local Plan review;
 - The addition of a lighting section in the existing City Public realm Technical Manual.

Proposals

14. Members are asked to approve the proposed changes set out in Appendix 2 and adopt the amended City Lighting Strategy (Background Paper).
15. Members are recommended to approve the development of a Planning guidance document on lighting, as suggested in the Strategy's recommendations.

Corporate & Strategic Implications

16. Comments following the consultation were reviewed to ensure the City Lighting Strategy strives to follow the vision of the City of London Corporate Plan to support a diverse and sustainable London within a globally-successful UK; and contributes towards the achievement of the three Corporate aims and their outcomes as follows:
 - Contribute to a flourishing society
 - **People are safe and feel safe** through the careful design of lighting the public realm
 - **People enjoy good health and wellbeing** as a result of limiting obtrusive light spill into windows, light pollution and using warm white light in residential areas
 - **People have equal opportunities to enrich their lives and reach their full potential** in the City's public spaces made accessible at night through appropriate lighting

- **Communities are cohesive and have the facilities they need** in the City's welcoming spaces where people can meet and socialise during the day as well as after dark
- Support a thriving economy
 - **Businesses are trusted and socially and environmentally responsible** by taking a more sustainable approach to lighting
 - **We are a global hub for innovation in finance and professional services, commerce, and culture:** our night time economy is supported by better lighting to encourage commercial activities in the public realm after dark
- Shape outstanding environments
 - **We are digitally and physically well connected and responsive** through an interactive and efficient CMS
 - **We inspire enterprise, excellence, creativity and collaboration** with stakeholders including engineers, designers, planners and developers among others
 - **We have clear air, land and water and a thriving sustainable natural environment** by reducing light pollution and energy consumption
 - **Our spaces are secure** through the recommended lighting design principles, **resilient and well maintained**, with a reduction of maintenance costs through the use of LED lighting

Conclusion

17. This report updates Members about the City Lighting Strategy. It outlines the process of drafting, consulting upon, reviewing the strategy and highlighted the key priorities for its implementation. Members are asked to approve the proposed amendments to the City Lighting Strategy, adopt the revised document and approve the development of a Planning guidance document.

Appendices

- Appendix 1 – City Lighting Strategy Consultation Report
- Appendix 2 – City Lighting Strategy Amendments Table

Background Papers:

Draft City Lighting Strategy 'Light + Darkness in the City, A Lighting Vision for the City of London'. This can be viewed in the Member's reading room, or an electronic copy can be sent directly to Members on request.

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City Lighting Strategy

Public Consultation Report
22 January – 3 March 2018

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- 2| City Lighting Strategy Overview
- 3| Methodology
- 4| Feedback Overview
- 5| Q.1: What do you think of the City of London lighting?
- 6| Q.2: What changes would you like to see in the City of London lighting?
- 7| Q.3: What elements of lighting are important to you?
- 8| Q4: Please provide any other comments or suggestions you might
- 9| Emerged Themes
- 10| Next Steps

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Appendix| Consultation response overviews:

- Online User Survey
- Postcards
- Emails

Consultation material:

- Flyer
- Interactive board
- Roller banners
- Postcards

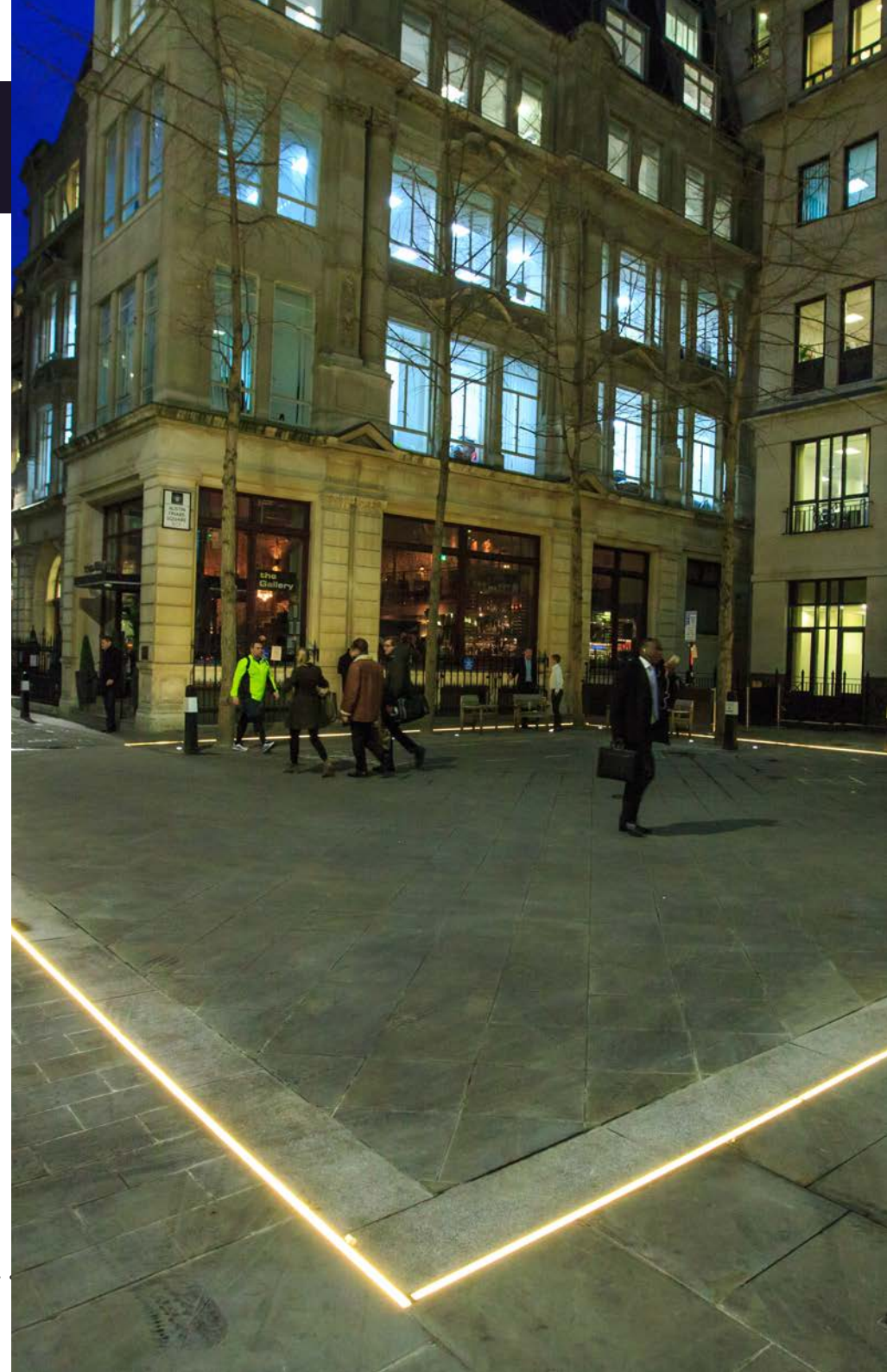


Introduction

This report documents and summarises the feedback received during the City Lighting Strategy public consultation, which took place between 22nd January and 3rd March 2018.

The Strategy document was published and available to download in the City of London website. The consultation was carried out through a series of drop-in sessions open to public, user surveys and night walking tours, engaging with local businesses, residents, workers and visitors. The City Lighting strategy has gained widespread attention through social media, receiving over 4,000 shares on LinkedIn; media outlets, with over 10 featured articles; and the public, with a total of 79 formal responses from residents, workers, professionals and visitors. An evening event was also organised following the consultation to present the draft strategy document to the public. The evening featured a presentation from City of London officers and Lighting designer Mark Major. This was followed by a night walk around the Square Mile, which included the demonstration of the lighting Control Management System that allows street lights to be dimmed remotely. The event was very well attended and received positive comments from a varied audience.

The following pages provide an overview of the City Lighting strategy and the methods used in the public consultation. The report outlines the feedback received throughout the consultation summarised by questions and subsequently by key themes. This report will help to inform the next stages of the strategy, prioritising key themes and progressing work streams within the City Lighting Strategy.

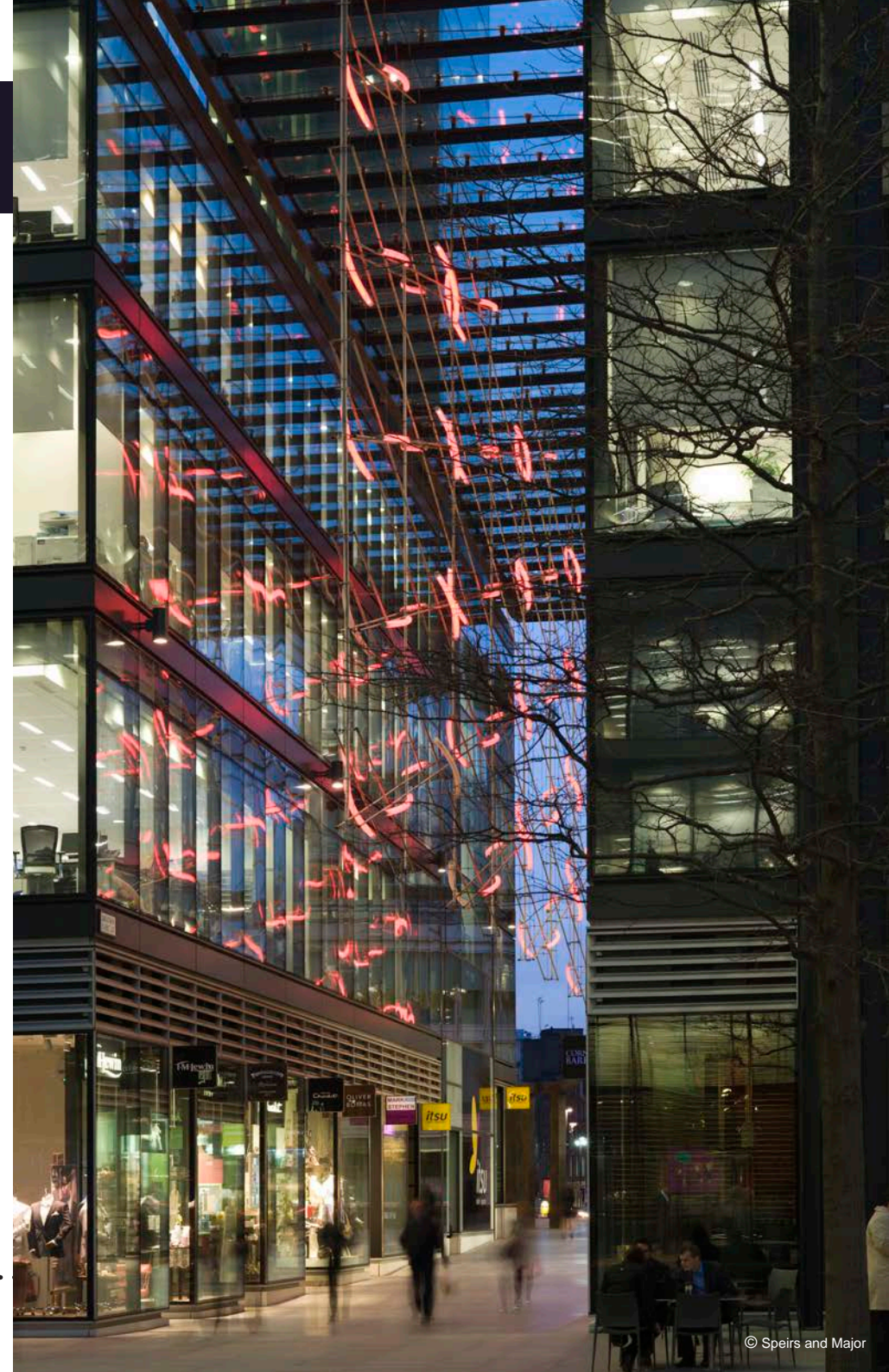


City Lighting Strategy Overview

The City Lighting Strategy aims to deliver a holistic, creative and smart approach that balances light and darkness to better define urban spaces in the Square Mile after dark.

The strategy seeks to complement the work that is already underway to upgrade the City's street lighting to high quality, energy-saving and cost-efficient LED with effective light controls. It is setting clear guidelines for a consistent lighting approach to strengthen and enhance the character and feel of the City's public realm and enrich the experience of people at night. The strategy's objective is to provide the City with the lighting it needs in terms of functionality and aesthetic, and improve the quality of life for its residents, workers and visitors, by avoiding unnecessary pollution, over-lighting, excessive glare and inconsistencies in lighting design.

The City Lighting Strategy will support a once in a generation opportunity for the City of London to deliver a cohesive and smarter lighting approach, which considers the diversity of the City's residents, workers and visitors. It contributes to highlight the City's uniqueness, not only as the Financial and Business centre, but also as a historic and cultural destination.



Methodology

The Strategy document was published and available to download in the City of London website prior to the start of the consultation.

The public consultation was conducted through various methods, which include: drop-in sessions, night walks, online surveys, leafleting, postcards, emails and a City Centre talk aimed at professionals.

All surveys and postcards consistently posed the following 4 questions:

1. What do you think of the City of London lighting?

2. What changes would you like to see in the City of London lighting? If possible, can you please provide location examples?

3. What elements of lighting are important to you? (e.g. safety, security, accessibility, culture, sustainability, planning, technology, etc.)

4. Please provide any other comments or suggestions you might have below

All feedback received was collected and documented, and the key points by questions have been summarised. All feedback was also then analysed by themes to gather specific understanding of the issues, concerns and questions that the public had.

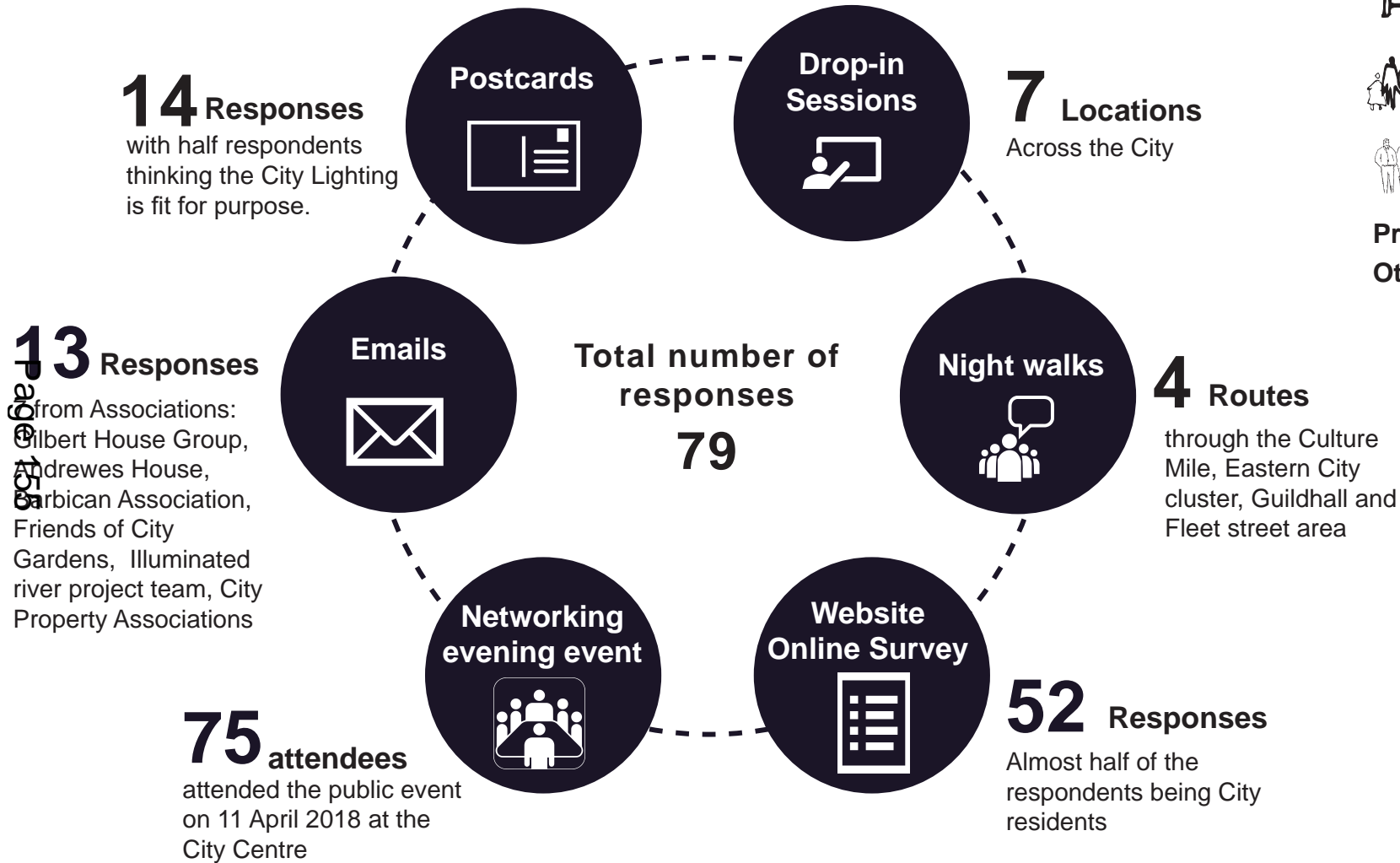
Drop-in locations



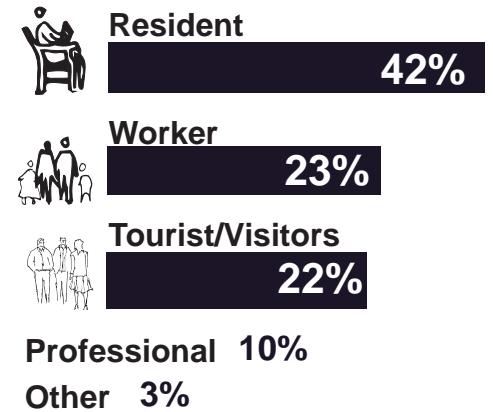
1. Museum of London
2. St Giles Cripplegate
3. Leadenhall Market
4. One New Change
5. One Creechurch Place
6. Golden Lane Estate
7. St Andrew Holborn



Feedback Overview



Respondents*



*Respondents who chose to disclose whether they were a worker, visitor or resident

Outreach

- Articles
- Presentations
- Newsletters
- Social Media

Drop-in sessions

A series of public drop-in sessions were held in seven locations across the City. The purpose of the sessions was to gather feedback on the draft Strategy, and to understand the issues and aspirations for the City Lighting. All sessions displayed two roller banners, an interactive board and cards for the public to input their ideas, postcards and displayed pictures of the current City Lighting. All material provided during the sessions can be viewed in Appendix 5.

The sessions were strategically placed across the City aimed at workers, visitors and residents throughout lunchtime and night-time sessions. Lunchtime sessions were held at Museum of London, Leadenhall Market and One New Change. They took place from 12.00 to 14.00.

Night-time sessions took place at One Creechurch place, St Andrew's Holborn and Golden Lane Estate aimed at residents, workers and visitors in the area. These sessions took place from 17.00 to 20.00 and included a night-time walk in the surrounding area lead by City of London officers, when requested by members of the public. This walk aimed to identify current issues and opportunities of the City of London lighting.



St Andrew Holborn, 20 Feb 2018



St Giles Cripplegate Church, 30 Jan 2018



One Creechurch Place, 25 Jan 2018



One New Change, 12 Feb 2018



Museum of London, 23 Jan 2018, Interactive board activity

Press coverage and outreach

The City Lighting Strategy was able to gain international attention through social media outreach and press coverage. Press coverage included articles from Forbes, BusinessGreen, LUX, LondonlovesBusiness, Smart Buildings magazine, Edie, Euractive LEDs magazine.

The Strategy was also circulated and advertised through various City of London networks where the strategy received feedback from professionals across the world.

“ A remarkable piece of work, I am totally convinced that good design ethos is the absolute key to delivering LED in a more holistic fashion fit for application. You have given the industry an excellent model to consider here moving forward. ”

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Comment received by Lighting designer during public consultation



Smart city lighting strategy launched for the Square Mile

Forbes / Tech / #ChangeTheWorld



City of London switches on energy efficient lighting strategy

LONDON *loves* BUSINESS

Smart City lighting strategy launched for the Square Mile



City of London energy-efficient lighting plans to save £500,000 a year



City of London unveils smart lighting strategy

London, England

In January 2017, the City of London recently announced it will launch a smart city lighting strategy through the City of London Corporation. This strategy also covers remotely operated lighting that will complement the look of historic buildings, improve energy usage and help tackle light pollution in the "Square Mile."

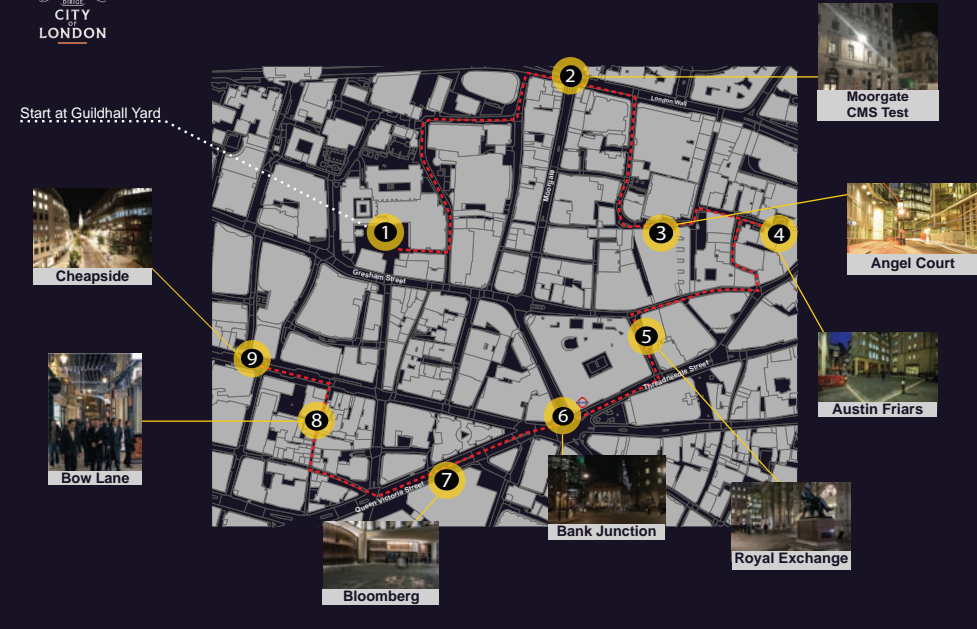
City Centre Event

An evening event presenting the draft Lighting Strategy document was organised by the City of London in April 2018. The event was open to the public and aimed to complement the public consultation by gathering additional opinions and suggestions on the current City of London lighting and the proposed strategy.

The event was held at the City Centre in the Guildhall and it included a presentation from City of London officers and lighting designer Mark Major from Speirs and Major. The presentation aimed to give an overview on the lighting upgrade currently being developed in the City, and the aspirations of the City following the adoption of the City Lighting Strategy. The event was subsequently followed by a night walk (as shown in the map) led by City's officers, which aimed to identify current issues and opportunities of the City of London lighting.

The event was very well attended by a variety of audience (members of public, lighting professionals, architects and planning consultants, professionals in guided tours, etc.). Attendees were very interested in the Control Management System (CMS) and its future possibilities, especially in reducing the levels of lighting in the streets. This was clearly expressed when a simulation on how light levels can be remotely controlled was demonstrated at Moorgate.

Many attendees also expressed interest in how the Strategy will be implemented and would welcome additional guidelines to light building facades as well as early engagement during planning application process. This is in line with the current draft Strategy document that recommends a Planning Guidance Note on this subject.



Night Walk Map



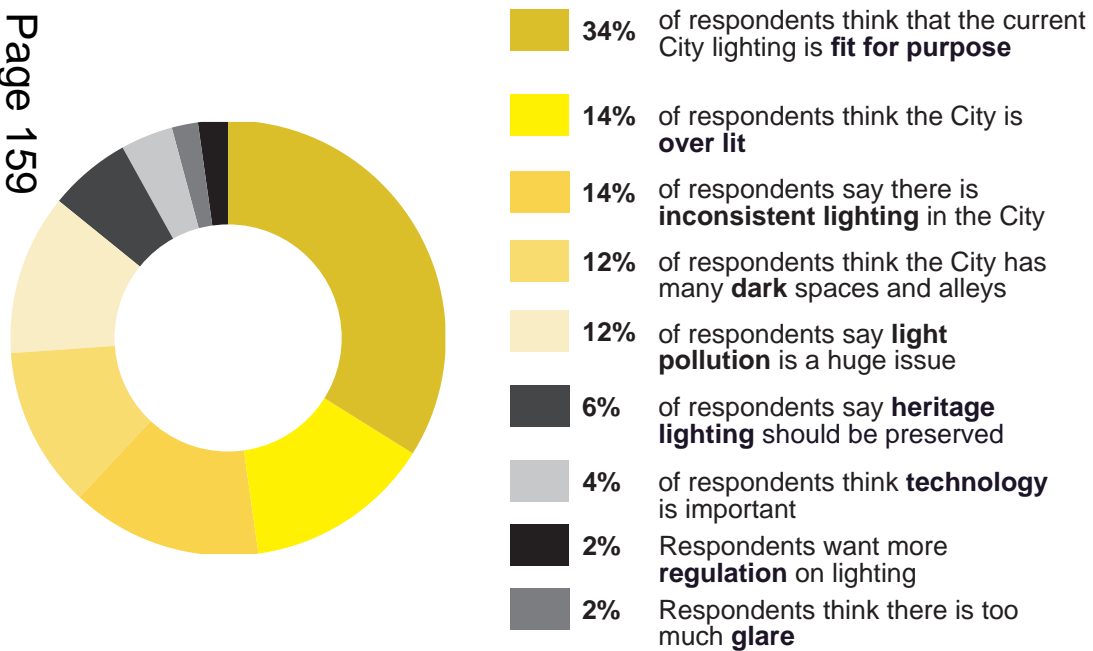
Night walking tour, 11 April 2018

Q1: What do you think of the City of London lighting?

This question focused on the current state of City lighting, intended to highlight the current issues and challenges it faces. Overall, 36% of respondents stated that the current City lighting is generally fit for purpose. The other comments provided insight into the current issues stemming from either the lack of light or excess of light within the City.

Answers to the survey highlight the importance of creating a cohesive and systematic approach that address the unbalance between light and darkness, over-lighting, too bright levels of lighting, glare and inconsistency of light throughout the streets and buildings of the City.

Page 159



“ Needs to be reflective of a multi-functional, 24-hour urban destination ”

Q2: What changes would you like to see in the City of London lighting? If possible, can you please provide location examples?

This question looked at elements of the City lighting that could be changed for the better. This question intended to help inform priorities and key issues to take forward and to identify key areas of improvement across the City lighting.

An enhanced character of the City at night was identified as the most important element that the City Lighting Strategy should consider. This was outlined in the feedback by comments on specific identified areas and places (see map on the following page). The specific places were mentioned for various reasons related to their character: it was asked to preserve historical features including gas lighting and original light fittings; install more welcoming light including low level lighting and mood lighting; and to enhance the overall architectural elements of the spaces at night. Overall the following themes were raised in the answers:

Page 160



30%

of respondents want more **enhanced character** at night with better lighting, this includes:

- Appropriate lighting of historic buildings including conserving gas lighting and heritage lanterns
- Reduce lighting levels and warmer colours in areas of historic interest
- Better lighting design on monuments and churches



22%

of respondents want **technology** that:

- Is movement-responsive and allow for lighting reduction when nobody is present
- Can help avoid blue-white light or high lighting levels



16%

of respondents want **planning and regulation** on:

- Curfews of lights in residential and suburban areas
- Commercial and office blocks to regulate their lights at night



11%

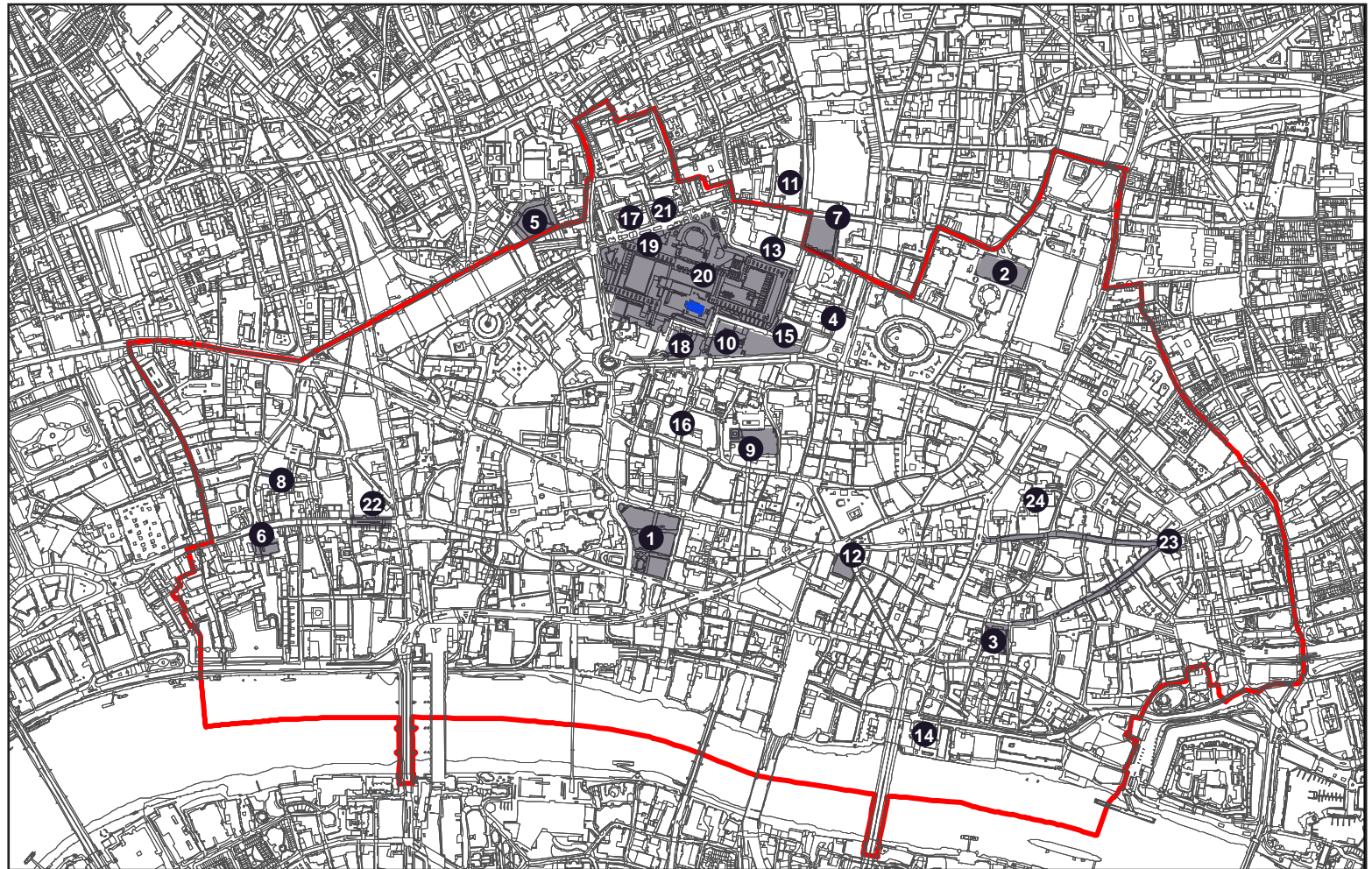
of respondents want to see less **light pollution** and **protection for wildlife** at night

Areas in need of improvement

- 1 New Change
- 2 Broadgate
- 3 Fenchurch
- 4 Moorfields
- 5 Charterhouse square
- 6 City Inns around Temple
- 7 City Point
- 8 Gough Square
- 9 Guildhall yard
- 10 London Wall place
- 11 Milton Street
- 12 Moor lane
- 13 Silk street
- 14 Tower Hotel
- 15 Wood Street
- 16 Fore Street
- 17 Beech Street gardens

Recommendations:

- 18 London Wall
- 19 Barbican estate high walks
- 20 Barbican Estate
- 21 Beech Street
- 22 End of Fleet Street nearest to St Paul's Cathedral
- 23 Fenchurch and Leadenhall Street
- 24 Leadenhall Market
- 25 Temple Inn
- 26 Mansion House
- 27 Narrow alleys around Cornhill
- 28 St Giles' Cripplegate church
- 29 St Paul's Cathedral
- 30 Riverside



Places that were mentioned in the feedback as areas in need of improvement included the following comments:

- Over lighting in office blocks
- Light pollution
- Dark areas and alleys
- Incorrect lighting levels and colour temperature

Places that were mentioned in the feedback with **recommendations** included:

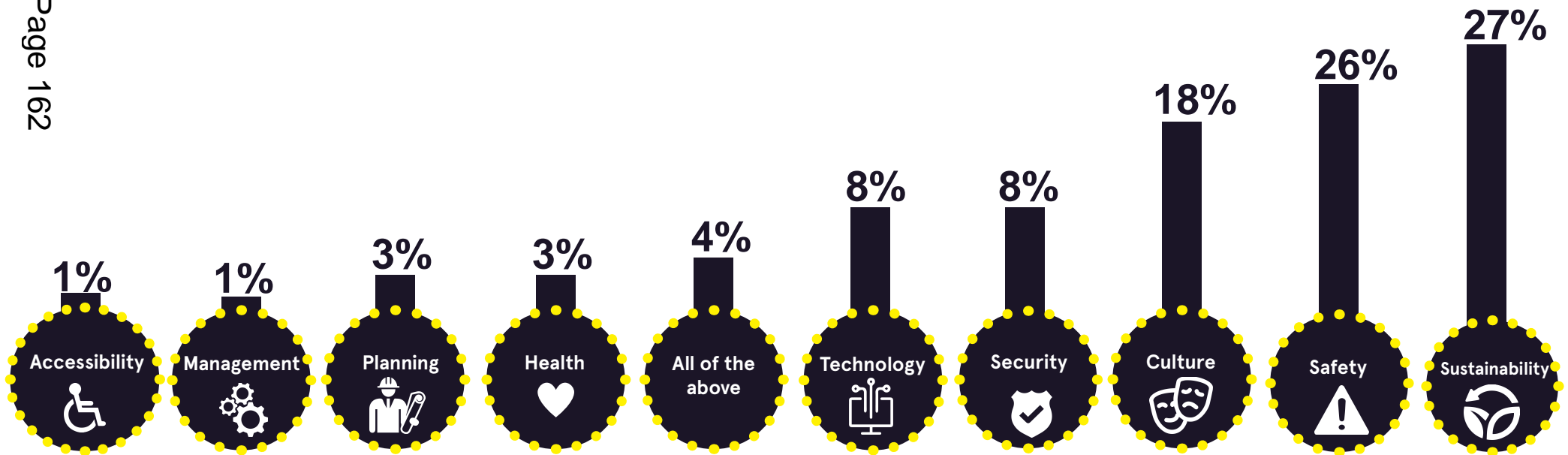
- Buildings that can be retrofitted with smart technology
- Adjust and add more welcoming lighting levels and colour temperature
- All City gardens and churches to be considered in a holistic, cohesive and collective way
- Buildings and lights with needed repairs and maintenance
- Gas lanterns and heritage light posts that should not be changed

Q3: What elements of lighting are important to you? (e.g. safety, security, accessibility, culture, sustainability, planning, technology, etc.)

Respondents were asked to list elements of lighting that is most important to them. The aim of this question was to identify and align the priorities within the strategy to the priorities of the public. Both **sustainability** and **safety** were the most important to respondents followed by culture, security and technology. **4%** of respondents stated all of the above are important elements of lighting while **1%** stated none are important.

3% of respondents mentioned health being an important aspect of lighting. This was highlighted in regards to the impact of light on human health and wellbeing. Residents heavily stressed the importance of this element and its affects to their circadian rhythm, night-time sleep and overall wellbeing.

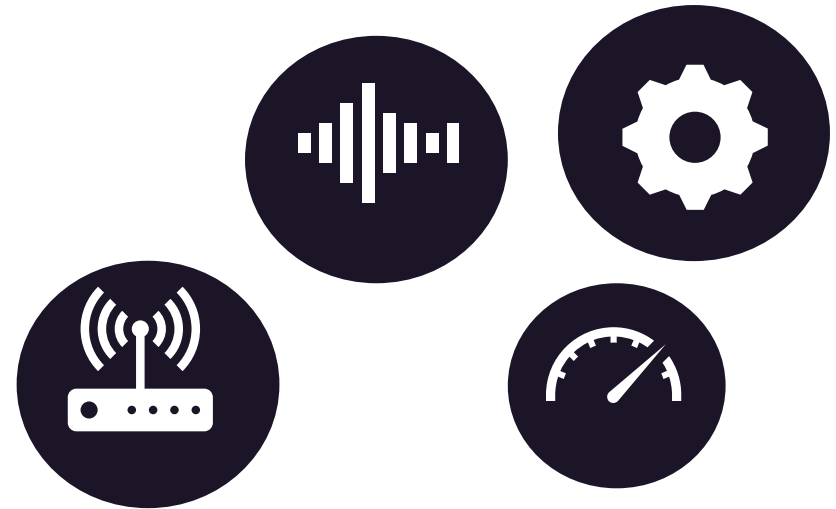
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Q4 : Please provide any other comments or suggestions you might have below:

This was an open-ended question that allowed respondents to address any outstanding comments on the City lighting. Many respondents suggested creative options for lighting that would enable more progressive and innovative lighting design throughout the City.

Further comments included the impact of light on health, management, character areas and the environment.



26% of respondents provided **technological recommendations** on lighting levels, color temperature and specific tech features that can provide economical and sustainable solutions to the City. This included suggestions such as using lamps without short wavelengths component in them and adopt a maximum of 3000 K lighting (warmer light colour).



20% of respondents commented on the need for more **regulations** on planning applications, particularly regarding office blocks and infrastructures emission of light and its management.



Page 100

11% of respondents suggested **creative avenues** of lighting that the City should investigate. This included:

- Project mapping for wayfinding
- Small lighting sculpture projections
- A City light festival
- Illumination of public artworks

EmergEd themes

Issues and aspirations raised by the public throughout the consultation period are summarised in the key themes below, which have been identified in the comments received through all the channels mentioned in page 3 of this report. These priorities largely resonate with the key themes and character areas identified in the current version of the Strategy. The following findings and highlighted themes will be given particular consideration when progressing the next steps for the City Lighting Strategy.

Safety and Security

Respondents have observed throughout the City the need for a balanced approach to lighting in response to safety and security. Comments highlighted the use of light in deterring crime, the problematic approach of using bright light that could attract crime and the importance of light when an incident occurs. The balance between lightness and darkness was also mentioned in providing a safe route when accessing places at night.

Inconsistency

There is a consensus that there is inconsistency and lack of uniformity across City lighting. This was highlighted throughout the feedback by over lighting and need for more lighting in specific areas. This inconsistency was observed in the design, mounting height, strength and purpose of lighting throughout the City.

Planning

Respondents highlighted the need to better regulate and integrate planning into the new City lighting approach. This included:

- A more embedded and considered policy with lighting that would help mitigate and provide guidance on light pollution, glare and power usage throughout the City.

- Guidelines on the emission of light from office block at night, and the need to seek better control of the brightness of illuminated media signs.
- Incorporating planning conditions for developments to include motion sensor technology and blinds' usage.
- Partnerships with local developers to create a standard for sustainable usages of light for commercial buildings.
- Understanding of current best practices of newly refurbished buildings and recognize the necessity of lights in office buildings at night for extended working hours as well as to support night-time economy.

Feedbacks also considered the need to focus planning on areas that include emerging lighting technology, lighting infrastructure management costs, and to recognise the impact on the population of future City lighting upgrades.

Character areas

In general, there is strong support for improving and highlighting historical monuments, buildings and character areas throughout the City with light.

Heritage lighting such as traditional fixtures and gas lighting is highly desirable to respondents as it emits character to historic buildings and the area; it was suggested that they should be kept and be enhanced. The colour and ambiance of gas lighting should be reflected in all new lighting upgrades in and around historic monuments such as St. Paul's Cathedral, St Giles Cripplegate and Mansion House as well as historic alleys such as in the Temple area.

It was recommended that the architecture of both historic and modern buildings could be highly celebrated using up lighting and warm lighting levels (lower than 4000K). However, appropriate applications

of light should be considered in residential areas, historic districts and open spaces. There is a need to have a coordinated approach whereby ecological assessments and consultation with residents should be in place.

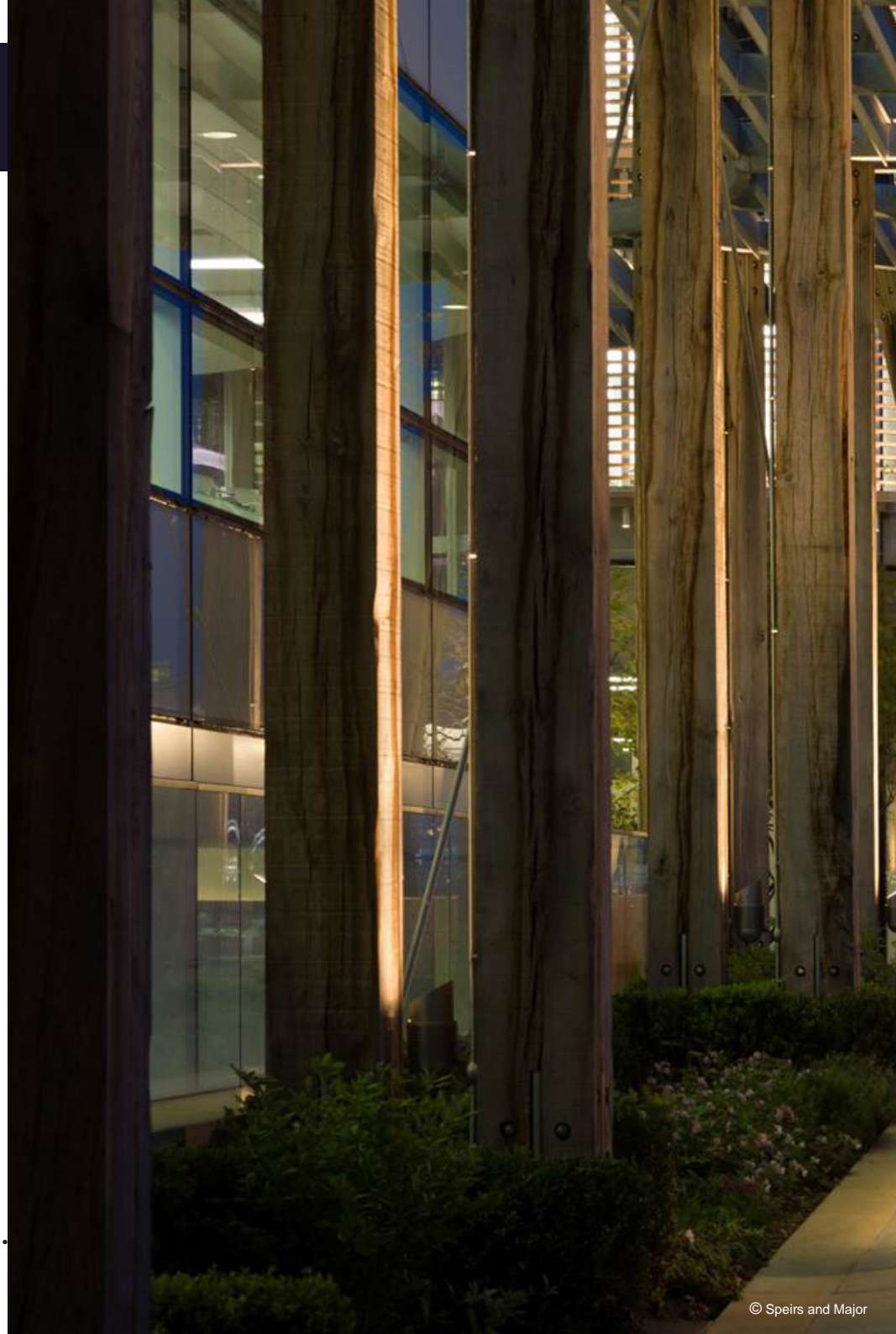
Good design ethos was also mentioned as a crucial process in supporting the look and feel of spaces when delivering such an extensive LED upgrade.

A comment was raised about the Culture Mile character area within the strategy document to include the presence of the Barbican residential estate and emphasising the need to respect residents at night, by reducing and avoiding unnecessary and intrusive artificial light at night.

Technology and Innovations

There is a great number of responses that encourage energy efficient technology that calculate energy and CO2 reduction, reduce energy waste and increase longevity in LED, which also decrease maintenance requirements. Respondents recommended the options of using motion responsive lighting that is controlled by footfall/traffic during peak/off peak hours. This was highly favourable in conservation, residential and commercial areas that could reduce light pollution and environmental/health effects caused by artificial light at night.

Respondents supported the upgrade of old lighting types to LED with consideration of not using blue-white light, adopting a 3000K max and minimizing the use of harsh lighting at 4000k (whiter light). With the upgrade to LED, there is a need to continue to preserve the ambiance of areas using warm street lighting and conserving heritage lighting features when possible.



Emerg ed themes

Light Pollution

There was a strong theme that emerged regarding light pollution in the City. This is a significant issue raised by both residents and workers highlighting the effects of light pollution coming from commercial properties, tall office blocks and signages. Light pollution has been raised as both an environmental and public health concern impacting wildlife and public wellbeing. A strong and innovative approach to reduce light pollution has been proposed with various considerations including innovative technology, planning regulations on night-time light usage and the implementation of blinds on commercial properties. An integrated approach with both internal and external stakeholders is encouraged to mitigate and improve light pollution efficiently and effectively across the City. More details on the type of issues and recommendation proposed were identified in the theme of Environment and Sustainability below.

Environment/Sustainability

Respondents are in support of a more sustainable approach to City lighting that reduces light pollution, minimises the urban heat island thermal footprint and diminishes sky glow. There was a large number of respondents that wanted to reduce artificial light at night to reduce light pollution, encourage wildlife to flourish and to minimise the adverse health effects to LED lights.

Wildlife

There was a huge number of respondents that recognised the importance of lighting and its effects on wildlife and native species within the City. Comments to maintain biodiversity of wildlife and encourage native species to remain in open spaces included using warm white (yellow) colour in and around conservation areas, encourage low-lighting in green spaces and using LED and electronic device 'night time' settings to reduce blue light exposure.

Human Health

There was great concern and feedback on the impact of lighting to human health and wellbeing. Respondents feedback included using the appropriate forms of light around residential areas that acknowledge the mental, physical and stress response to levels of light at night. Suggestions included using amber lighting instead of blue-white LED light and to consider height levels and glare from up lighting into residential homes.

Overall, respondents agree with the use of lighting design that recognizes the social and environmental affects to wildlife and its citizens. There should at all cost be a coherent strategy in place to mitigate impacts of light on the ecology and wellbeing of citizens in the City.

Culture

Overall, culture was highlighted multiple times, suggesting that a creative and innovative lighting approach should be consider when highlighting architectural features, soft landscaping and wayfinding. Some examples referenced are projection mapping, light installations and temporary lighting during filming and short term activities.

Night-time Economy

Respondents highlighted the use of appropriate lighting that helps interpret history and promote night-time tourism. Balancing the need of a night time economy in the City whilst maintaining it as an area for residents is something to consider when going forward.

There is a need for a careful approach to the balance of light/darkness in residential areas especially with the use of cultural lighting in the Culture Mile. There should be a conservative effort when lighting significant set of buildings and residential estates to maintain the original ambiance of the area while being explorative in lighting design.

Communication and Stakeholder engagement

There were several comments related to communication and how the strategy should be taken forward in the future. Many residents and professionals would like an opportunity to be a part of early stakeholder engagement in future lighting projects: this includes providing more input into design, lighting levels decisions and support for additional lighting policies. Some of the responses received by groups and associations commented upon the lack of engagement prior to the strategy being drafted.

Management

During the public consultation's open drop in sessions as well as at the evening event organised at the City Centre, questions were raised regarding the control and management of the new Control Management System and how this would be co-ordinated by the City of London.

Comments received during the public consultation were also suggesting the need for the City to consider the rapid innovative evolution of LED and emerging lighting technology, by implementing lighting product lifecycle impact assessment and disposal intervention for recycle.



Next Steps

Strategy Document

Following this report, the strategy will be updated in light of the comments and recommendations received. This will then be submitted to the City of London Commettes for final adoption in late Summer 2018. If the Strategy is adopted, the document will become a guideline framework for future lighting proposals and project delivered within the City of London.

Further stakeholders engagement

Before the strategy is finalised, additional stakeholders' meetings will be held to ensure the document's recommendations are balanced and comprehensive of the different needs and requirements in the Square Mile.

Policy and Planning

One of the main recommendation of the Strategy is the creation of a set of guidelines for lighting buildings within the Square Mile. While the strategy is being finalised, initial assessments will be carried out to consider the feasibility of the creation of this planning document and interrogate both internal and external stakeholders on the benefits and disbenefits of such a planning guidance note.

The City of London Local plan is currently being reviewed and some of its policies will endeavour to include recommendations of the strategy document. The Local Plan will be reviewed in Summer 2018 and a draft document will be proposed for wider public consultation in September 2018.

LED Upgrade and Control Management System (CMS)

In line with the draft Strategy, the City of London has initiated the replacing of its ageing stock street lighting, with new LED luminaires utilising a central Control Management System (CMS), which will in turn lead towards large energy and maintenance savings.

The new CMS is currently being tested and will provide a mesh network



that allows the City to control the lights from a central location. It will consent to profile the lighting levels for each lantern within the City, allowing for better control during the night and greater energy savings.

Management

Following some of the initial recommendations from the draft strategy document, it was deemed necessary to initiate an internal management framework that can support the delivery of the strategy proposals. Initial engagement with the relevant internal stakeholders is being carried out to prepare for a future Strategic Lighting Board that could represent a consultation forum for future lighting proposals.



Appendix

Consultation response overviews:

Online User Survey

Postcards

Emails

Consultation material:

Flyer

Interactive board

Roller banners

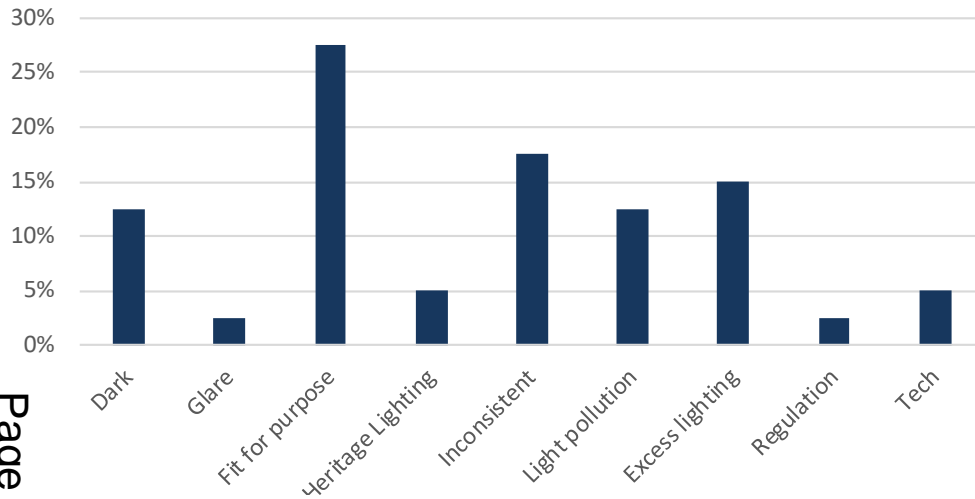
Postcards

Appendix 1- Online user survey

Total number of respondents: 52

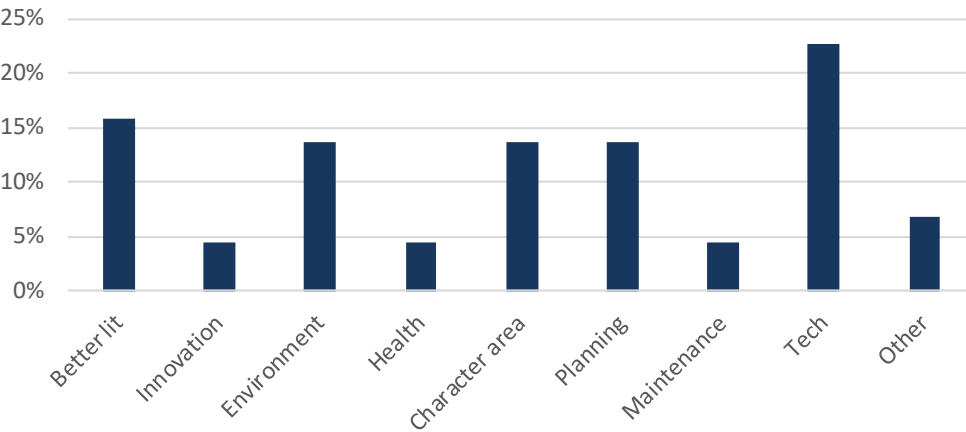
City resident **48.98%**
 City worker **24.49%**
 Visitor / Tourist to the City **26.53%**

Question 1



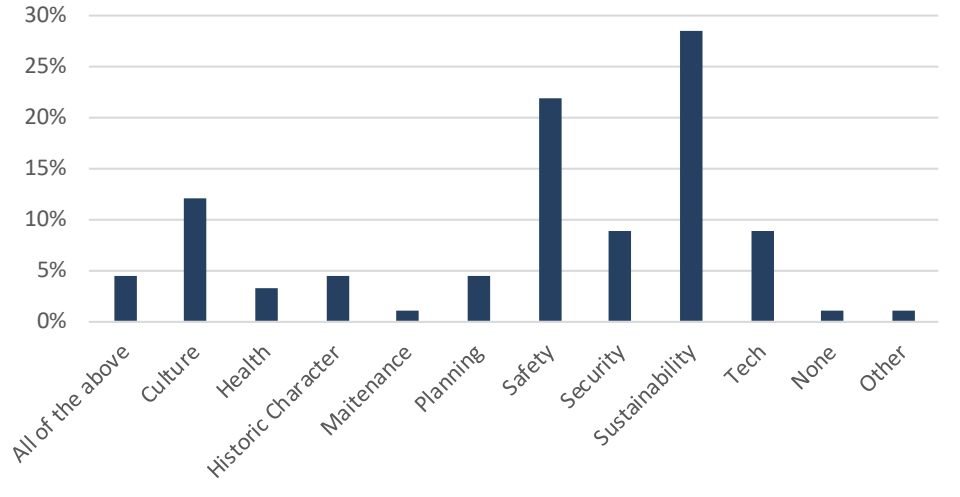
Key words: Glare, purpose, Health, excessive, dark, particular, lighting, inconsistent, lit, overall

Question 2



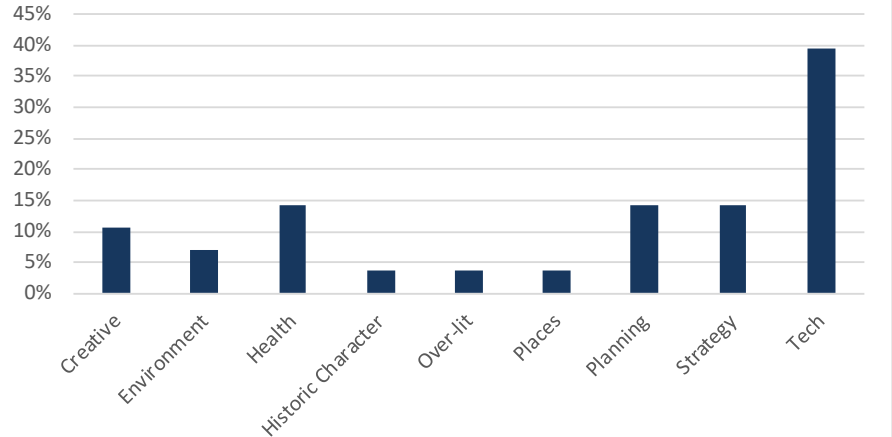
Key words: Existing Lighting Think Making Pollution Residential Bright Guildhall Fails to Mention Lamp London Wall Place LEDs Outdoor Lighting Street Office Blocks Lit Avoid Level Cultural Amount Strategy Bedroom Commercial Buildings

Question 3



Key words: Culture, Colour Temperature, Important, Light Pollution, Security, London Safety, Planning, Technology, Safe, Energy, Dark

Question 4

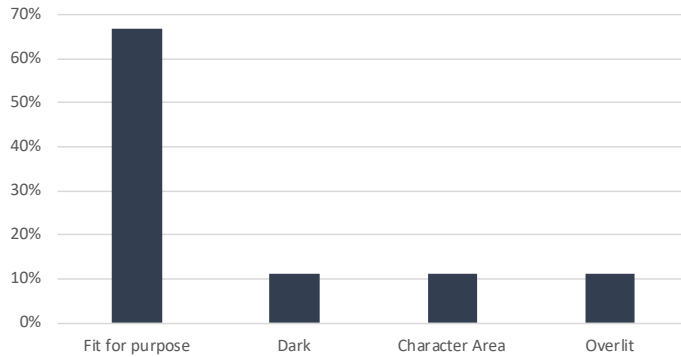


Key words: Driver, Public, Ambience, Places, Space, Focus, CCT, Interests, LEDs, Strategy, New Lights, Lamps, Short, Little, Dark, Poor, Reduce

Appendix 2- Postcard Responses

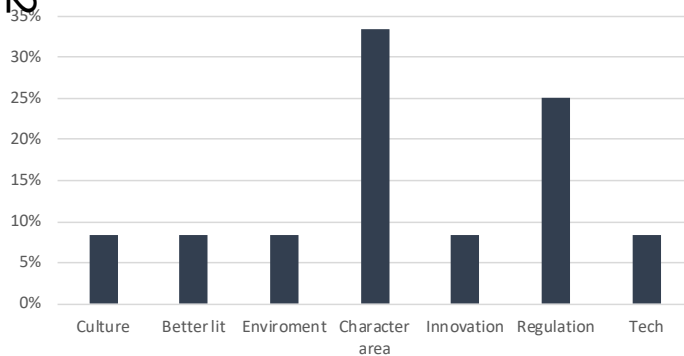
Total number of respondents: 14

Question 1



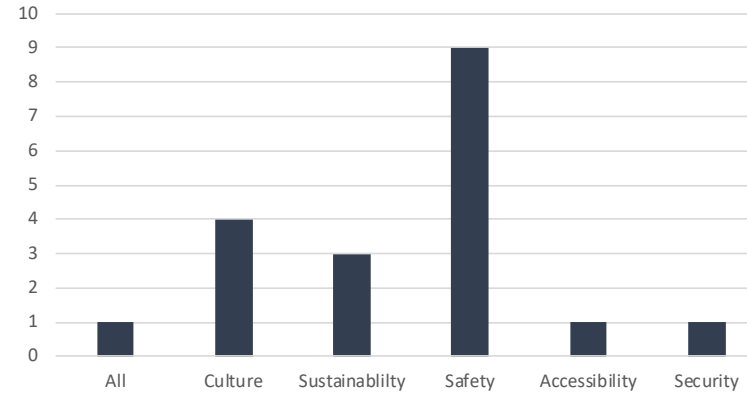
Fit for purpose- well maintained
Dark- areas not well lit
Character areas- ensure historic buildings look beautiful at night
Overlit- wasteful, empty office blocks lit up like xmas trees

Question 2



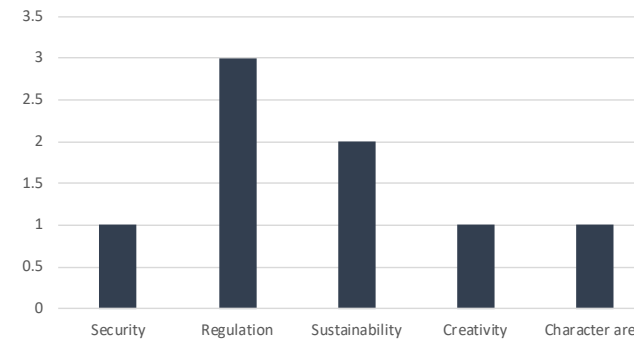
Culture- creative lighting around Barbican
Better lit- reduce light levels, extreme bright floodlights
Environment- protection for wildlife, light pollution, urban heat island
Character areas- wasteful, empty office blocks lit up like xmas trees
Innovation- paven gen lighting
Regulation - commercial regulation, curfews, turn lights off
Tech- movement responsive lighting, blue white light

Question 3



Culture- defining our historical monuments, ambience, creativity
Sustainability- not wasting energy,
Safety- main concern, safety first
Accessibility- helping people find their way around
Security

Question 4



Security- defining our historical monuments, ambience, creativity
Regulation- office blocks on all night, need regulation
Sustainability- lighting using solar power
Creativity- Led lamps to be used for more creative lighting
Character area- historical focus on buildings

Appendix 3- Email Responses

Total number of respondents: 13
Resident- 1
Worker- 2
Professional- 2

7 Association responses

Gilbert House Group
Andrewes House
Barbican Association
Friends of City Gardens
Illuminated river project team
City Property Associations

Barbican Association, Gilbert House Group, Andrewes House

We are supportive of anything which enhances the City and provides a safe environment and **we are in agreement** with much of what the strategy proposes.

Light pollution/Overlighting

- Light pollution is a significant issue which impacts residents' lives, provides near daylight lighting conditions 24 hours a day, the problem has gotten worse.
- Lighting for its streets and offices and buildings has to be balanced with the City residents' need not to be exposed in their homes to light pollution and over-lighting.
- Light spill from commercial properties to residents' flats, this can be solved with sensor controls; avoid monitors, tv screens and screensavers near windows; Occupiers should be guided to lower blinds after 7.00pm.
- Would support a strong and innovative approach to reducing light pollution, working specifically with the Mayor of London

Engagement/Management

- Disappointed that in the list of stakeholders with whom the lighting consultants engaged, residents do not appear to feature, little reference to the needs of residents
- Some being consulted with immediately adjacent to the Barbican Estate and of the Highwalks and garden spaces – in relation to lighting levels, peak and off peak times.

Character

- Culture Mile- report does not refer to the whole Barbican residential estate. Inappropriate applications of light displays and projections on the external surfaces of the estate. The proposed lighting of Beech Gardens is an intrusion of light into home environments and ecosystem.
- Highlighting of bridges- Wood and fore Street would be an intrusion into residents' flats
- Barbican- is lost within the Culture Mile. Needs to be looked at separately as a residential area. Deserves protection from light pollution and protection of dark area. The lighting design designed by the original architects manages light well- should remain as the existing. Agree that to illuminate openings but leave the boundaries themselves dark.

Night-time economy

- Residents have a right to a peaceful life so this needs balancing with the needs of residents.
- The illumination of open spaces near residents' flats, as already facing a growing number of people spilling out onto Fore and Wood Streets and on the highwalks.

Sustainability

- Agree with the recognition of the social and environmental effects of good lighting design.

Culture

- The dual nature of the Barbican as both a significant set of buildings and a residential estate.

Planning

- Improved lighting of residential areas.
- The City should make it a condition of a planning application that building owners and users adhere to good practice standards with regards to lighting.
- The City should adopt more government guidance on light pollution.
- The fitting of blinds should be a strict planning condition together with a regime for them being closed by 9pm.
- A rule that all lights to shops and offices are switched off at night as they have in other European cities?

Final comments:

Unclear on the status of any final report

Friends of City Gardens

Dark

- Preserving dark areas in parks and gardens- increasing lighting levels in these areas could affect the ability of bats to move around the City. The impact of this should be assessed before any changes are made- does not appear to be a mechanism for this in the Strategy.

Character

- Architectural lighting of buildings may adversely impact the ability of bats to access roosts.
- Full ecological assessment needs to be made when additional lighting of historic buildings to not affect animal habitat.

Sustainability

- Pleased on the strategy to recognize the importance of not disturbing roosting birds by additional lighting of trees
- Support measures to improve sustainability by reducing carbon emissions through reduced energy consumption.

Light Pollution

- welcome proactive measures to reduce the amount of light spillage and glare from commercial buildings as it is a hazard for migrating birds that fly at night.

Illuminated River Project Team

The vision document has a very clear aim, set out in a way that is both informative and aspirational. We **support** wholeheartedly the balanced approach to meeting **functional** and **aesthetic** lighting needs in the City.

Leo Villareal has provided the following feedback: *"The Lighting Vision for the City of London is inspiring in its sensitive approach to balancing the use of light in urban contexts. Most people take light for granted and are not aware of its profound impact on our daily lives. The City of London's vision makes abundantly clear why a new approach is needed and will lead to significant improvement in the use of illumination in London and beyond."*

Night time economy

- Appropriate lighting that help interpret history and promote night-time tourism.

Planning

- Embed lighting more coherently into the planning process, lighting could be more deeply enshrined within policy.
- Proposed Strategic Lighting Board would be a way to bring together public and private sectors to support the management and delivery of the strategy.

Culture

Careful approach to cultural lighting, appropriately balances the amount of light and colour, apply a similar approach to temporary lighting.

Character

- **Riverside-** welcome the requirement to consider the outcome of the *Illuminated River* in any re-lighting of the Riverside Walk area.
 - Coordinated approach with bridge landing points at the river banks.

- Create lighting uniformity along the riverside along with the restoration of existing components of the riverside lighting such as the iconic Sturgeon Lights.

CPA

The CPA fully supports the production of a Lighting Strategy for the Square Mile and the CPA considers that there is much in the Strategy to commend.

Engagement/Management

- CPA has not had an opportunity to take part of early stakeholder engagement. Seek the opportunity of further engagement with the City on the production of more detailed planning policy and guidance that is envisaged as a result of the production of the Lighting Strategy.

Subjectivity in analysis

- Concerned that some analysis creates a degree of subjectivity to the assessment of lighting in the City. Example:
 - Page 29 two retail precedent images are used to highlight "well illuminated routes reinforce pedestrian movements", yet elsewhere (p.33 and p.103), retail frontages are highlighted for "excessive light spill to pavement" and "shop floor lights operational out of hours".
 - Page 17, states "over-illumination of passageways result in areas of high contrast", however passageways often need to be highly illuminated to deter anti-social behaviour and rough sleeping.

Planning

- Sections 2 and 3 also highlight the adverse impact of commercial buildings having their lights left on when empty, however the strategy needs to acknowledge that international and national companies work late into light.
- All new and refurbished office buildings are fitted with PIR LED motion sensor lighting.
- support good practice guidelines of lighting office main entrances and reception as mentioned on page 20, however it is important that any such guidance takes a pragmatic approach to office developments, and particularly in respect of their main entrances and receptions.
- support the Strategy's desire to seek better control over the brightness of illuminated signs and media screens.
- supports the current policy of mounting street lights/ lanterns on building facades but need to be realistic and incorporated into the design.
- CPA would however wish to be kept informed of and be party to the formation of draft planning policy which we understand is expected to be part of a separate study as referred to on page 40 of the Strategy.
- concerned that "adherence" to all of the recommendations in the report is neither realistic nor feasible.
- acknowledge that better education may be required amongst owners and developers, but the Strategy is full of examples of recent developments setting out good or best practice in respect of their lighting strategies, this needs to be acknowledged in the strategy.

Consultation flyer



City Lighting Strategy

Page 174

Join us for a public consultation on the first City Lighting Strategy

The Vision

The City Lighting Strategy seeks to deliver a holistic, creative, and smart approach in which light and darkness are better balanced. It aims to meet both the functional and aesthetic needs of the City of London.

The consultation will be open from **Monday 22 January 2018 until Friday 2 March 2018**

A series of drop in sessions will be held in various locations in the City of London where officers will be available to provide information on the document and answer questions from the public. Evening sessions will be followed by walking tours which explore current challenges and opportunities of the City of London lighting. The tours will depart from the drop-in sessions locations at the below times.

Lunch Sessions

Date	Location	Time
23 Jan	Museum of London, Reception	12pm-2pm
30 Jan	St Giles Cripplegate Church, Barbican	12pm-2pm
9 Feb	Leadenhall Market	12pm-2pm
12 Feb	One New Change, Shopping Centre Ground Level	12pm-2pm

Evening Sessions

Date	Location	Time	Night Walk
25 Jan	One Creechurh Place, Reception	5pm-7pm	7pm-8pm
6 Feb	Golden Lane Estate, Sir Ralph Perring Centre	4pm-7pm	7pm-8pm
20 Feb	St Andrew Holborn	4pm-7pm	7pm-8pm

For more information about the City Lighting Strategy, to download a copy of the document, and to respond to the consultation survey visit:
www.cityoflondon.gov.uk/citylightingstrategy

Or contact:
CityLightingStrategy@cityoflondon.gov.uk



Photograph ©Jason Hawkins

Interactive board



These are the elements considered in our draft City Lighting Strategy. Please provide your comments below:

Functional

These recommendations ensure the new lighting approach provides a safe, secure and accessible environment for all.



Safety

Lighting plays a key role in enhancing safety after dark.



Security

Lighting can support the prevention of crime and anti-social behaviour and improve the perception of personal security.



Accessibility

The public realm in the City of London must remain accessible for all after dark.

Environmental

This set of guidelines provides a sustainable approach that balances the economic, environmental and social impact of lighting, and considers how lighting can play a key role in the cultural development of the City of London at night.



Sustainability

A balance between the social and economic benefits, and the environmental consequences of CO2 use.



Culture

Lighting can play a key role in cultural development, interpretation, education and tourism in the City of London.



Planning

Lighting is part of urban design and can contribute to place-making.

Technical

These recommendations suggest how to fully embed lighting within the planning system, setting out a clear structure to manage street lighting, including the formation of a Strategic Lighting Board, and encouraging the use of smarter technologies and innovations.



Management

The lighting of the City of London requires careful ongoing management and investment.



Technology

State of the art technology can be employed to assist in improving the lighting in the City of London.

Interactive board cards

Functional

These recommendations ensure the new lighting approach provides a safe, secure and accessible environment for all.



Safety

Lighting plays a key role in enhancing safety after dark.



Security

Lighting can support the prevention of crime and anti-social behaviour and improve the perception of personal security.



Accessibility

The public realm in the City of London must remain accessible for all after dark.

Environmental

This set of guidelines provides a sustainable approach that balances the economic, environmental and social impact of lighting, and considers how lighting can play a key role in the cultural development of the City of London at night.



Sustainability

A balance between the social and economic benefits, and the environmental consequences of CO2 use.



Culture

Lighting can play a key role in cultural development, interpretation, education and tourism in the City of London.



Planning

Lighting is part of urban design and can contribute to place-making.

Technical

These recommendations suggest how to fully embed lighting within the planning system, setting out a clear structure to manage street lighting, including the formation of a Strategic Lighting Board, and encouraging the use of smarter technologies and innovations.



Management

The lighting of the City of London requires careful ongoing management and investment.



Technology

State of the art technology can be employed to assist in improving the lighting in the City of London.

Appendix 5- Consultation material

Roller banner- The Vision

The Vision

The City Lighting Strategy seeks to deliver a holistic, creative and smart approach in which light and darkness are better balanced. It aims to meet both the functional and aesthetic needs of the City of London.

Key lighting issues in the City of London

A visual survey of the existing lighting was conducted as part of this study. The key issues identified were:

- Glare:** Certain types of light fittings currently being deployed create unwanted glare.
- Variety:** There is considerable inconsistency and variety both in type of luminaire and in lighting design.
- Scale:** The mounting height of some fittings creates an inappropriate scale for pedestrians.
- Over-lighting:** Many areas have higher levels of illumination than required.

Technical recommendations proposed in the strategy

The strategy suggests lighting interventions that meet road and transport systems in the City of London. A three dimensional research including: Street lighting, outdoor lighting, landscape lighting, and public art recommendations. The approach of the City of London Lighting Strategy can be broken down into four key areas:

- Colour Temperature:** The use of white light for public lighting systems is recommended to be more consistent. It is suggested that the use of warm white light (2700K) is preferred for street lighting to create a warm and inviting atmosphere. The use of cool white light (4000K) is recommended for street lighting to create a bright and clear atmosphere.
- Lighting Level:** The recommended lighting levels for different types of road (main roads, side roads, footpaths and cycleways) is proposed to be more consistent. The lighting level should be determined on a street by street basis.
- Mounting Height:** It is recommended that mounting height of lighting fittings should be consistent to the height and width of a street or open area, to ensure uniformity of lighting level throughout the City.
- Time and Management:** The timing and management of the lighting level can be determined on a street by street basis. The timing includes three levels of light: Peak, Incident, and Off Peak.

City Lighting Strategy

Please submit your comments by emailing us at: citylightingstrategy@cityoflondon.gov.uk or by completing an online survey on our website: www.cityoflondon.gov.uk/citylightingstrategy

Roller banner- Enhancing Character areas

Enhancing character areas through light and darkness

One of the key recommendations of this strategy is to use light and darkness to enhance the distinct character areas that make up the City of London.

Identified Character Areas

The strategy identifies 12 character areas within the City of London, each with distinctive attributes creating specific lighting proposals to open spaces, buildings, landscaped areas, and public art. This will highlight the unique heritage, scale and detail that define their individual characteristics.

Examples of character areas' recommendations

- 1 Chancery Lane**
 - Use historic lanterns to enhance the character of the area.
 - Introduce consistent lanterns including streetlights.
 - Introduce a new lighting strategy along main roads to highlight historic architecture.
 - Highlight major junctions to assist with navigation and safety.
 - Use consistent lanterns to deliver subtle lighting to historic buildings.
 - Employ warm white lighting to enhance historic character.
- 2 Culture Mile**
 - Celebrate the rich historic and iconic architecture of the area by introducing lighting which is sensitive to the original design intent.
 - Introduce a playful lighting approach which allows for showcasing the historic cultural institutions in the area (such as the Barbican, Museum of London, and Guildhall School of Music and Drama).
 - The base level of functional light for open spaces is to be delivered from high level poles (luminaire to clear maximum height) for events.
 - Low level lighting to be introduced throughout the area to create unique identity and allow for moments of interaction.
 - Low level lighting to be used to create unique ambience and encourage activity after dark.
- 3 Riverside Walk**
 - Introduce uniform low light levels along street of example, with improved accessibility and ensure consistency along street of pathway.
 - Provide historic lighting to landscape and create a sense of continuity with the environment after dark.
 - Introduce lighting at low level along key changes in level including gates and improve the visibility of the space without negatively impacting existing settings.
 - Provide historic lanterns to promote pedestrian movement and support safety and security.
 - Introduce playful interactive lighting which creates a sense of fun between pedestrian and activity.
- 4 Bank Junction**
 - Introduce architectural lighting to the historic buildings of Bank Junction to improve legibility of junction and enhance building facade appearance.
 - Provide lighting control to luminaires to facilitate use of public space after dark during peak and off peak hours.
 - Illuminate junctions to improve safety and legibility and connect into the larger network of routes.
 - Highlight street corners and secondary routes to encourage pedestrian use of alternative routes.
 - Introduce historic lighting to destinations supporting night time economy and pedestrian movement.

City Lighting Strategy

Please submit your comments by emailing us at: citylightingstrategy@cityoflondon.gov.uk or by completing an online survey on our website: www.cityoflondon.gov.uk/citylightingstrategy

Bike Cart



Postcard

How should the City be lit?
City Lighting Strategy Public Consultation

The City Lighting Strategy seeks to deliver a holistic, creative and smart approach in which light and darkness are better balanced. It aims to meet both the functional and aesthetic needs of the City of London.

Please give your views on the back of this card and post it in the box provided next to the display or in any post box (no stamp is required).

You can also visit: www.cityoflondon.gov.uk/citylightingstrategy

to leave your comments and read the strategy.

City Lighting Strategy

We want to hear from you

In order to develop projects that meet the needs of the community, we want to hear your views.

1. What do you think of the City of London lighting?

2. What changes would you like to see in the City of London lighting? If possible, can you please provide location examples?

3. What elements of lighting are important to you? (e.g. safety, security, accessibility, culture, sustainability, planning, technology, etc.)

4. Please provide any other comments or suggestions you might have below.

You can also submit your comments by emailing us at: citylightingstrategy@cityoflondon.gov.uk or by completing an online survey on our website: www.cityoflondon.gov.uk/citylightingstrategy

Response deadline 2 March 2018



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

BUSINESS REPLY SERVICE
Licence No. LCN09339



If you have any comments or feedback you feel was not covered in this report, please email citylightingstrategy@cityoflondon.gov.uk.

Appendix 1: City Lighting Strategy amendments table

Draft version	Finalised Strategy	Rationale for change
	General note – recommendations wording has often been redrafted, to make the text clearer. These are not changes to the content of the recommendations, but slight amendments to the way the text is written.	Some of the City Lighting Strategy principles and main messages were not clearly understood by the public during public consultation.
Process	Additional meetings were arranged with City Property Association (CPA) and City of London Police	To respond to the requests for further engagement received during public consultation.
Executive Summary 0.0	Vision was shortened and simplified.	For Clarity and comprehension.
	Reference to Smarter Cities was corrected.	To reflect the changes to the Corporate Smarter City Programme
	Reference to Corporate aim and objectives was added, together with the ways the City Lighting Strategy is meeting the Corporate outcomes.	To reflect the alignment of the Strategy document to the Corporate aims
	Rewording of key opportunity's section related to upgrade of contemporary and heritage lanterns	To clarify the approach by the City of London of not planning to replace historic gas mantles
	Planning recommendations updated	To clarify the aim of a future planning guidance document and emphasise the commitment by the City of London to promote best practice to reduce light pollution.
	Delivery section added to executive summary chapter	Draft version did not reflect the delivery section in the executive summary chapter
	Recommendations changed to bold and with grey box to ensure they are highly visible	For Clarity
Introduction 1.0	Reference to Corporate aim and objectives was added, together with the ways the City Lighting Strategy is meeting the Corporate outcomes.	To reflect the alignment of the Strategy to the Corporate aims
	Change of section title from briefing process to briefing process and consultation with section on public consultation added.	To inform on the consultation process and its results
	Top right image of page 21 changed to provide a better example	To respond to CPA comments and provide a clearer example of over-illumination.
	Update of Subheadings number	For clarity (previously incorrect)

	Amendment of section: <i>‘Consideration should be given to mounting fittings at a more human scale, WHEN POSSIBLE, as part of any move to upgrade the public lighting systems to LED’</i>	Mounting height will not be reviewed through the LED upgrade. However, when possible, liaison will be attempted with building owners to facilitate the alignment of mounting height to the Strategy recommendations.
	Signs and Signals – reference to enforcement has been removed	City of London does not have enforcement power regarding signs and signals but can promote better practice through communication with its stakeholders.
Vision 3.0	Vision was shortened and simplified.	For Clarity and comprehension.
	Reference to Smarter Cities was corrected.	To reflect the changes to the Corporate Smarter City Programme
	Centre bottom photo replaced as per CPA comments (p. 33)	To respond to comments received by CPA
Key Recommendations 4.1.	Recommendations in bold and with grey box to ensure they are highly visible	For Clarity
Security	Addition of reference to vulnerable areas that require consultation with CoL police and note that lighting can help deter crime	Following further engagement with COL police
Accessibility	Consideration of needs of people with sensory/ neurological processing difficulties was added	To reflect comments received during public consultation.
Environmental	Note of light pollution in text and recommendations	To emphasise the need of reducing light pollution in response to comments received during public consultation
	Note added in text and recommendations ‘Removal of light fittings where appropriate’	To ensure the City of London will reduce and remove street lighting if not necessary
Culture	Note included regarding pilot program in Culture Mile	To reflect the proposals of the Culture Mile Look and Feel Strategy
Management	Recommendation included to update the CPR technical Manual to include section on lighting luminaires standards.	To provide the necessary information to external stakeholders.
Delivery	Replacement of street and amenity lighting: <ul style="list-style-type: none"> - Note to retain historic gas light - Note on mounting height changes when feasible and agreed with building owners Improvements to illumination of public realm: <ul style="list-style-type: none"> - Addition of proposal for St. Paul’s Cathedral lighting scheme - Addition of note regarding section 106 initiatives Implementation of improved planning guidance:	To provide further details on specific implementation projects derived by the Strategy’s recommendations. To reflect the comments received during the engagement sessions the drop-in sessions during public consultation.

	- Section reviewed to provide further details on future planning guidance	
Lighting Standards 4.2.	Lighting level, colour temperature and mounting heights maps updated to reflect the proposed new transport strategy road hierarchy	To align with the future Transport strategy road hierarchy
	Addition of timings table to show peak/off-peak/night hours proposed	To ensure the clarity over the different times of the day and provide approximate hours range.
	Addition of night scene	To respond to concerns regarding the need of a timing range during night time that requires minimal level of lighting
	Addition of route typology and classification definition	To align with Local plan policies and future Transport strategy
	Additional of new lighting level added in the Criteria	To respond to the need from residents and Environmental Health team regarding the need of having lower levels of light during night time.
	Addition of note below lighting levels map regarding the road classification	To ensure the levels provided in the map follow the changes in the City of London 's road classification and uses (Eg. Bank's Junction)
	Criteria themes to decide upon colour temperature of a route have been recommended in the text with a reference note under the Colour temperature map.	To ensure implementation of the colour of light require for each route is not solely informed by the provided map and Character area recommendation.
	Addition of note below lighting colours map regarding the road classification	To ensure the lighting colour temperature criteria provided in the map follow the changes in the City of London 's road classification and uses (Eg. Bank's Junction)
Character Areas 4.3	<u>Temples</u> Annotation below images, text and sketch annotations updated to clarify the approach to historic gas mantle lights	To respond to concerns about historic gas mantle lights being replaced by LED sources.
	<u>St. Paul's and Carter Lane</u> Addition of the need of upgrading St Paul's Cathedral lighting	To respond to comments received about the need of illuminating building of historic importance and churches
	<u>Culture Mile</u> Addition of residential community within the Culture Mile area with additional recommendation to ensure lighting doesn't negatively impact on residents or residential area.	To respond to residents' comments.

	Addition of consideration of lighting levels around Crossrail station.	To ensure Crossrail station opening is recognised in the Culture Mile Character area.
	Long Lane Sketch view amended to reduce levels of colourful lighting and enhanced architecture lighting instead Precedents images amended	To respond to comments received by residents on the need to maintain the lighting colour neutral during typical evenings.
	Image from Beech Street tunnel lighting event added	To demonstrate the temporary event mode with a precedent photo
	Additional recommendation on the need for event lighting to consider and respect residential areas and ensure there is no negative impact on residents.	To respond to comments received by residents
	<u>Cheapside + Guildhall</u> Addition in text about the need of switching off / dimming any tree's up light to reduce negative impact on ecology and reduce light pollution	To respond to concerns from open spaces about negative impacts of lighting trees and plants
	<u>Bank</u> Additional note regarding future changes to Bank and adjustment of light levels and colour temperature	To align with the future Transport strategy objectives
	<u>Middlesex street</u> Additional text regarding Petticoat Lane Market and its enhancement project	To ensure such an important proposal is considered when addressing the lighting in the area.
	<u>Eastern City Cluster</u> Colour temperature aspirations changed to a warmer white colour in the area	To provide the area with the correct ambience light, considering the spillage already deriving by the area's glass buildings.
	<u>Aldgate Square</u> Addition of recommendation regarding the new public square + addition of precedent photo of Square lighting	To ensure the new square is considered when addressing the lighting in the area.
	<u>Riverside Walk</u> Additional sketch and section added to the Character area	To emphasize the importance of the Riverside Area in the future, it was felt important to reflect future possible proposals and potential in the area.
Appendix A.0	Update of maps and transport strategy map has been added as reference	To reflect what has been used as reference mappings
	Top right image of page 109 changed to provide a better example	To respond to CPA comments and provide a clearer example of over illumination.

Committees:	Dates:
Planning and Transportation - For decision Court of Common Council - For decision	11 September 2018 18 October 2018
Subject: Culture Mile Look and Feel Strategy: Adoption of Strategy	Public
Report of: Director of the Built Environment	For Decision
<p>Summary</p> <p>This report seeks approval for the adoption of the Culture Mile Look and Feel Strategy and to inform Members of the results of the public consultation and the subsequent revisions to the Strategy. Reference copies of the Strategy have been made available in the Member’s Reading Room.</p> <p>Culture Mile is an initiative led by the City of London Corporation, The Barbican, Guildhall School of Music & Drama, London Symphony Orchestra and the Museum of London. It aims to animate the north-west corner of the square mile with imaginative collaborations and events, making Culture Mile a corner of London where creativity is fast becoming the most valuable currency. The project also responds to the opening of Crossrail at Farringdon and Moorgate, which will make the area more connected than ever, and the move of the Museum of London to Smithfield.</p> <p>The Look and Feel Strategy aligns with the Corporate Plan, Culture Strategy, and the Culture Mile Strategy and builds on previous work such as the Barbican and Golden Lane Area Strategy.</p> <p>In October 2016, Members approved the initiation and development of a Strategy for a distinct ‘Look and Feel’ of the public realm. Fluid Architects were appointed in January 2017 to complete this work looking at key themes: lighting; way finding; public information; public art and place activation; greening; servicing, infrastructure and management. The Strategy was developed through extensive stakeholder engagement, including holding regular workshops with officers from different City departments, Culture Mile partners, and residents’ representatives. In addition, a series of ‘pop-up’ artistic installations and activities were held to engage with the public on the themes emerging in the Strategy.</p> <p>On completion of the draft Strategy, Members agreed that a public consultation be held. The public consultation was held over an 11 week period, with resident and other stakeholder engagement continuing beyond this period; using a variety of methods as detailed in this report. A summary of the responses is set out in paragraphs 8 and 9 of this report.</p>	

The Strategy proposes a series of environmental enhancements and other projects/ approaches to improve the area, grouped into four aims:

- Aim 1: Form a Cultural Spine
- Aim 2: Take the Inside Out
- Aim 3: Discover and Explore
- Aim 4: Be Recognised and Be Different

The majority of respondents to the consultation were supportive of the four aims. Positive comments included support for wayfinding improvements, increased greenery, prioritisation of pedestrians, improvements to Beech Street, and increased community involvement. Issues raised included concerns over maintenance, the need for protection of listed buildings and of green spaces, a need for noise management and communications around events. These are summarised in the attached Consultation Report (see Appendix 1) and at paragraph 8 in this report.

The Strategy was subsequently redrafted, based on a 'you said, we did' approach. Certain elements of the document have therefore been revised in response to feedback, or to alter emphasis. A summary of the changes is provided at paragraph 12; and in detail at Appendix 2.

In addition to the Strategy, a Detailed Delivery Plan and Evidence Base document are presented for Members' approval, and all documents have been made available in the Members' reading room.

The final Strategy creates a strong framework to guide a range of activities and projects that collectively will transform the look and feel of the Culture Mile area.

Recommendations

Members are asked to:

- Adopt the Culture Mile Look and Feel Strategy, the Detailed Delivery Plan and Evidence Base document.

Main Report

Background

1. In October 2016, Members approved a project to develop a Culture Mile 'Look and Feel' Strategy that would give clear and demonstrable direction to the City's ambitions for the public realm in Culture Mile; and to set out how to deliver change in the area in the most efficient and coordinated manner.
2. After an open tender exercise, the architects Fluid were appointed to deliver the Strategy. Their team included sub-contractors from: Arup (digital and landscape); Seam lighting; Contemporary Arts Society; and Alan Baxter, who together were able to provide the correct expertise to fulfil the wide-ranging brief.
3. The process has involved an in-depth research period and analysis of the area; including interviews with relevant stakeholders, meetings and

representation from officers including Planning, Heritage, City Transportation, City Police, Open Spaces, Highways, and Culture Mile partners (Barbican, LSO, Guildhall School, Museum of London). The working party has also included local residents' representatives. The Strategy has been developed via the Culture Mile governance process, including the Members' Culture Mile Working Party and the Culture Mile Programme Board of partner CEOs.

4. In addition, informal public engagement has been undertaken to inform the drafting of the document. This has included a series of 'Pop-Up' events and art installations in the area, surveys, walking tours, and 1:1 meetings. Through this work the project has engaged with residents, Smithfield Market traders, Culture Mile champions (local businesses looking to support Culture Mile objectives), and visitors in the area.

Consultation

5. The draft Strategy was completed in October 2017, and Members agreed that a public consultation be undertaken. The draft contained a series of environmental enhancements and other projects/ approaches to improving the area, grouped into four aims:

- Aim 1: Form a Cultural Spine
- Aim 2: Take the Inside Out
- Aim 3: Discover and Explore
- Aim 4: Be Recognised and Be Different

6. The consultation on the draft took place over a period of 11 weeks, from November 2017 to February 2018. In addition engagement with local residents and other stakeholder groups continued after this period, via meetings and presentations. The consultation used a variety of methods:
 - A total of 12 public drop-in sessions, during lunchtimes and evenings in locations across the area
 - Online consultation web pages: the document was uploaded and publicly accessible on the website; an online survey was available; and a contact email for general enquiries/ responses was provided
 - A survey was undertaken at the drop-in sessions
 - An engagement exercise as part of a Museum of London Culture Mile event about Active Travel
 - Engagement with Culture Mile stakeholders and the Culture Mile Network
 - Email updates/ correspondence with interested City Members, members of the public and stakeholders
 - Publicity through the Culture Mile partners and the City of London, including adverts/ articles in City Matters and City Resident, and social media publicity of drop-in sessions
 - Meeting with the Barbican Residents Association 'Culture Mile' working party
 - Presenting to Barbican Residents House Groups AGM

- Meeting with community representatives and other individuals as requested
- Presenting to City of London Access Group (CoLAG)
- Presenting to the Culture Mile Network of local businesses

Consultation responses

7. There were various forms of responses to the Strategy consultation. The drop-in sessions were attended by members of the public (c.180 total); there were 74 responses to the survey; along with 16 separate emailed responses from individuals and 7 responses from various resident representative groups including the Barbican Association, Heron Tower residents' representatives, and the Friends of City Gardens. Meetings with resident groups were also held. This is in addition to the engagement undertaken throughout the process of drafting the strategy, which included 197 surveys collected (including a wayfinding survey), pop up engagement for 250 people, and walking tours (20 people).
8. The Consultation responses were in general supportive of the Strategy and aspirations for Culture Mile, though in some cases with some specific concerns about particular recommendations, or clarification required about the way in which the initiative will be developed. A detailed consultation report is attached at Appendix 1. In summary, the key findings included:
 - The four aims of the Strategy were agreed with by 66% of respondents
 - Major changes and improvements to Beech Street were supported
 - Wayfinding improvements were a high priority
 - Residents and local businesses would like to be more involved/ kept better informed in regard to Culture Mile activities, and reassured that proper processes are in place for event management
 - Residents in general were very supportive of community-led projects and better community facilities in the area
 - The maintenance of the listed building was a key priority for Barbican Estate residents, along with ensuring that peaceful areas in the estate are maintained
 - An ambition to support independent retail/food offer and spaces for Creative industries and other creative small businesses in Culture Mile was positively received, and to strengthen the Culture Mile Network
 - The need for more green spaces to provide peace and tranquillity
9. The consultation also played a role in starting to communicate the wider Culture Mile projects to members of the public. The survey included questions about how the local community might be interested in being involved in Culture Mile. Questions asked: what sort of public arts/ events would you like to see; what places in the area would be recommended to host art and activity; and how respondents might like to be involved with the initiative in the future. Many respondents requested ongoing communication and consultation throughout the development of the Culture Mile initiative. See detailed information in the attached consultation report for responses to these questions (at Appendix 1).

Current Position

10. The Strategy has been redrafted to reflect the findings of the various consultations and engagement sessions. It is now recommended that the revised Strategy be adopted by Members as the guidance document for the 'Look and Feel' of the Culture Mile area.
11. The rationale for changes made in the document is generally to allow it to respond to one of three factors:
 - i. The responses received during the public consultation
 - ii. The new Culture Mile governance structure, and feedback from the subsequent engagement with the new workstream leads. In addition where Culture Mile projects had moved on (e.g. Museum of London move to Smithfield; Legible London Wayfinding); some updates were made to reflect these changes
 - iii. To streamline/ rationalise the proposals and make the document clearer
12. The Strategy sets out the high-level Vision, Aims and Outcomes for the Culture Mile Look and Feel initiative. It also includes a Summary Delivery Plan that sets out a list of programmes and proposals to achieve the Outcomes in the Strategy. These programmes include:
 - The development of major projects such as the Museum of London and Smithfield Rotunda, Beech Street tunnel and the proposed Future Centre for Music
 - The delivery of temporary installations, Public Art and Community led projects
 - The implementation of the Culture Spine, Silk Street and Moor Lane projects and infrastructures supporting future Culture Mile activities
 - The delivery of signage and public information system, lighting enhancements
 - The development of policy and processes
13. The detailed information about the proposals can be found in the 'Detailed Delivery Plan' and an 'Evidence Base' supporting document that includes the consultation and research reports that informed the drafting of the Strategy.
14. The changes made in the Strategy have been set out in a detailed amendments table, which is given at Appendix 2. A summary of the changes made in response to the consultation and stakeholder engagement includes:

Aim 1: Form a Cultural Spine

- **Culture Spine:** A new section in the strategy relating to north-south links off the main 'spine', to ensure that these areas are also given importance
- **Beech Street:** Clearer emphasis on aspirations to transform Beech Street as a key 'place'
- **Wayfinding and Accessibility:** A much greater emphasis on accessibility has been made, with strengthening accessibility of spaces as a key principle in the strategy, and specific access improvements set out

Aim 2: Take the Inside Out

- Community: Recommendations added to focus on community and how local communities can be involved with programming to reflect the enthusiasm of respondents.
- Processes: Additional recommendations for putting together curatorial strategies and technical manuals were added. This would provide processes for event management and resident communications.

Aim 3: Discover and Explore

- Quiet areas and air quality:
 - A section on greening has been developed further and called 'Urban Oasis' to give emphasis to the parts of Culture Mile that have a calm, quiet or oasis-like character;
 - A recommendation to use measures to protect wildlife and habitats was added;
 - Greater emphasis on reducing traffic and improving air quality;
 - References to changing the use of car parks have been withdrawn due to some negative responses;
 - References that implied allowing public access through to the Barbican via privately accessible-only spaces (e.g. via Barber Surgeon's Garden) have been removed.
- Listed Building guidance and maintenance: Additional references to Listed Building guidance and other conservation issues have been added, and a new section called 'Sustain, maintain and enhance' has been included to reflect the desire of respondents to see a greater emphasis on maintenance, cleansing, and the protection of the listed buildings and conservation areas in Culture Mile.

Aim 4: Be Recognised and Be Different

- 'Creative enterprise': A new section to reflect the aim of enabling SMEs, local independent businesses, and creative start-ups to work in the area.
- Culture Mile Network: A new section on local businesses/ organisations and the Culture Mile Network in response to the Network wanting to be involved with Culture Mile and public realm initiatives.

Proposals

15. Members are asked to approve the final Look and Feel Strategy, the Detailed Delivery Plan and the Evidence Base Document.

Corporate & Strategic Implications

16. The Look and Feel Strategy sets out a series of recommended changes to the Culture Mile area, which will contribute towards achieving various corporate and departmental strategic objects. In particular:

Corporate Plan:

- People enjoy good health and wellbeing
- We are a global hub for innovation in finance and professional services, commerce and culture
- We inspire enterprise, excellence, creativity and collaboration
- We have clean air, land and water and a thriving and sustainable natural environment
- Our spaces are secure, resilient and well-maintained

Department of the Built Environment business plan objectives:

- Advancing a flexible infrastructure that adapts to increasing capacity and changing demands
- Developing a smarter approach through use of data and technology
- Creating an accessible city which is stimulating, safe and easy to move around in
- Empowering a rich and thriving social and cultural offer

17. The Look and Feel Strategy also contributes to the aims of: the City's Cultural Strategy; the Culture Mile Strategy; and some of the Culture Mile Partner's Strategic Objectives.

18. A number of the recommendations in the Strategy relate to exploring changes in policies or processes. For example, the 'Creative Enterprise' section looks at how to make Culture Mile a place for creative businesses including start-ups, which may require a change in the way some spaces are let in the area. In these cases, detailed reviews will be undertaken and any changes would be brought to Members for adoption prior to any changes being made.

Financial Implications

19. The approved £350,000 budget has been fully utilised on developing and delivering the Strategy, the Committee reports, and all associated documents.
20. The Strategy sets out a series of recommended changes to the Culture Mile area which are further explained in the Detailed Delivery Plan document. These will be enacted via individual projects subject to their own governance and budgeting. It is anticipated that a number of the projects will be funded through the 'Culture Mile Look and Feel Implementation' budget that has been set aside for this purpose. In order to draw down on that budget each project will be subject to specific reporting processes and brought to Members for approval in due course.

21. Funding for each work programme and project will be subject to confirmation at that time but it is anticipated that funding for these projects will be mainly from external sources such as Transport for London and Community Infrastructure Levy (CIL) contributions, s106 and s278 agreements from existing and future developments.

Recommendations

22. Members are asked to adopt the Culture Mile Look and Feel Strategy.

Appendices

- Appendix 1 – Culture Mile Look and Feel Strategy Consultation Report
- Appendix 2 – Look and Feel Strategy Amendments Table

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CULTURE MILE LOOK AND FEEL STRATEGY

Public Consultation Report
22 November - 4 February 2018

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Introduction

This report documents and summarises the feedback received for the public consultation for the Culture Mile Look and Feel Strategy, which took place from 22nd November 2017 to 4th February 2018.

The purpose of the consultation was to gather feedback on the draft Strategy, and to understand the issues and aspirations for the Culture Mile project.

A series of public drop-in sessions were held in several locations across Culture Mile: Golden Lane Estate, the Barbican Centre, an event at the Museum of London, Guildhall School, West Smithfield, Moor House and Charterhouse, Smithfield Market, St Giles' Church, St Bartholomew's Hospital, 2 London Wall Place, all hosted sessions. Thank you to all who hosted these sessions for us.

In addition, the Strategy was available to be downloaded from the City website (www.cityoflondon.gov.uk/lookandfeel), and a survey that could be filled in online. The consultation was also advertised through print and online media as well as via local contacts and posters.



Summary of key findings

The consultation provided officers with some clear feedback to enable the City to develop the Strategy for Culture Mile. This document sets out what this feedback was in detail, with the main points being:

- The four aims of the Strategy are generally agreed with.
 - Major changes and improvements to Beech Street are supported.
 - Residents and local businesses would like to be more involved and kept better informed
 - Residents in general are very supportive of community led projects and better community facilities in the area.
 - The maintenance of the listed building is a key priority for Barbican Estate residents, along with ensuring that peaceful areas in the estate are maintained.
- Wayfinding improvements are a high priority.
An ambition to support independent retail/food offer and spaces for creative and/or small businesses in Culture Mile was positively received.

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What is Culture Mile?

In July 2017, 5 core partners – the City of London Corporation, Barbican, Guildhall School of Music & Drama, London Symphony Orchestra and Museum of London – announced the ambition to create a major destination for culture, creativity and learning in the heart of London's financial district.

It is a 10 to 15-year project to transform the area, that includes major capital projects such as the relocation of the Museum of London to Smithfield, as well as changes to the way the partners engage people, and we work together.

What is the Look and Feel Strategy?

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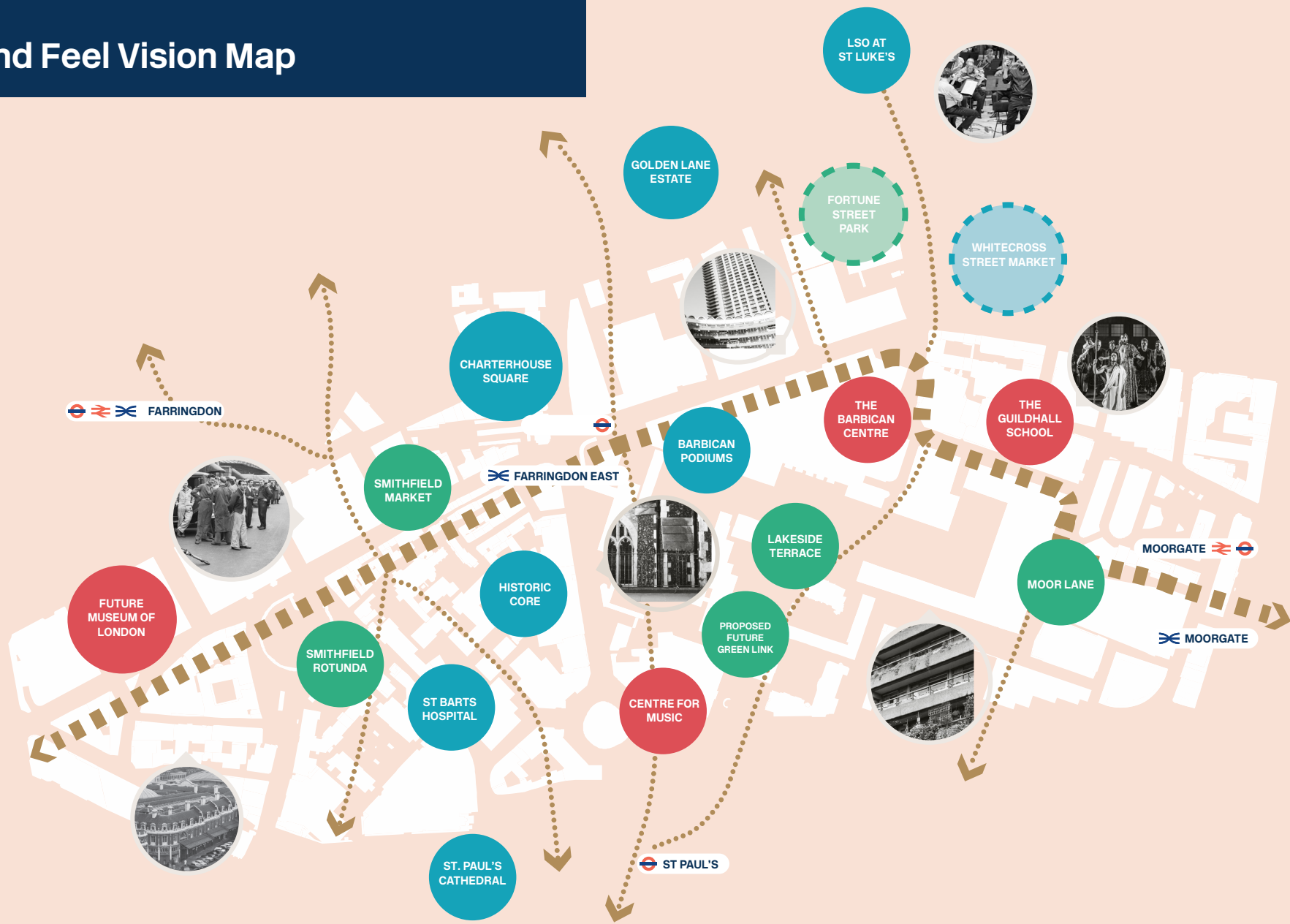
The Culture Mile vision aims to create a vibrant and welcoming cultural and learning destination for all – residents, workers and visitors. The Look and Feel Strategy is a first step in doing this, by:

- setting out a series of recommendations for physical changes to the outdoor and public spaces in Culture Mile
- stating ambitions for public art programming in the area
- exploring ways to make Culture Mile different to other areas in the City in the way that it creates space for culture and creative industries
- creating means of community engagement and increased access to the amazing assets in Culture Mile

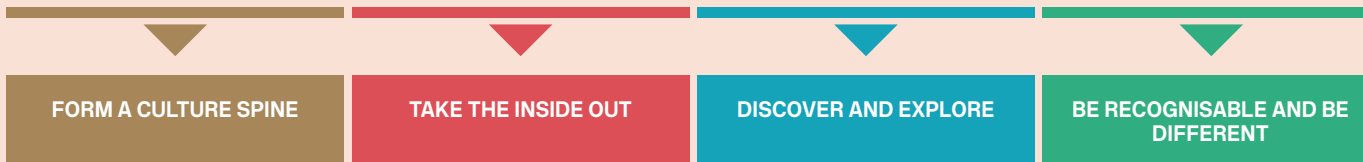


Look and Feel Vision Map

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KEY



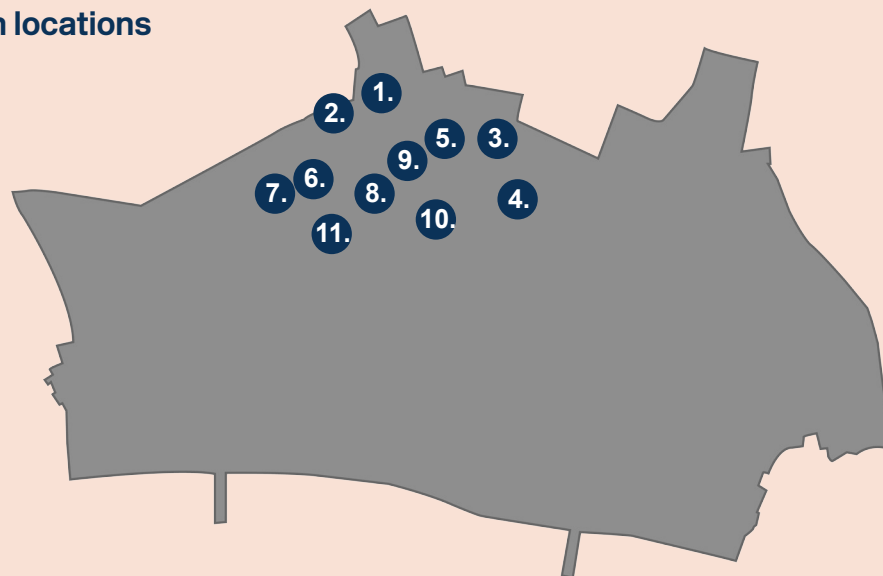
Methodology

The public consultation was conducted through various methods, which include: user surveys, drop-in sessions, online surveys, emails and stakeholder meetings. The surveys posed the following seven questions:

1. What do you most value about the area?
2. What changes would you most like to see in the area?
3. How do you think we should increase public amenities in Culture Mile? (e.g. signage, seating, green spaces, facilities for families etc.)
4. Do you agree with the 4 key aims in the strategy? What sorts of public arts/events would you like to see?
5. Do you have any suggestions for venues/spaces for possible events in the area?
6. How would you like to be more involved with this initiative in the future?

The feedback received was collected and documented by City officers. The key points from each question were analysed by theme to consider the issues and aspirations across the Culture Mile

Drop-in locations



1. Golden Lane Estate x2
2. Charterhouse Square
3. Guildhall School
4. Moor House
5. Barbican Centre

6. West Smithfield
7. Smithfield Market
8. Museum of London
9. St Giles' Church
10. 2 London Wall Place
11. St. Bartholomew's Hospital



St. Bartholomew's Hospital, 1 Feb 2018

St Giles' Church, 30 Jan 2018

16 Responses
With feedback from residents and other stakeholders

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74 Responses
Written surveys and online responses



13 Locations
Across the Culture Mile and including an active travel event at the Museum of London



6 Responses
From resident associations in Culture Mile representing local residents

Meetings
Discussing specific issues and aspirations with individuals and groups



Presentations
including City of London Access Group, Culture Mile Network of local businesses, Barbican Association, Museum of London all staff meeting

Outreach

- Articles
- Presentations
- Newsletters
- Social Media

Q1: What do you most value about the area?

This question focused on the existing state of the area across the Square Mile. This question was intended to draw out which characteristics should be conserved and celebrated for years to come.

There was an overwhelming enthusiasm about the tranquility and peacefulness across the area, highlighting the importance of these spaces to many workers, residents and visitors. Overall, the area is celebrated for its diversity, history, architecture and greenery.

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“ Greenspaces and cultural areas such as the summer events in the rotunda ”



“ juxtaposition of old and new buildings, history, Christian heritage, multi-cultural ”

“ The green spaces provide peace & tranquillity and a haven for wildlife in the urban environment ”

“ Green oasis in the heart of the City ”

“ Barbican, history, society, vision and rebirth ”

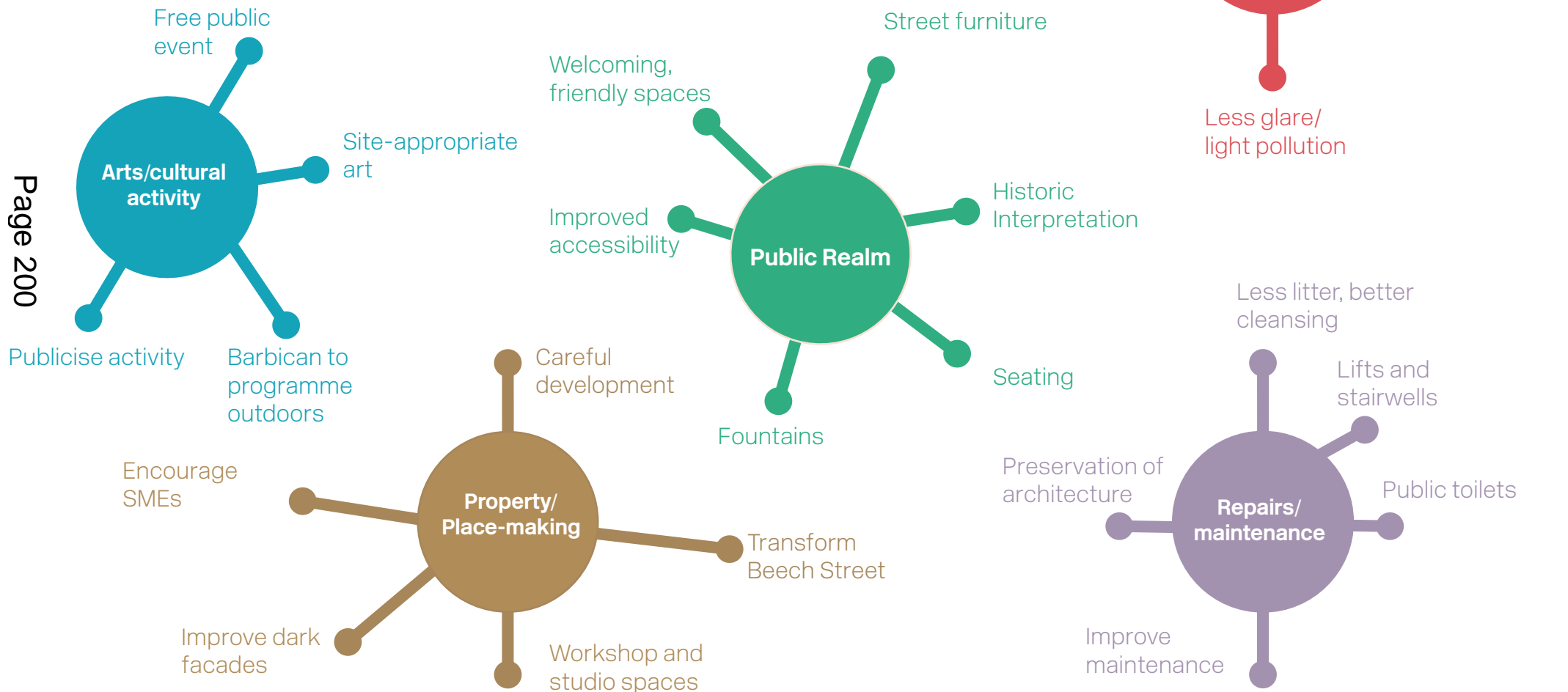
“ The history and rich and collective mix of arts and architecture ”

“ The urban environment and ease of getting everywhere ”

“ Its noisy busy ancient and grubby character. It's my home ”

Q2 : What changes would you like to see in the area? + Q3: How do you think we should increase public amenity in Culture Mile?

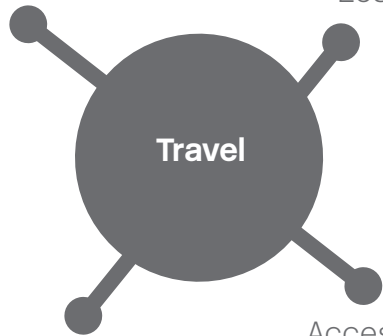
Respondents were then asked which elements of the area that could be changed for the better, to inform priorities for future enhancements and to identify key areas for improvement across the Culture Mile. They are given here grouped into themes.



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Welcoming ground level routes

Less traffic

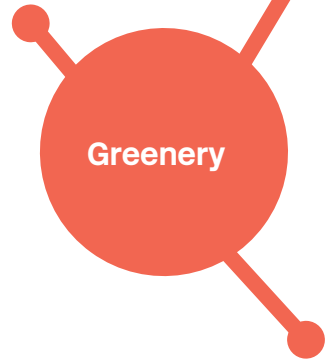


Pedestrian-friendly

Accessibility at Barbican Station

Protect wildlife and biodiversity

More green spaces and trees



Greenery

Better access

More family facilities

Good communication



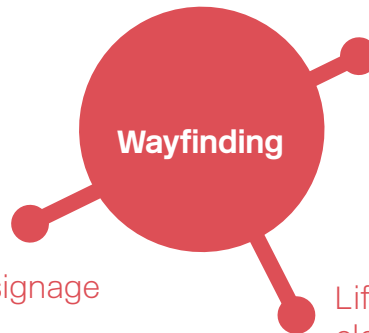
Families, Community

Opportunities for residents

Play areas

Improve lines of sight

Encourage SMEs



Wayfinding

Lifts and staircases clearly signed

Improved signage

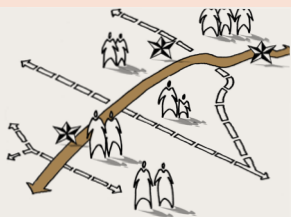
Process

A number of the consultation respondents made comments not only relating to the changes that were being proposed, but also about the way in which changes might take place. These comments have been categorised as 'process' comments, and have been summarised below. Key recurring themes included a desire for continuing consultation; in the Barbican, a desire to ensure that the listed building is conserved; and for processes to include noise management, traffic management, and conservation of biodiversity in the area

- Maintain the quality and character of Listed buildings and conservation areas; work to management guidance
- Care taken with development of buildings to respect neighbourhood amenity
- Protect resident's privacy and peaceful areas
- Noise and nuisance to be carefully managed
- Work with local communities
- Protect wildlife and biodiversity, e.g. Bats in green spaces
- Create opportunities for employment
- Work with LB Islington
- Plan transport changes carefully
- Make the plans inclusive and accessible
- Consider maintenance, security and enforcement to prevent anti-social activity

Q4 : Do you agree with the 4 key aims in the Strategy? Form a culture spine, Take the inside out, Discover and explore, Be recognisable and different.

FORM A CULTURE SPINE



An intuitive ground level connection with a strong, pedestrian focused, identity.

It is a key wayfinding principle that will provide visitors with the confidence to wander and explore. Vibrant cultural activity will take place along its length.

TAKE THE INSIDE OUT



Externalising world-class cultural activity by dissolving barriers and embedding content into the streets.

Using vacant or under-utilised space to create a destination known for both generating and consuming culture.

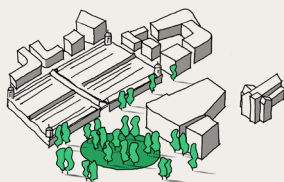
OPPORTUNITY TO DISCOVER & EXPLORE



Celebrating the area's rich and diverse story – reaching out to the audiences of the future.

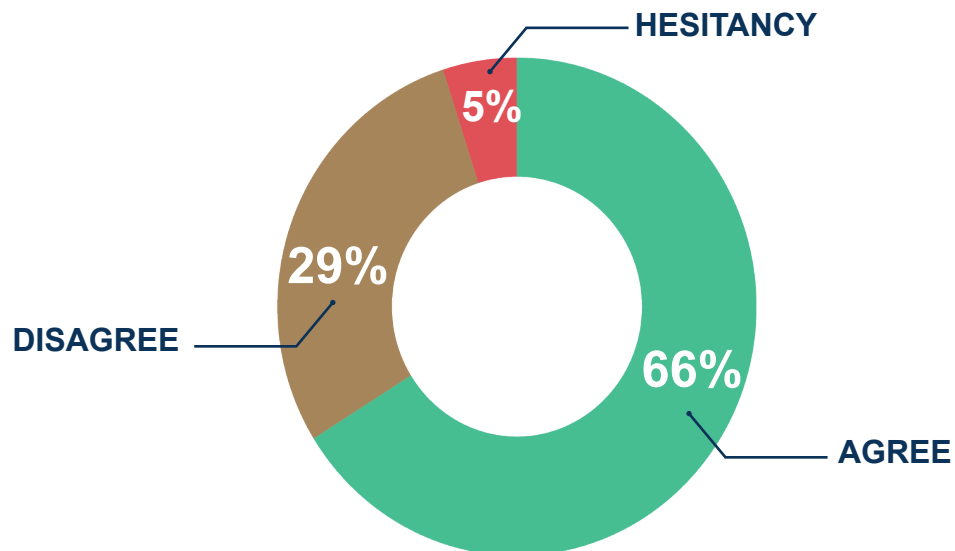
Generating cultural programming that reveals the area's social, cultural and architectural history. An environment that people want to discover and explore.

BE RECOGNISED & DIFFERENT



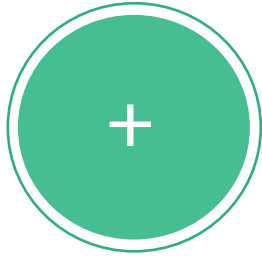
A place that is recognised for its distinction and difference. Rejecting mediocrity and challenging the ordinary.

Safeguarding the area's character as an urban oasis in a forward-looking and experimental manner



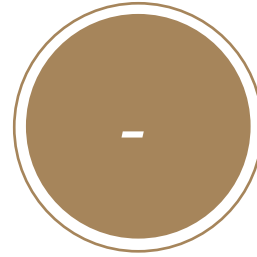
- 66%** Respondents agree with the above four key aims
- 29%** Respondents do not agree with the four key aims
- 5%** Respondents agree but with hesitation

Q5 : What would your suggestions be for key aims?



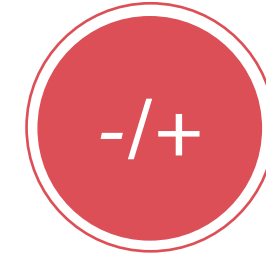
POSTIVE

- Make it accessible to locals
- Reduce air pollution
- More emphasis on community rather than visitors
- Inside out – about time
- Include consulting and listening
- Needs to include maintenance and upkeep
- Make sure it does not gentrify the area, and it doesn't lose its historic character
- Make it inclusive
- No through traffic- make Culture Spine just for culture
- Welcome pedestrian focus
- Wonderful proposals, will enhance enjoyment of the area
- Be real about timing and priority – don't spread yourselves too thin
- Discover and explore are good
- Like the idea of inside out – abolish the barricade look of the Barbican



NEGATIVE

- Spine too thin/ not 3D; include areas off it
- Do not feel regeneration is needed
- Less public art; keep events indoors
- No need to 'activate' streets
- Do not want a 'Disney'-like environment



HESITANCY

- Will increasing 'vibrancy' have a negative effect on wildlife/ biodiversity?
- Need to maintain quality of life for residents
- Need management of cyclists' behaviour
- Need more clear consideration of accessibility for all
- Should not be limited to within the boundary of the City

Q6 : What sort of public arts/events would you like to see?

This question focused on what local people and institutions in the area would like to see in Culture Mile, to allow the City to understand what additional provision is desired by local people in the building of this new cultural initiative. Responses were wide-ranging with a diverse sense of activity being recommended.

Greenery and Parks



- Events to educate families; events about greenery and sustainability
- Garden and plant knowledge talks; London wildlife walks
- Music in gardens and open spaces
- Pop up gardens

Placemaking



- Artworks to help with wayfinding
- Take best of ideas from Southbank, South Kensington, Covent Garden, Kings Cross
- More access to historical sites
- Interactive displays

Facilities



- Food markets
- Signposts for tourists
- Keep the library
- Opportunities to watch sports events on a big screen
- Consider religion as public art
- Idea of healthy living

Education



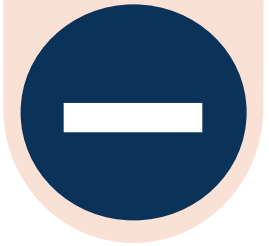
- Workshops and lectures open to the community
- Stimulate discussion
- Community to develop arts programme and local audiences

Community



- Focus on housing estates
- Inclusive
- Connected to local charities
- Enable those not normally involved to have access
- Include adults and teenagers
- Give the young a voice

Negative Comments



- Smithfield to be left as it is
- Remove art
- Galleries, concert halls, theatres should be inside
- What we have is more than enough

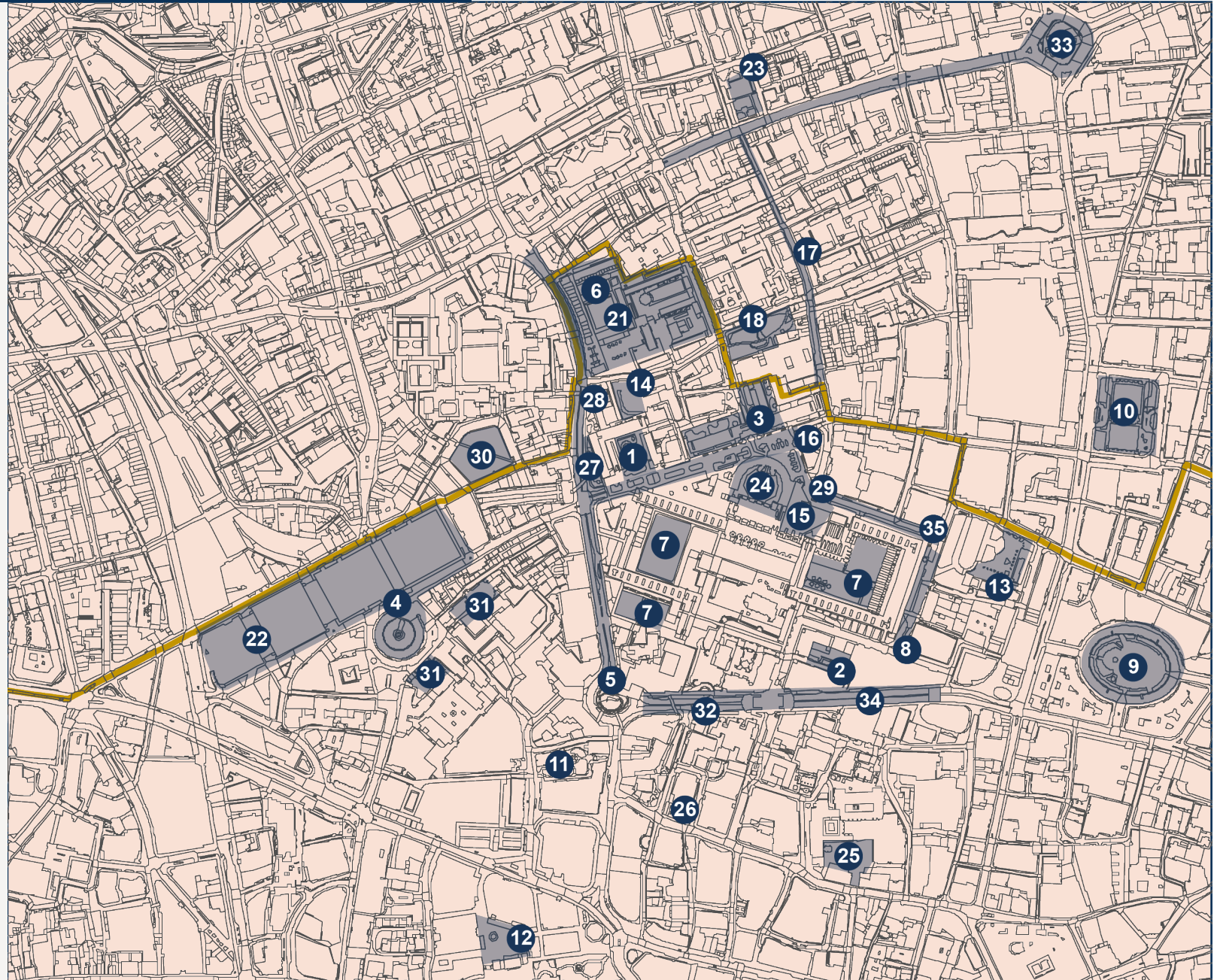
Cultural activity

- Visitor talks and tours
- Summer music
- Volunteers to help with maintenance and gardening
- Public art installations
- High quality
- Food vs around Smithfield
- Use churches and private buildings
- Music for all the family
- Similar to activities of LSO St Luke's
- Free events, summer outdoor events – like Joy and Peace week
- Tasteful arts/ events
- Rolling displays of art
- Ad hoc music performances
- Dance and open air theatre
- Mix of popular and obscure
- Installations
- Performances
- Art made by locals
- Classical music, brass bands, contemporary music
- Outdoor cinema
- Mega graphics and hyper sculptures
- Exhibitions
- Lots of art and sculpture, permanent and changing
- Permanent space for the exhibitions at the Barbican about architecture



Q7 : Do you have any suggestions for venues/ spaces for possible events in the area?

1. Beech Gardens
 2. Salters Hall
 3. Exhibition Halls
 4. Smithfield Market
 5. Aldersgate Street/ Goswell Road
 6. Golden Lane Community Centre
 7. Barbican resident gardens
 8. Moor Lane
 9. Finsbury Circus
 10. Finsbury Square
 11. Postman's Park
 12. Paternoster Square
 13. Piazzas outside skyscrapers
 14. Fann Street
 15. Barbican conservatory
 16. Beech Street
 17. Whitecross Street
 18. Fortune Street Park
 19. Broadgate Circus
 20. Bank Junction
 21. Golden Lane Estate
 22. The new museum
 23. St. Lukes
 24. Barbican centre
 25. Guildhall Yard
 26. St Anne and St Agnes
 27. Goswell Road
 28. Western facade of Barbican
 29. Barbican highwalks
 30. Charterhouse Square
 31. St Bart's and its Churchyard
 32. London Wall carpark
 33. Old Street
 34. London Wall
 35. Silk Street
- *All city gardens and libraries
*Bars and public spaces



Q8 : How would you like to be more involved with this initiative in the future?

Of the people who responded to the survey, 41 expressed interest to be involved with the initiative in various ways.

Of these, 20 expressed a specific interest in further consultation activities/ opportunities .

Residents associations/ representatives (e.g. the BA, Willoughby and Speed House Groups, City of London Access Group, Milton Court) and other groups have expressed the wish that the Culture Mile team continue to update them, consult with them, and publicise activities with them.

The Culture Mile champions network of local businesses have expressed interest in being involved with public realm projects.



“ To contribute to what is going to happen to the Smithfield area ”

“ Idea development ”

“ happy to volunteer ”

“ Would like to be on your email list ”

“ Choosing public art, being involved with green spaces/ planting projects ”

“ I would be happy to be part of a consultation group asking for parent's input ”

“ I would like to participate in performance/ writing/ art workshops ”

“ Attend lectures ”

“ Conversations in particular on wayfinding and routes ”

“ Having resident representatives [people who live in] of each Ward involved in future conversations to do with future plans would be a good move ”

Museum of London Culture Mile Active Travel event

The Museum of London event took place Wednesday, 22 November 2017.

The Look and Feel Strategy was represented at the Active Travel conference at the Museum, where local residents, businesses and stakeholders including TfL were in attendance. People engaged with the Strategy by voting for their 'priority' projects to be undertaken: changes to Beech Street and ensuring pedestrian and cycle priority in the area were the two most popular initiatives.



WHAT WOULD YOU PRIORITISE ?

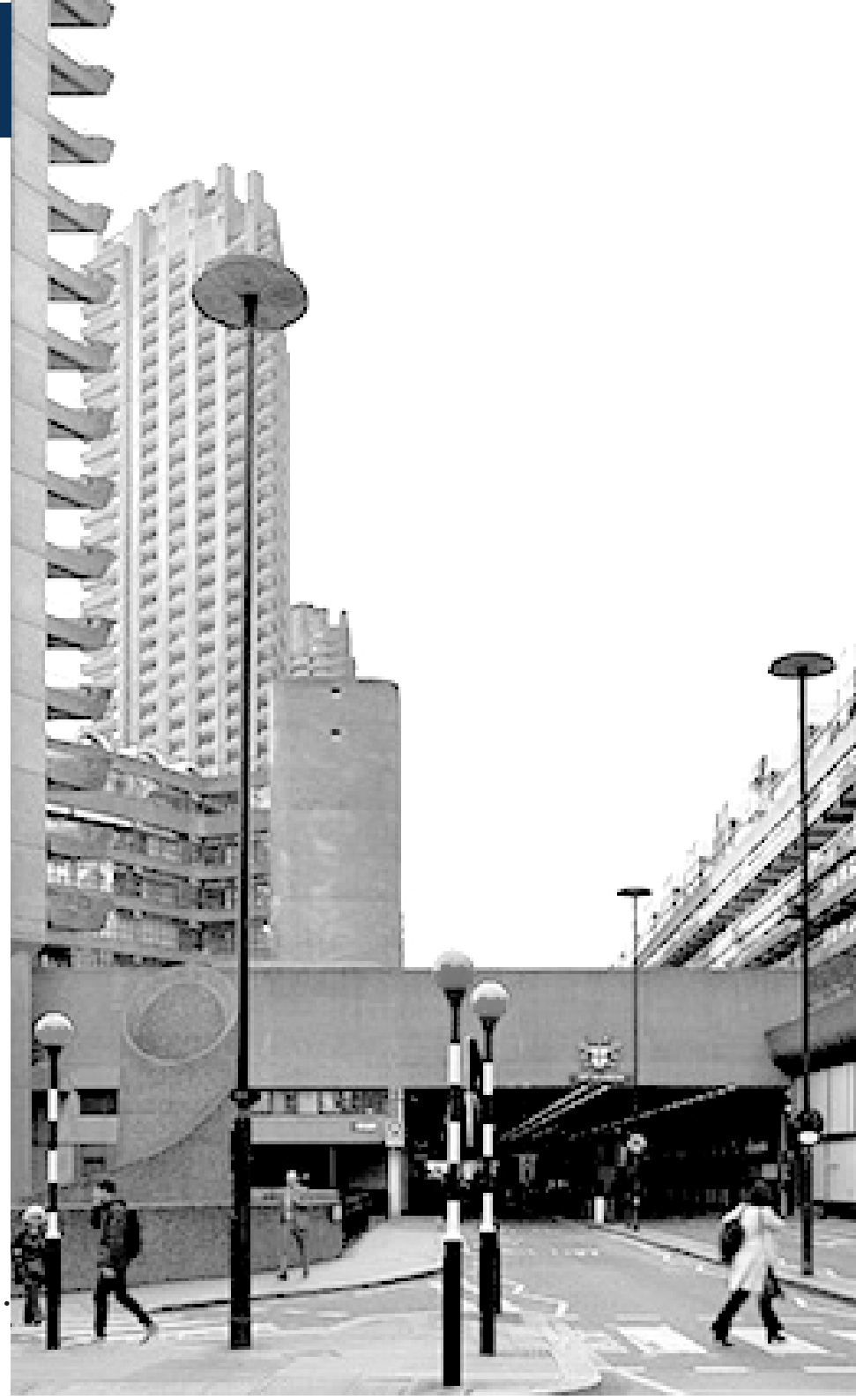


Summary Findings

In response to the consultation results that have been outlined here, the Look and Feel Strategy has been amended, in a 'you said, we did' approach. A full summary is given in the table in the appendix, whilst a summary of the changes is as follows:

- A section on greening has been developed further and called 'Urban Oasis' to give emphasis to the parts of Culture Mile that has a calm, quiet or oasis-like character
- New section called 'Sustain, maintain and enhance' to reflect the desire of respondents to see a greater emphasis on maintenance, cleansing, and the protection of the listed buildings and conservation areas in Culture Mile
- New section on 'Creative enterprise' to reflect the aim to enable SMEs, local independent businesses, and creative start-ups to work in the area
- References to changing the use of car parks have been removed
- A much greater emphasis on accessibility has been made, strengthening accessible spaces as a key principle in the strategy
- Greater emphasis on reduction of traffic and improving air quality
- A new section relating to north-south links off the main 'spine', to ensure that these areas are also given importance
- More explicit references to working with Culture Mile partners, which has emerged through engagement with many of the partners through the drafting and consultation periods of the Strategy
- More reference to the 'how' process issues, including working with Culture Mile partners, putting together curatorial strategies and technical manuals, and being clear about processes for event management and resident communications.

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Appendix

Consultation material:

- Poster/ Leaflet
- Exhibition stand
- Paper questionnaire

CULTURE MILE LOOK AND FEEL STRATEGY

Join us for a public consultation on the new Culture Mile 'Look and Feel' Strategy, which sets out aspirations for the transformation of this area into a major cultural and creative destination.



The City of London has developed this strategy over the past year with Culture Mile partners through several workshops, consultation with local stakeholders, and public engagement events during the summer. The Strategy identifies key projects such as the essential improvement of Beech Street, new public space around the new Museum of London at Smithfield, better signage and wayfinding, new street furniture, public art, greening, and measures to improve air quality.

This public consultation, hosted by the City of London Corporation, is a chance for you to share your views on the draft Strategy, as well as the long-term plans for the area. Whether you are a local resident, a City worker, or an occasional visitor we would love to hear from you.

Please visit our website, where you can access the strategy, give your feedback, and find out details of consultation events: www.cityoflondon.gov.uk/lookandfeel.

The consultation will be open from **Wednesday 22nd November 2017 until Sunday 4th February 2018**, and drop-in sessions will be held at the following locations:

24th Nov	Golden Lane Estate Ralph Perrin Centre	15.00 - 20.00	5th Dec	Moor House, 120 London Wall	12.00 - 14.00
28th Nov	The Charterhouse, Charterhouse Square	12.00 - 14.00	6th Dec	Barbican Centre	18.00 - 20.00
30th Nov	Guildhall School, Silk Street	18.00 - 20.00	7th Dec	West Smithfield	17.00 - 20.00

Additional events will be organised in January 2018, please check the website for details.



CULTURE MILE LOOK AND FEEL STRATEGY

WHAT CHANGES MIGHT YOU SEE ACROSS THE AREA:

1 Wayfinding Better wayfinding, easier navigation and legible maps	2 Public Art Free art, events and performances	3 Green Spaces Increasing greenery in parks, protecting urban oases	4 Pedestrian Focus Prioritise pedestrian movement, transform junctions
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THE PLACES WE ARE LOOKING TO IMPROVE:

1 Beech Street Reduce traffic, add retail, improve air quality	2 West Smithfield Revitalising a historic public square	3 Moor Lane A place where people can pause
--	---	--

HOW WE MIGHT DELIVER THIS:

1 Collaborate with our partners Barbican, Museum of London, LSO, Guildhall School of Music	2 Community led projects Working with local residents and business
--	--

THE VISION

Transform Culture Mile into a vibrant, distinct and welcoming new destination



KEY

- Culture Spine
- Inside Out
- Discover & Explore
- Recognisable & Different

FORM A CULTURE SPINE An intuitive ground level connection with a strong, pedestrian focused, identity.	TAKE THE INSIDE OUT Externalsising world-class cultural activity by dissolving barriers and embedding content into the streets.	DISCOVER & EXPLORE Celebrating the area's rich and diverse story - reaching out to the audiences of the future.	BE RECOGNISABLE & DIFFERENT A place that is recognised for its distinction and difference. Rejecting mediocrity and challenging the ordinary.
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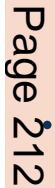
HOW CULTURE MILE WILL BE EXPERIENCED

THE FAMILY Name: Lisa, Tom & Hazel Age: 3, 10, 12 The family's activities throughout Culture Mile: 10.00: We arrive at the Liverpool Street Station. We follow the signs for the GDM. 10.30 - 12.00: I am having a bit of fun and new friends at the film making workshop at the GDM. 14.00: Mum and Dad are enjoying their coffee and me enjoying Sandy Road. 14.40: We've discovered a street without any cars and lots of games.	THE ELDERLY COUPLE Name: Ian and Jane Age: 72 and 70 Ian and Jane's activities throughout Culture Mile: 9.30: To City of St Bart's to visit the Pathology Museum. 12.30: Lunch in Cliff Bar. We noticed around the medieval area and are amazed by St-Bartholomew the Great. 15.30: Augmented reality via the Culture Mile app. I noticed an overlay of what the area looked like before the war. Quite amazing and very interesting.	THE WORKER Name: Adam Age: 35 Adam's activities throughout Culture Mile: 1.45-4.15: I start my day with an early jog, enjoying the gateway from Fenchurch Street Park towards Smithfield Street. 12.00: I go to the mobile post office in Ludgate Place before heading to the new deli on Beach Street. 14.30: I head towards Moor Lane to meet some locals at the community garden. I would like to be involved. On the way I see a musician busking on Whitecross Street. 14.45: I head to the lowest level of the former car park to visit the museum farm. The volunteers of the garden just told me about this place! How amazing!
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Appendix 1 - Poster/leaflet

Appendix 2 - Exhibition stand



CULTURE mile **CULTURE MILE**
LOOK AND FEEL STRATEGY

In order to develop projects that address the issues, priorities and needs of the community, we want to hear your views:

- What do you most value about the area?
.....
.....
- What changes would you most like to see in the area?
.....
.....
- How do you think we should increase public amenity in Culture Mile (e.g. signage, seating, green spaces, facilities for families etc.)?
.....
.....

Do you agree with the 4 key aims in the Strategy? Form a culture spine, Take the inside out, Discover and explore, Be recognisable and be different
And if not, what would your suggestions for key aims be?
.....
.....

- What sorts of public arts/ events would you like to see?
.....
.....

- Do you have any suggestions for venues/ spaces for possible events in the area?
.....
.....
- How would you like to be more involved with this initiative in the future?
.....
.....

Would you like to be contacted about future events? If so please leave your email address, and let us know if you have any specific interests (e.g. art installations, performances, exhibitions, collaborations with others in Culture Mile etc.)

NAME:
.....

EMAIL:
.....

Any particular interest?
.....

The City of London will not forward your email to any third party without your consent.

barbican **LSO** **CITY OF LONDON** **TRINITY COLLEGE LONDON** **RUSKIN MUSEUM** **FLUID ARCHITECTURE URBANISM PARTICIPATION**

Appendix 3 - Paper questionnaire, page 1

Appendix 3 - Paper questionnaire, page 2

Appendix 2: Look and Feel Strategy amendments table

Draft version	Finalised Strategy	Rationale for change
General – relating to the structure of the Strategy as a whole	<p>The Final version of the Strategy has been split into three separate documents:</p> <ol style="list-style-type: none"> 1. The Look and Feel Strategy itself, outlining the Vision, Aims, and Outcomes for the Look and Feel of Culture Mile 2. The Detailed Delivery Plan, giving more detail of proposals that can be undertaken in order to achieve the outcomes set out in the Strategy 3. The Evidence Base, setting out the consultation and engagement findings, and research 	<p>To ensure that the Strategy itself was readable (making it shorter in length) whilst still stating what the aims and outcomes were.</p> <p>The detail from the draft version of the Strategy is still in place, but is now in a separate document that can be read alongside the Strategy, if further detail is required (i.e. about a particular outcome or project)</p>
General – throughout the Strategy	General note – some parts of the Strategy have been moved to other sections of the Strategy (or Detailed Delivery Plan)	This has been to make the document clearer overall (e.g. placing all ‘wayfinding’ or ‘lighting’ items together). Where items have been moved this is listed below.
General – throughout the Strategy	General note – wording been redrafted in some cases to now show ‘proposals’, rather than including proposals within the general narrative text as before.	To make the text clearer
1.1 Wayfinding	<p>1.3 Wayfinding Added reference to Legible London as part of recommendation for signage system</p>	Updated to meet Citywide strategy: since the draft L&F the City has adopted Legible London as its wayfinding and signage standard
	Added reference to Listed Building Management Guidance	Some respondents asked to reaffirm need to consult with listed building management guidance, so references to this have been added
	Added reference to north-south link streets off the Culture Spine	A number of respondents commented on the focus on the ‘Spine’ and that the east-west route was too linear
	‘Street furniture’ and ‘landscape’ have been separated into two separate recommendations	To be clearer
	‘Supplementary information’ and ‘digital systems’ have been merged into one recommendation on ‘digital wayfinding’	To be clearer
	Language of the recommendations has been slightly redrafted	To be clearer

1.2 Functional	1.2 Infrastructure Changed language from 'functional' to 'infrastructure'. Some rewording of text to be more specific about recommendations.	To avoid repetition of similar content in different parts of the Strategy
	Taken out 'welcoming' which now is in section 1.6. the recommendation about 'arrival points' has similarly moved to 1.6	To be clearer
	Added recommendation about putting together a technical manual for programming in public spaces	New recommendation to respond to: a) consultation responses enthusiasm for programming in spaces; and also to allow for the robust systems and careful management that was requested by residents b) new Culture Mile programming structure that is looking to programme in public spaces
1.3 Places	1.1 Places Text added about Centre for Music	To reflect the recent developments about Centre for Music
	Recommendations have been split out into each individual 'place'	To be clearer about what the type of change for each place would involve
	New Museum of London at Smithfield public realm recommendation added	Updated to align with Museum of London plans, which have developed since the strategy was drafted.
	Smithfield Rotunda text edited down; the body of context will be in appendix now	To create space that is used for clearer recommendations
	Long Lane new public realm project moved here from 2.2	As a place located on the Culture Spine, this recommendation is better placed in this chapter
	Amended Beech Street recommendation to give some detail	Beech Street was a major focus on interest for most respondents to the Strategy, who wanted more ambition for Beech street and supported closing the tunnel to traffic Text also updated to align with Beech Street project, which has developed since the strategy was drafted
	Moor Lane project now more clearly listed as a recommendation and description of the designs has been added	Consultation respondents who discussed Moor Lane were clear they wanted the Moor Lane public realm project to be completed as soon as possible
Recommendation about the proposed Centre for Music added	To reflect current status of the Centre for Music project	
1.4 Lighting Lighting content moved to chapter 3	see below: section 3.2 for lighting amendments	

	<p>1.4 North-South routes New section added that emphasises north-south routes off the ‘spine’, including connections to: LSO St. Luke’s; Golden Lane; St. Paul’s area; and potential Centre for Music, as well as general north-south route policy on wayfinding and streetscene</p>	A number of respondents commented on the focus on the ‘Spine’ and that the east-west route was too linear; the Strategy did include recommendations for moving off the spine but by placing them in one chapter it gives some emphasis and clarity. In addition, plans for the Centre of Music and St Paul’s area have developed and are now included as key areas of interest that will be developed (albeit through different strategies)
1.5 Public Information	<p>1.7 Public information Text redrafted: narrative is now more clearly stated as ‘recommendations’.</p>	For clarity
	Screens text redrafted	Some respondents expressed concern over a possible proliferation of screens in the area. In response the redraft has aimed to be clear that some measures would be temporary/ experimental in nature
	LED nets text moved here from 2.1	To be clear that these can be used for public information
	Added recommendation about public information policy that aims to allow publicity of cultural events whilst protecting the streetscape from proliferation of advertising	Some respondents to the consultation expressed worry that the area would allow advertising and create a Disney or Piccadilly Circus-type environment. This recommendation aims to guard against this possibility.
1.6 Prioritise pedestrian movement	<p>1.2 Prioritise pedestrian movement and improve air quality</p>	This was a real focus of interest for the consultation respondents, who wanted to see big improvements in this area. The section has been moved up to second in the chapter to give it greater emphasis. In addition a focus on Air Quality has been added, for the same reason.
	Below ground link to Farringdon was taken out	This is not part of the Museum of London plans now
	Barber Surgeon’s Garden – references that implied movement through here towards the Barbican through privately-accessed space have been taken out.	A number of respondents to the consultation requested that this route remain private access only.
	Text amended to make greater focus of London Wall green spaces	The green spaces along London Wall, Alphage Gardens, have been referred to as these have now started to open to the public
	Added in recommendation to improve accessibility	Consultation respondents commented on a need to ensure the area is accessible to all. In addition the City of London Access Group stressed the importance of improvements to accessibility in the area.
	Text added here about traffic reduction, service areas and pedestrian crossings moved from 1.7 into this chapter	To consolidate pedestrian-focused, accessibility enhancements and air quality improvements into one section

1.7 Junctions and Arrival Points	1.6 Transform junctions and form welcoming and memorable arrival points Recommendation to transform arrival points has been moved into here from 1.2	To avoid repetition of similar content in different parts of the Strategy
	References to uses of car parks taken out	Respondents to the consultation requested that car parks in the area remain in use as car parks
	Beech Street recommendation moved to 1.1 and 1.2	To keep Beech Street-related recommendations in fewer different parts of the Strategy
	Added recommendations about Barbican tube station, including improving accessibility through adding a lift and improving the drop kerb outside the station	Respondents to the Strategy consultation recommended improving accessibility at/ around Barbican tube station. Lift access to podium was requested by a number of respondents
2.1 Reveal inner workings, add interest and celebrate character	2.1: Reveal inner workings; improve entrances; animate facades New 'creative thresholds' recommendation; and moved 'improve entrances' to this section from 1.7	For clarity; content about entrances of Culture Mile partners now sits here instead of in the 'arrival points' section.
	Silk Street/ Beech Street junction moved to 1.6	To place all 'junctions' recommendations in one place
	Architectural lighting text moved from here into 3.2	To keep all the Lighting recommendations in one place
	Text relating to artwork projection amended to add 'identify certain facades in the area that are suitable for...'	To be clear that projection and other treatment of blank facades will be carefully curated and managed
2.2 Transform vacant spaces	2.4 Transform vacant and underused spaces Recommendations relating to reuse of underused car parks has been taken out	Respondents to the consultation requested that car parks in the area remain in use as car parks
	Recommendation relating to placing a café at Cromwell Place taken out	Respondents to the consultation requested that this be taken out
	Recommendation for filling in alcoves in Lauderdale Place taken out	Respondents to the consultation requested that this be taken out
	Additional language to emphasise the potential use of new spaces with community use, training, creative enterprise and artwork. This replaced some language explaining case studies	Stakeholders, partners and some consultation respondents were favourable to these ideas; and there was not enough room to include the case studies in depth (these are now in an appendix)
2.3 Animate streets via public art, street furniture and opportunities for play	2.2 Identify outdoor public spaces for public art, play and programming The old sections 2.3, 2.4 and 2.5 have been divided into new section 2.2. and 2.3.	These three chapters were all concerned with public art programming so they have been merged to create additional space for sections that have additional content about community initiatives and local businesses and

		local organisations – which were very strongly supported during the consultation exercise and so have been further developed.
	Language to map specific sites for public art; protect local assets; and list of recommended sites for programming all moved into this section from 2.4.	To ensure robust systems and careful management as requested by some respondents to the consultation
	Added references to ‘Culture Mile Programming’	Language updated to reflect new Culture Mile Programming structure
	Added more specific recommendation to programming and management of sites via a Technical Manual (amended recommendation moved from 2.4)	To ensure robust systems and careful management as requested by some respondents to the consultation
	More specific language to recommend a zoning strategy	Zoning was requested by some respondents to the consultation and some Culture Mile partners
	Recommendation about resident and partner involvement in programming moved to 2.5	For clarity; this section is the community section
2.4 Prioritise opportunities for art in spaces	The content from this chapter moved into 2.2 (see above)	
2.5 Rolling programme of art	2.3 Programming Spaces Programming Group text and diagram slightly amended to add Barbican programming lead	To reflect the new Culture Mile governance
	‘Review programming systems’, ‘digital support’, ‘maintenance’ recommendations moved here from 2.3	As part of merging three sections into two.
	2.6 New section: Culture Mile Network and Local Organisations	New section added after consultation with local businesses and stakeholders, to reflect the aspirations for Culture Mile to be developed with organisations in the local area.
3.1 Celebrate the area’s history	3.1 Celebrate the area’s history Text outlining key elements of the area’s history that might be celebrated is moved into the appendix	To create space for other content, as 3.4 was merged with 3.1
	Recommendations ‘Explore augmented reality and virtual reality’, ‘Commission public art’, ‘Commission street signs’, ‘Digital infrastructure’ and ‘Create ‘tokens’ have been moved into this section from 3.4	Section 3.4 has been merged with section 3.1 as they contained similar content
	‘Walking trails map’ was moved from section 1.1	The map is better placed in this section as it relates to exploration and discovering history

	Museum of London recommendation added	This reflects the Museum's response which highlighted their aspiration to reveal lost history of the area as part of their new Museum project.
	3.2 Lighting Strategy (content moved from 1.4) Reworded recommendation about architectural lighting	To be clearer
	Added principle to ensure that lighting in green spaces is designed to not have a harmful effect on wildlife and biodiversity	Respondents to the consultation, including the Friends of City Gardens, highlighted that lighting can be harmful to wildlife, in particular where dark habitats are needed
	Text edited to take out reference to routes via Barber Surgeon's Garden	A number of respondents to the consultation requested that this route remain private access only.
	Recommendation about advocating for private buildings to reduce lighting glare moved to here from 4.	To keep lighting recommendations in one place
3.2 Increase access and community involvement	2.5 Community Section expanded and moved into chapter 2	This section has been expanded to reflect the responses to the consultation, in which many local residents expressed a wish to be more involved
	Added text that sets out the LSO's role as the new Culture Mile 'Communities' lead	To reflect the new Culture Mile governance
	Added text about Learning and Engagement work in Culture Mile	To reflect the new Culture Mile governance, and the Learning and Engagement priorities for Culture Mile
	Added recommendation about public spaces and community use	Consultation responses stated very clearly a desire for more green space for community use and for better access to greenery
	Added recommendation about budgeting for community-led activity	Consultation responses were very positive to ideas for community-led activity, so it follows that funding sources for such activity need to be found
	Added recommendation about communication channels	Consultation responses focused on communication and ensuring that local communities were consulted on change in the area; and that opportunities for engagement and involvement were communicated clearly
	Added recommendation about spaces for community use	Many respondents spoke about the need for community space/ community buildings in the area. This also relates to recommendations in 2.4 about using underused spaces for local communities activity
3.3 Culture Mile learning	3.4 Learning and Education Additional recommendation for learning to be embedded into public realm projects	To align with Culture Mile aspiration for its education programme
3.4 Creative means and digital technology	This section was merged with 3.1 – see above	
3.5 Vertical movement	3.5 Vertical movement 'reinforce the oasis' section moved to 3.6 – new section on 'urban oasis'	This was expanded and made into a full section, 3.6, to reflect the importance that it was given by respondents to the consultation

	New recommendation added on 'Visitor routes at podium level through the Barbican'	This recommendation was added to respond to Barbican Association feedback about best visitor routes through the Estate
	Added specific recommendation to ensure visibility of signage at key routes	Recommendation added to reflect the consultation respondents desire to see better, clearer signage in and around the Estate at key staircases/escalators.
	3.7 New section - Sustain, maintain and enhance Set of recommendations relating to issues of: conservation of buildings and environments; management of spaces; sustainability of materials	New section added to ensure that measures are in place to protect and enhance the environment that is already here, such as the listed buildings and the habitats for wildlife. This was in response to concerns raised in the consultation about issues including: <ul style="list-style-type: none"> - protection of listed buildings and conservation areas - protection of habitats, wildlife and local ecology - proper maintenance and cleansing of areas in the context of extra activity and more visitors
4.1 Placemaking in policy and development management	4.1 Policy and development management 'Smart City' digital language moved to 4.6	4.6 is the section on digital and 'Smart City' initiatives
	'Public information' recommendation moved from 2.1	To respond to partner ambition to be able to display information about programming in a well-managed way
	Language related to 'Future development' has been moved to 4.3: a new section on 'Creative Enterprise'	4.3 is a new section on Creative Enterprise, which is the appropriate place to put these recommendations now
	New recommendation 'technical manual' added	To ensure programming is well-managed
4.2 Sustainable funding model	4.4 Sustainable funding model Some recommendations redrafted (though content remains the same)	To be clearer
	'External event programming' recommendation added	To reflect partner and local organisation's aspirations to programme spaces in Culture Mile with some external events/ activity
	'Measuring value and impact' recommendation added	To reflect need to assess the value of activity
4.3 Smart infrastructure	4.6 Smart Infrastructure 'Pioneer' recommendation moved here from 4.1	To keep 'smart' recommendations in the same place
	Recommendation about data protection redrafted	To give a stronger emphasis to data protection
4.4 Branding	4.2 Branding New recommendation added on 'shared sense of welcome'	Added to reflect engagement responses from local organisations and businesses for the Culture Mile initiative to be inclusive
4.5 Pedestrian-focused streets	The content from this chapter has been moved into other sections as follows: - materials and surfacing now in 1.3	To place intuitive wayfinding measures in one section

	- SUDs systems now in 3.3	To place sustainability and greening measures in one section
	- Layers of history now in 3.1	This recommendation relates to exposing layers of history
4.6 Security	4.5 Security Added recommendation about opening times	To ensure good management of sites
	Added recommendation about security of personal information	To respond to data protection laws
4.7 Landscaping strategy	3.3 Green spaces General point: this section moved to Section 3 from old Section 4	Landscape and greenery are areas to 'discover and explore'
	Some recommendation re-worded	To make them clearer
	SUDs recommendation moved here from 4.5 and 4.8 'Green routes', 'Green grid', moved here from 4.7 'Landscaping Strategy', 'Planning policy', 'tree planting' and 'traffic segregation' moved here from 4.8	To place sustainability and greening measures in one section
	Reworded 'humanise blank facades' recommendation (from 4.8)	Respondents to the consultation suggested vertical planting as a way to improve the appearance of forbidding servicing areas and other blank facades
	New recommendation 'raising awareness' added	To respond to a) consultation respondents who suggested greening-based activity and education in Culture Mile; and b) Culture Mile programming, which aims to include ideas about greening and sustainability into the programming strategy
	New recommendation 'monitoring and evaluation' added	To ensure that changes and their impact are properly understood
4.8 Environmental quality	Content placed into new section 3.3: 'Landscaping Strategy', 'Planning policy', 'tree planting' 'SUDs' and 'traffic segregation' (see above) And in 3.6: 'Air quality pledge' (see below)	
	3.6 Urban oasis New section to increase emphasis on the concept of 'Urban oasis'	To reflect the fact that many respondents noted how much they valued the 'urban oasis' nature of part of the area
	'Oasis' text moved here from old 3.5	To place 'urban oasis' measures in one section
	'Digital Strategy' moved here from 4.7	To place 'urban oasis' measures in one section
	'new pockets of green space' reworded from 4.7	To place 'urban oasis' measures in one section
	'Air quality pledge' moved from 4.8	To place 'urban oasis' measures in one section
	New recommendation 'Churchyards' added	Some respondents noted the churchyards as valued areas, both as quiet green spaces and spaces for cultural activity.

Committees:		Dates:
<ul style="list-style-type: none"> • CWP Peer Review Group • Corporate Projects Board • Corporate Asset Sub Committee • Planning & Transportation Committee • Projects Sub Committee 		26 July 2018 21 August 2018 05 September 2018 11 September 2018 12 September 2018
Subject: West Smithfield and Charterhouse Street (Thameslink) Bridges Remedial Works	Gateway 1-4 Project Proposal & Options Appraisals Regular	Public
Report of: Director of the Built Environment Report Author: Mark Bailey		For Decision

This project relates to essential structural maintenance and repairs at two highway structures over the Thameslink railway near Smithfield Market.

The report does not follow the standard Gateway format, in that it combines stages 1 to 4 in a single report. As works to the bridges are identified in the committee-approved Cyclical Works Programme (CWP) at less than £250,000, the project would not normally be brought to committee in its own right, although it is considered as already having satisfied the requirements of Gateways 1 and 2 under approval of the CWP.

However, the estimated project budget now exceeds £250,000 and this report seeks approval to combine funding from the Cyclical Works Programme (CWP), the Additional Works Programme (AWP) and the Additional Capital Funds for City Fund Properties Programme.

Recommendations

It is recommended that:-

- a) Option 2 from the Options Appraisal Table is approved (i.e. full programme of works identified to both bridges)
- b) The project budget of £684,000 is approved (inclusive of £100,000 risk allowance)
- c) Currently approved Cyclical Works Programme (CWP) funding of £230,000 is transferred to this project and managed under the Gateway project procedures
- d) Additional funding of £323,000 from the Additional Capital Funds for City Fund Properties Programme (as approved by RASC 18th January 2018) is allocated to the project & managed under the Gateway project procedures
- e) Additional funding of £131,000 from savings in the 2016/17 Additional Works Programme (AWP) is allocated to the project and managed under the Gateway project procedures

<p>1. Approval track and next Gateway</p>	<p>Approval track: 2. Regular Next Gateway: Gateway 5 – Authority to Start Work</p>																																											
<p>2. Resource requirements to reach next Gateway</p>	<p><u>Table 1: Resource requirements to reach Gateway 5</u></p> <table border="1" data-bbox="528 443 1385 1727"> <thead> <tr> <th data-bbox="528 443 759 584">Item</th> <th data-bbox="759 443 1007 584">Reason</th> <th data-bbox="1007 443 1217 584">Funds/ Source of Funding</th> <th data-bbox="1217 443 1385 584">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 584 759 824">Staff costs</td> <td data-bbox="759 584 1007 824">Project Management and coordination</td> <td data-bbox="1007 584 1217 824">Not requested as part of project (taken from local risk)</td> <td data-bbox="1217 584 1385 824">27,000 <i>but excluded for CWP projects</i></td> </tr> <tr> <td colspan="3" data-bbox="528 824 1217 880">Staff Costs total (not requested)</td> <td data-bbox="1217 824 1385 880">27,000</td> </tr> <tr> <td data-bbox="528 931 759 1021">Consultant fees <i>(note)</i></td> <td data-bbox="759 931 1007 1021">Design and detailing</td> <td data-bbox="1007 931 1217 1021">CWP</td> <td data-bbox="1217 931 1385 1021">20,000</td> </tr> <tr> <td data-bbox="528 1021 759 1111">Consultant fees <i>(note)</i></td> <td data-bbox="759 1021 1007 1111">CDM Principal Designer</td> <td data-bbox="1007 1021 1217 1111">CWP</td> <td data-bbox="1217 1021 1385 1111">5,000</td> </tr> <tr> <td data-bbox="528 1111 759 1272">Consultant fees <i>(note)</i></td> <td data-bbox="759 1111 1007 1272">Quantity Surveyor & Network Rail Planner</td> <td data-bbox="1007 1111 1217 1272">CWP</td> <td data-bbox="1217 1111 1385 1272">18,000</td> </tr> <tr> <td data-bbox="528 1272 759 1402">Investigations</td> <td data-bbox="759 1272 1007 1402">To inform design and mitigate risks</td> <td data-bbox="1007 1272 1217 1402">CWP</td> <td data-bbox="1217 1272 1385 1402">40,000</td> </tr> <tr> <td data-bbox="528 1402 759 1532">Network Rail Management Costs</td> <td data-bbox="759 1402 1007 1532">Project Management</td> <td data-bbox="1007 1402 1217 1532">CWP</td> <td data-bbox="1217 1402 1385 1532">27,000</td> </tr> <tr> <td data-bbox="528 1532 759 1662">Network Rail</td> <td data-bbox="759 1532 1007 1662">Advance access booking</td> <td data-bbox="1007 1532 1217 1662">CWP</td> <td data-bbox="1217 1532 1385 1662">120,000</td> </tr> <tr> <td colspan="3" data-bbox="528 1662 1217 1727">Project Costs Total (requested)</td> <td data-bbox="1217 1662 1385 1727">230,000</td> </tr> </tbody> </table> <p data-bbox="528 1765 1445 1839">As detailed more fully in Appendix 1, consultant fee estimates are based on a combination of:-</p> <ul style="list-style-type: none"> <li data-bbox="576 1854 1445 1928">a) tendered term contract % of estimated works value, pro-rata to GW5, where appropriate and/or <li data-bbox="576 1944 1445 2018">b) experience on similar benchmarked projects, based on tendered hourly rates 				Item	Reason	Funds/ Source of Funding	Cost (£)	Staff costs	Project Management and coordination	Not requested as part of project (taken from local risk)	27,000 <i>but excluded for CWP projects</i>	Staff Costs total (not requested)			27,000	Consultant fees <i>(note)</i>	Design and detailing	CWP	20,000	Consultant fees <i>(note)</i>	CDM Principal Designer	CWP	5,000	Consultant fees <i>(note)</i>	Quantity Surveyor & Network Rail Planner	CWP	18,000	Investigations	To inform design and mitigate risks	CWP	40,000	Network Rail Management Costs	Project Management	CWP	27,000	Network Rail	Advance access booking	CWP	120,000	Project Costs Total (requested)			230,000
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<p>3. Next steps</p>	<p>3.1. Term consultant to complete detailed scheduling of works required, with specifications and details, following scheduled Principal Inspections of structures in Sept/Oct 2018</p> <p>3.2. Agree & place purchase order for “piggy-back” possession dates with Network Rail (i.e. utilising possessions already arranged by other 3rd parties)</p> <p>3.3. Prepare works tender documents</p> <p>3.4. Obtain tenders for works and submit GW5 report (provisionally April 2019)</p> <p>3.5. Continued coordination and discussions with the Museum of London relocation team on combining works contracts and possessions, to consider the City of London Corporations’ assets over the railway in their totality under a single project, to share commons costs and risks. To be reported back to committee as this develops further</p>
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Project Summary

<p>4. Context</p>	<p>4.1. The City of London is responsible as a local authority for the maintenance of the highway bridges that carry Charterhouse Street and West Smithfield over the Network Rail Thameslink tracks, either side of Smithfield General Market.</p> <p>4.2. Both of these old structures are in fair condition, when judged against standard highway inspection criteria, but with some critical components reported as in very poor condition and requiring significant maintenance works</p> <p>4.3. The potential for spalling or otherwise loose concrete or brickwork to fall on the live railway exposes the City of London to significant risks. A full package of remedial works is therefore recommended to mitigate these risks</p> <p>4.4. West Smithfield Bridge is comprised of two spans and is formed by precast concrete decking units spanning between riveted wrought iron plate girders, which have been encased in concrete. Significant spalling of the concrete encasement to the girders has been reported, as well as significant spalling and loss of section for various precast concrete decking slabs.</p> <p>4.5. Charterhouse Street Bridge is comprised of a single span and is formed by masonry “jack” arches which span between riveted wrought iron plate girders. The exposed bottom flanges of these girders have also been encased in concrete. Significant spalling of this encasement has also been reported, with the wrought iron girders exposed</p>
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	<p>in certain areas. Various defects are also reported in the masonry jack-arches, including loss of pointing in many areas.</p> <p>4.6. Both bridges support Overhead Line Equipment (OLE) – to provide high voltage overhead electrical power to trains - in closer proximity to the bridge soffits than would normally occur on new railway bridges. It is uncertain whether the proximity of the OLE and high voltage field applied close to the structures has accelerated the rate of corrosion of the steel girders and deck reinforcement in the years since they were installed, although there is no scope for increasing clearance within the constraints of the existing structure and headroom.</p> <p>4.7. The defects to both bridges are a matter of record, as reported by the routine cycle of two-yearly structural inspections by the term consultant for the inspection and management of highway structures.</p> <p>4.8. It is considered to be in the City’s interests to instigate repairs at the earliest opportunity to all high/medium defects and implement any works needed to arrest or reduce degradation of the structures.</p> <p>4.9. This includes provision of new waterproofing membranes to both bridges, to mitigate water ingress issues which have the potential to cause further defects to the structure</p>
<p>5. Brief description of project</p>	<p>5.1. The project involves major structural maintenance, repairs and waterproofing to both highway bridges over Network Rail (Thameslink) lines, carried out during rail possessions.</p> <p>5.2. These works were identified in the Forward Maintenance Plans that form part of the management of the Cyclical Works Programme (CWP), with £230,000 of funds successfully bid for the 2017/18 financial year (to be spent by the end of 2019/20 FY).</p> <p>5.3. As the two bridges are very close to one another and will make use of common access arrangements for very similar works, it is proposed to run the works as a single project for economy and efficiency</p> <p>5.4. However, recent discoveries have lead us to review the risk profile for the project and it is now apparent that the project cannot be contained within either the £230,000 CWP budget alone, nor the £250,000 Gateway approvals threshold for a Routine Revenue project. Hence the project is submitted to committee for further approval under the Gateway process.</p>

<p>6. Consequences if project not approved</p>	<p>6.1. The condition and value of the asset will continue to depreciate, leading to increased costs of mitigating defects at a later date</p> <p>6.2. Risks of degrading materials spalling and falling on to a live railway will not be mitigated in the immediate term, increasing the City's risks with respect to public safety</p> <p>6.3. This could potentially lead to enforcement action by the Rail Inspectorate of the Health and Safety Executive</p>
<p>7. SMART Objectives</p>	<p>7.1. Agree access to the railway with Network Rail and conduct a series of remedial works to (at least) all the high and medium priority defects recorded from bridge inspections, within 2 years of this report</p>
<p>8. Success criteria</p>	<p>8.1. Completion of the scheduled series of works, within 2 years of this report and within the allocated project budget, as verified by structural inspections during/after construction to ensure that the City's risks have been adequately mitigated</p>
<p>9. Key Benefits</p>	<p>9.1. Reduction of the City's risks with respect to public liability and potential enforcement action by the Rail Inspectorate of the Health and Safety Executive</p> <p>9.2. Improving the value and condition of the highway asset, such that further major maintenance would not be expected for some (estimated) 15 to 20 years</p>
<p>10. Notable exclusions</p>	<p>10.1 Works to adjacent market structures over the railway owned by the City privately (and in similar condition) are not included in this City Fund project.</p> <p>10.2 However, discussions at officer level are currently taking place with the Museum of London relocation team on the feasibility of combining works contracts and possessions in order to consider the City of London Corporation's assets over the railway in their totality, in order to share commons costs and risks.</p> <p>10.3 This is to be further reported to committee as this develops, although – given the severity of defects/risks and the timescales to secure access to the rail network - it is considered prudent to maintain the progress of this project on a standalone basis at present, pending agreement and approval.</p>
<p>11. Governance arrangements</p>	<p>Spending Committee: Corporate Asset Sub Committee</p> <p>Senior Responsible Officer: Paul Monaghan</p> <p>Project Board: No</p>

Prioritisation

12. Link to Strategic Aims	3. To provide valued services, such as education, employment, culture and leisure, to London and the nation.
13. Links to existing strategies, programmes and projects	13.1 The project is consistent with the City of London highway authority's general obligations to maintain the public highway
14. Project category	1. Health and safety
15. Project priority	A. Essential

Options Appraisal

16. Overview of options	<p>16.1. Four options have been considered:--</p> <ol style="list-style-type: none">1) "Do nothing"2) Full programme of repairs and waterproofing to both bridges, including footway strengthening to West Smithfield Bridge3) Repairs to the bridge soffits of both bridges only (excluding waterproofing and footway strengthening)4) Repairs to the soffit of the more critical West Smithfield bridge only <p>16.2. Of the two bridges, West Smithfield Bridge represents the greatest risk to the City, as a result of spalling concrete of greater mass and thus potentially greater consequences if separating from the concrete and falling to track level. The defects to Charterhouse Street Bridge relate to less massive beam encasement and masonry defects</p> <p>16.3. If budgets for the works are limited, consideration could be given to carrying out repair works to West Smithfield only, to reduce the greatest risks in the short term. However, deferring the works to Charterhouse Street Bridge would not make the most economic use of the access agreements with Network Rail and there is a clear logic for running works to the underside of both bridges (from trackside) at the same time</p> <p>16.4. The waterproofing works are proposed to protect the structure and reduce the likelihood of future defects and degradation of the structure occurring in the longer term</p> <p>16.5. These works are not essential to mitigate immediate risks (which are addressed by works to the underside of the bridges) and could be deferred to a later date.</p> <p>16.6. However, we have been advised by the term consultant</p>
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	<p>that there is a strong technical argument for implementing the waterproofing works as soon as possible and in parallel with the soffit repairs.</p> <p>16.7. Our recommendation is thus to carry out the full schedule of repairs to both bridges, including waterproofing (i.e. Option 2)</p>
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Project Planning

<p>17. Programme and key dates</p>	<p>Overall programme:</p> <p>17.1. Completion of works by the end of the 2019/2020 financial year</p> <p>17.2. Initial studies by our term consultant suggested that 10no. 8 hours shifts would be necessary to carry out the works to the bridge soffits, with two teams working on each bridge within each shift. However, this is based on assumptions on the severity and extent of defects that have been observed from track level General Inspections. These assumptions will be refined following “touching distance” Principal Inspections that are due for the 2018/19 financial year and which are being organised at the time of drafting this report.</p> <p>17.3. Network Rail have also commented that only 4 to 5-hour shifts are possible on this section of the network. However, they are also advising on longer opportunities (up to 26 hours), as they become evident. Current estimates are based on carrying out works during 4no. 26-hour possessions, spread over a number of months as opportunities arise with possessions booked by others.</p> <p>17.4. However, this programme does not allow for measures to temporarily lower and protect Overhead Line Equipment (OLE) as part of the works, which is costly and will reduce effective working time within 26-hour possessions by up to 10 hours. This element is considered as a risk element.</p> <p>Key dates:</p> <p>17.5. Works dates will be wholly dependent on the availability of rail possessions to access the bridge soffits and the potential to utilise local possessions on the rail network arranged and funded by other 3rd parties, to reduce costs to the City. Discussions are ongoing with Network Rail on these matters. However, we are currently targeting Q1 in the 2019/20 financial year for a Gateway 5 submission, to give us maximum flexibility for implementing the works by the end of that financial year, within rail possessions that become available</p>
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	<p>Other works dates to coordinate:</p> <p>17.6. Consideration is being given to utilising rail possessions for both this project and a separate capital project for strengthening the City's pipe subway structures that span over the Thameslink railway at Snow Hill and Holborn Viaduct nearby</p> <p>17.7. In addition, shared rail possessions are being discussed and coordinated with the Museum of London development team, with a view to considering the City of London Corporations' assets over the railway in their totality, in order to share common costs and risks</p>
<p>18. Risk implications</p>	<p>Overall project risk: Amber</p> <p>18.1. Recent discoveries have led us to review the risk profile for the project and it is now apparent that the project cannot be contained within either the £230,000 CWP budget alone, nor the £250,000 Gateway approvals threshold for a Routine Revenue project.</p> <p>18.2. A project risk register is included in Appendix 2 and the City's risks have been identified as Medium (or Amber), with the highest risks (High/Red) to be borne by the Contractor under contract. Risks include the following (with owner indicated in parentheses):-</p> <ol style="list-style-type: none"> 1) Increased Network Rail possession costs (City). We are managing this risk by regular liaison with Network Rail and a review of future possessions already booked 2) Considerable programme constraints with completing the works within fixed possession hours, adding to project costs (City) 3) The risk of additional costs and delays (or an increased number of possessions to complete the works) arising from a need to lower Overhead Line Equipment (OLE) during the works. We are considering working solutions to carry out the bridge repairs which mitigate this risk (City). 4) The risks of failing to fully reinstate OLE within allocated possessions, leading to run-over of possessions and compensation costs from Network Rail and rail operating companies. These costs could easily run into millions and would therefore need to be insured by the Contractor under the project (Contractor) 5) Risk of unforeseen conditions on further exposure (City) – as advance inspections/investigations of the structures are constrained by available possession hours, which usually precludes 100% coverage for

	<p>detailed close-up examination</p> <p>6) Discovery that West Smithfield deck is covered by granite setts embedded in strong concrete, with nominal asphalt surfacing thickness above. We cannot reliably waterproof over these setts and they will need to be removed carefully down to a suitable substrate (by hand tools only, so as not to exacerbate existing defects), which will increase costs significantly (City)</p> <p>7) Discovery that Charterhouse Street bridge also needs waterproofing (not allowed for in the CWP budget) and is also covered by granite setts, which will also require the same special working measures (City)</p> <p>8) Discovery, following a review of historical records, that the footway service trenches to West Smithfield Bridge may need strengthening (not allowed for in budget). This is currently being investigated (City)</p> <p>9) Costs of further investigations needed that are outside the scope of our routine inspections (City)</p>
<p>19. Stakeholders and consultees</p>	<p>19.1 Network Rail</p> <p>19.2 Markets and Consumer Protection</p> <p>19.3 Corporate Property (City Surveyor)</p> <p>19.4 Museum of London Development Team</p>

Resource Implications

<p>20. Total estimated cost</p>	<p>Likely cost range:</p> <p>2. £250k to £5m</p> <p>Within this range, the estimated project cost for the recommended option (2) is as indicated in Table 2</p>
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Table 2: Project Budget Estimate (Option 2)

	Cost (£)
Construction (Option 2)	342,000
Fees	55,000
Site Investigations	40,000
Network Rail management costs	27,000
Staff costs	exc
Network Rail track access costs (prov.)	120,000
Sub Total	584,000
Project Risk Allowance	100,000
Total (inc. risk)	684,000

Please refer to Appendix 1 for a more detailed breakdown of works costs and fees

21. Funding strategy

Choose 1:
All funding fully guaranteed

Choose 1:
Internal - Funded wholly by City's own resource

21.1. Currently £230,000 of funding is allocated to the project from within the CWP.

21.2. Approximately £44,000 of this funding has already been committed to cover the costs of initial structural consultancy fees, preliminary investigations and Network Rail project management costs (which must be paid up-front), as Table 3 below.

Table 3: Committed Costs

Description	Commitment (£)
Initial Consultant Fees	10,000
Network Rail Basic Asset Protection Agreement (BAPA)	26,750
Site investigations	7,635
Total	44,385

21.3. However, it must be emphasised that these committed Network Rail costs (the "BAPA") do not include for the costs of securing access to the network during rail possessions. This introduces a significant risk to the project budget at this stage.

- 21.4. Preliminary estimates of “piggy backing” onto 4no. 26-hour future possessions secured by others are included in the Options costs. Specific possessions booked by the City just for these works would be restrictively expensive and would require a booking process of potentially 96 weeks. Final costs will be confirmed by Network Rail nearer the time, once the number of parties utilising the possessions are confirmed. An allowance of £120,000 is currently included from early discussions with Network Rail
- 21.5. In March 2017 the Court of Common Council approved the Finance Committee City Fund 2017/18 Budget Report and Medium Term Financial Strategy.
- 21.6. The approval granted that City Fund investment opportunities are included, subject to further reports, on the additional provision of £2m in 2017/18 and £4m pa thereafter to fund the investment in tackling the 'bow wave' for City Fund properties and in particular focus on some substantial refurbishment works at specific properties e.g. Central Criminal Court.
- 21.7. Following RASC Away Day in June 2017, Members had given a steer that any ‘windfall’ surpluses from business rates in 2017/18 should be applied to ‘one off items’ such as revenue contribution to large capital schemes and catch up on the ‘bow wave’ maintenance programme.
- 21.8. It is proposed that £323,000 is funded from this source (Additional Capital Funds for City Fund Properties Programme), as approved by RASC on 18th January 2018, to supplement currently approved CWP Funds for the project, as table 4
- 21.9. It is proposed that the remaining £131,000 (to make up the estimated project shortfall), it is funded from savings in 2016/2017 Additional Works Programme, as also indicated in table 4 below

Table 4: Funding Sources

Funds/Sources of Funding	Cost (£)
Current CWP Funds	230,000
Additional Capital Funds for City Fund Properties Programme (including for £100,000 risk allowance)	323,000
2016/17 Additional Works Programme savings	131,000
Total	684,000

<p>22. On-going revenue implications</p>	<p>22.1. Reduction in reactive and cyclical maintenance costs</p> <p>22.2. Remediating the reported bridge defects as early as possible will reduce the potential increased costs of carrying out repairs in the future (if allowing them to deteriorate further).</p>
<p>23. Investment appraisal</p>	<p>n/a</p>
<p>24. Procurement strategy/Route to Market</p>	<p>24.1. Following consultation with City Procurement, works are to be procured by open tender of fully detailed proposals, making use of rail possession access the City have agreed and provisionally booked in advance with Network Rail</p> <p>24.2. Consideration had been given to separately procuring waterproofing works to the topside of both bridges (& strengthening works to the footways of West Smithfield), using the term highways contractor</p> <p>24.3. However, this option has now been discounted due to the discovery of the granite setts above the bridge decks. Their removal would most safely be carried out during coordinated rail possessions to reduce the risks of percussive vibration causing defective materials to the bridge soffit falling to trackside during operational hours.</p>
<p>25. Legal implications</p>	<p>25.1 The works are designed to address defects which present considerable liability risks to the City from degraded materials falling on the live railway</p> <p>25.2 In addition to public liability, the City risks enforcement action from the Rail Inspectorate of the Health and Safety Executive if the current situation is allowed to prevail or deteriorate further</p>
<p>26. Corporate property implications</p>	<p>26.1 None – the bridges are highway structures and do not form part of Corporate Property</p>
<p>27. Traffic implications</p>	<p>27.1. The waterproofing works to both bridges and the strengthening of the footways to West Smithfield Bridge will impact temporarily on the public highway</p> <p>27.2. If possible, these work elements will be expedited with partial closures only, so that one footway and at least one traffic lane will remain open at all times, controlled by appropriate traffic management, in consultation with the markets</p>
<p>28. Sustainability and energy implications</p>	<p>n/a</p>

29. IS implications	n/a
30. Equality Impact Assessment	n/a

Options Appraisal Matrix

See attached

Appendices

<u>Appendix 1</u>	Cost breakdown
<u>Appendix 2</u>	Risk register

Contact

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<u>Email Address</u>	mark.bailey@cityoflondon.gov.uk
<u>Telephone Number</u>	020 7332 1972

Options Appraisal Matrix

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>	<i>Option 4</i>
1. Brief description	Do nothing	Full programme of repair works to both bridges, including waterproofing of both bridges and strengthening of footways to West Smithfield Bridge	Repairs to both bridge soffits only	Repairs to West Smithfield Bridge soffit only
2. Scope and exclusions		<ul style="list-style-type: none"> • Concrete/masonry repairs to both bridge soffits, including wrought iron beam protection • Ancillary steel repairs to Charterhouse Street Bridge (tie beams) • Strengthening of footways to West Smithfield Bridge • Waterproofing of both bridges 	<ul style="list-style-type: none"> • Concrete/masonry repairs to both bridge soffits, including wrought iron beam protection • Ancillary steel repairs to Charterhouse Street Bridge (tie beams) • Excludes waterproofing and strengthening 	<ul style="list-style-type: none"> • Concrete/masonry repairs to both bridge soffits, including wrought iron beam protection • Excludes works on Charterhouse Street Bridge • Excludes waterproofing and strengthening
<i>Project Planning</i>				
3. Programme and key dates		Complete works by end of 2019/20 financial year, subject to rail possessions	Complete works by end of 2019/20 financial year, subject to rail possessions	Complete works by end of 2019/20 financial year, subject to rail possessions

4. Risk implications	<ul style="list-style-type: none"> Highest risk option in terms of the City's public liability and reputation i.e. does not address any defects, nor reduce the City's risks therein 	<ul style="list-style-type: none"> Lowest risk option in terms of the City's longer term public liability and reputation Mitigates all defined risks from current defects Risks in relation to rail possession costs and protection of Overhead Line Equipment are common to options 2 to 4 	<ul style="list-style-type: none"> Mitigates immediate risks over the railway Does not mitigate risk of further degradation of structure from water ingress Does not mitigate risks to under-strength structures to West Smithfield footway from accidental wheel loading Risks in relation to rail possession costs and protection of Overhead Line Equipment are common to options 2 to 4 	<ul style="list-style-type: none"> Mitigates only the highest immediate risks over the railway Does not mitigate risks with respect to Charterhouse Street Bridge Does not mitigate risk of further degradation of structure from water ingress Does not mitigate risks to under-strength structures to West Smithfield footway from accidental wheel loading Risks in relation to rail possession costs and protection of Overhead Line Equipment are common to options 2 to 4
5. Benefits and disbenefits	<u>Benefits</u> <ul style="list-style-type: none"> Zero cost option in short term 	<u>Benefits</u> <ul style="list-style-type: none"> Addresses and mitigates all identified significant defects 	<u>Benefits</u> <ul style="list-style-type: none"> Addresses all immediate risks of degraded materials falling to track level from both bridges 	<u>Benefits</u> <ul style="list-style-type: none"> Addresses only the highest risks of degraded materials falling to track level from (worse condition)

	<p><u>Disbenefits</u></p> <ul style="list-style-type: none"> Does not mitigate any risks in short or longer term 	<p><u>Disbenefits</u></p> <ul style="list-style-type: none"> Highest cost option but makes best use of the high 3rd party costs (particularly Network Rail) common to options 2 to 4 	<ul style="list-style-type: none"> Medium cost option <p><u>Disbenefits</u></p> <ul style="list-style-type: none"> However, does not address waterproofing issues and risks of further deterioration in longer term 	<p>West Smithfield Bridge</p> <ul style="list-style-type: none"> Lowest cost option, other than “do nothing” option 1 However, makes least best use of the high 3rd party costs (particularly Network Rail) common to options 2 to 4 <p><u>Disbenefits</u></p> <ul style="list-style-type: none"> Does not address any defects to Charterhouse Street Bridge Does not address waterproofing issues and risks of further deterioration in longer term
<p>6. Stakeholders and consultees</p>	<ul style="list-style-type: none"> N/A (“Do nothing” option) 	<ul style="list-style-type: none"> Network Rail Smithfield Markets Local businesses/residents Museum of London relocation project team 	<ul style="list-style-type: none"> Network Rail Smithfield Markets Local businesses/residents Museum of London relocation project team 	<ul style="list-style-type: none"> Network Rail Smithfield Markets Local businesses/residents Museum of London relocation project team

Resource Implications				
7. Total Estimated cost	<ul style="list-style-type: none"> • Zero cost 	<ul style="list-style-type: none"> • £684,000 (inclusive of £100,000 risk allowance) 	<ul style="list-style-type: none"> • £495,000 (inclusive of £100,000 risk allowance) 	<ul style="list-style-type: none"> • £389,000 (inclusive of £100,000 risk allowance)
8. Funding strategy	<ul style="list-style-type: none"> • N/A (“Do nothing” option) 	<ul style="list-style-type: none"> • Currently approved CWP funds, supplemented by the Additional Capital Funds for City Fund Properties Programme • 		
9. Estimated capital value/return	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
10. Ongoing revenue implications	<ul style="list-style-type: none"> • Risk of increased future maintenance costs when defects are finally addressed, if allowed to degrade further 	<ul style="list-style-type: none"> • Most effective option for reducing future revenue costs of reactive maintenance 	<ul style="list-style-type: none"> • Reduces future revenue costs of reactive maintenance for bridges but not as effectively (as not protected from future water ingress) 	<ul style="list-style-type: none"> • Reduces future revenue costs of reactive maintenance for one bridge only and not as effectively as option 2 (as not protected from future water ingress) •
11. Investment appraisal	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
12. Affordability	<ul style="list-style-type: none"> • N/A (“Do nothing” option) 	<ul style="list-style-type: none"> • Most expensive option but most effective use of high 3rd party costs that are common to options 2 to 4 	<ul style="list-style-type: none"> • Medium cost option 	<ul style="list-style-type: none"> • Lowest cost option but least effective use of high 3rd party costs that are common to options 2 to 4

13. Legal implications	<ul style="list-style-type: none"> • Highest risk option 	<ul style="list-style-type: none"> • Lowest risk option, as far as the City's legal liabilities are concerned 	<ul style="list-style-type: none"> • Mitigates the immediate risks 	<ul style="list-style-type: none"> • Mitigates the highest risks only (for one bridge only)
14. Corporate property implications	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
15.				
16. Traffic implications	<ul style="list-style-type: none"> • N/A ("Do nothing" option) 	<ul style="list-style-type: none"> • Waterproofing works will disrupt carriageways, but mitigated by phasing 	<ul style="list-style-type: none"> • None – all works at track level only 	<ul style="list-style-type: none"> • None – all works at track level only
17. Sustainability and energy implications	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
18. IS implications	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
19. Equality Impact Assessment	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A
20. Recommendation	Not recommended	Recommended	Not recommended	Not recommended
21. Next Gateway	Choose an item.	Gateway 5 - Authority to Start Work	Choose an item.	Choose an item.

22. Resource requirements to reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff costs	Project Management and coordination with Network Rail	<i>(excluded from CWP projects)</i>	exc
	Consultant fees <i>(note)</i>	Design and detailing	CWP	20,000
	Consultant fees <i>(note)</i>	CDM Principal Designer	CWP	5,000
	Consultant fees <i>(note)</i>	Quantity Surveyor / Network Rail Planner	CWP	18,000
	Investigations	To inform design and mitigate risks	CWP	40,000
	Network Rail Management Costs	Project Management	CWP	27,000
	Network Rail	Advance access booking	CWP	120,000
	Total			230,000

As detailed more fully in Appendix 1, consultant fee estimates are based on a combination of:-

- tendered term contract % of estimated works value, pro-rata to GW5, where appropriate, or
- past experience on similar benchmarked projects

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Appendix 1 – Cost Breakdown

Option 2 – Full programme of repair works to both bridges, including waterproofing of both bridges and strengthening of footways to West Smithfield Bridge

Construction Estimates

A) West Smithfield Bridge

Concrete repairs	92,000
Waterproofing	86,000
Footway service bay strengthening	<u>40,000</u>
<i>Sub Total (A)</i>	218,000

B) Charterhouse Street Bridge

Masonry/steel repairs	92,000
Waterproofing	<u>32,000</u>
<i>Sub Total (B)</i>	124,000

Total construction cost (A+B) **342,000**

Fees/Investigations

Network Rail Project Management Costs	26,750
Consultant Design/Supervision Fees (works costs x 7.5%) ¹	25,650
CDM Principal Designer Fees ²	10,000
Quantity Surveyor/NR Planner fees ²	20,000
Investigations (Trial Pits/Surveys)	<u>40,000</u>
Total fees/investigations	122,400

Staff Management Costs³ (staff costs excluded for CWP projects but provided for information)

GW4 to GW5	540 hrs	<i>(27,000)</i>
GW5 to works	120 hrs	<i>(6,000)</i>
Works	90 hrs	<i>(4,500)</i>
To GW7	<u>30 hrs</u>	<i>(1,500)</i>
	780 hrs	<i>(39,000 but excluded from project costs)</i>

Rail Possession Costs

Costs are based on preliminary estimates of “piggy backing” onto 4no. 26-hour future possessions secured by others – as specific possessions booked just for these works would be restrictively expensive. Final costs will be confirmed by Network Rail nearer the time, once the number of parties utilising the possessions are confirmed. An allowance of £120,000 is therefore included from early discussions with Network Rail

¹ Fee % as tendered term consultancy rates. Assume 75% of this up to GW5

² From comparison/experience with similar projects

³ From comparison with similar projects, average charge rate of £50/hr

Appendix 1 – Cost Breakdown

Project Risk Allowance

An allowance of £100,000 is recommended, to cover

- a) Risk on estimated costs in the absence of full logistical planning in a challenging environment
- b) Additional possession costs/requirements (at roughly £30,000 per additional possession)
- c) Potential and unquantified temporary protection works to Overhead Line Equipment (OLE)

Option 2 - Summary

Construction Costs	342,000
Fees/Investigations	122,400
Staff costs	(excluded for CWP projects)
Rail access costs	120,000
Risk Allowance	100,000
	684,400

Option 3 – Programme of repair works to soffits of both bridges only

Construction Estimates

A) West Smithfield Bridge

Concrete repairs	<u>92,000</u>
<i>Sub Total (A)</i>	<i>92,000</i>

B) Charterhouse Street Bridge

Masonry/steel repairs	<u>92,000</u>
<i>Sub Total (B)</i>	<i>92,000</i>

Total construction cost (A+B) **184,000**

Fees/Investigations

Network Rail Project Management Costs	26,750
Consultant Design/Supervision Fees (works costs x 7.5%) ⁴	13,800
CDM Principal Designer Fees ⁵	10,000
Quantity surveyor/NR Planner fees ⁵	20,000
Investigations (Trial Pits/Surveys)	<u>20,000</u>
Total fees/investigations	90,550

⁴ Fee % as tendered term consultancy rates. Assume 75% of this up to GW5

⁵ From comparison/experience with similar projects

Appendix 1 – Cost Breakdown

Staff Management Costs⁶ (staff costs excluded for CWP projects but provided for information)

GW4 to GW5	540 hrs	(27,000)
GW5 to works	120 hrs	(6,000)
Works	90 hrs	(4,500)
To GW7	<u>30 hrs</u>	<u>(1,500)</u>
	780 hrs	(39,000 but excluded from project costs)

Rail Possession Costs

Costs are based on preliminary estimates of “piggy backing” onto 4no. 26-hour future possessions secured by others – as specific possessions booked just for these works would be restrictively expensive. Final costs will be confirmed by Network Rail nearer the time, once the number of parties utilising the possessions are confirmed. An allowance of £120,000 is therefore included from early discussions with Network Rail

Project Risk Allowance

An allowance of £100,000 is recommended, to cover

- Risk on estimated costs in the absence of full logistical planning in a challenging environment
- Additional possession costs/requirements (at roughly £30,000 per additional possession)
- Potential and unquantified temporary protection works to Overhead Line Equipment (OLE)

Option 3- Summary

Construction Costs	184,000
Fees/Investigations	90,550
Staff costs	(excluded for CWP projects)
Rail access costs	120,000
Risk allowance	<u>100,000</u>
	494,550

Option 4 – Programme of repair works to soffits of West Smithfield Bridge only

Construction Estimates

A) West Smithfield Bridge

Concrete repairs	<u>92,000</u>
<i>Sub Total (A)</i>	92,000

Fees/Investigations

Network Rail Project Management Costs	26,750
---------------------------------------	--------

³ From comparison with similar projects, average charge rate of £50/hr

Appendix 1 – Cost Breakdown

Consultant Design/Supervision Fees (works costs x 7.5%) ⁷	10,000
CDM Principal Designer Fees ⁸	10,000
Quantity surveyor/NR Planner fees ⁸	20,000
Investigations (Trial Pits/Surveys)	<u>10,000</u>
Total fees/investigations	76,750

Staff Management Costs⁹ (staff costs excluded for CWP projects but provided for information)

GW4 to GW5	540 hrs	(27,000)
GW5 to works	120 hrs	(6,000)
Works	90 hrs	(4,500)
To GW7	<u>30 hrs</u>	<u>(1,500)</u>
	780 hrs	(39,000 but excluded from project costs)

Rail Possession Costs

Costs are based on preliminary estimates of “piggy backing” onto 4no. 26-hour future possessions secured by others – as specific possessions booked just for these works would be restrictively expensive. Final costs will be confirmed by Network Rail nearer the time, once the number of parties utilising the possessions are confirmed. An allowance of £120,000 is therefore included from early discussions with Network Rail

Note:- no reduction from options 2 and 3 is made, as these former options assume the same works duration but with double labour/plant working on both bridges during the 4no. possessions

Project Risk Allowance

An allowance of £100,000 is recommended, to cover

- a) Risk on estimated costs in the absence of full logistical planning in a challenging environment
- b) Additional possession costs/requirements (at roughly £30,000 per additional possession)
- c) Potential and unquantified temporary protection works to Overhead Line Equipment (OLE)

Option 4- Summary

Construction Costs	92,000
Fees/Investigations	76,750
Staff costs	(excluded for CWP projects)
Rail access costs	120,000
Risk allowance	<u>100,000</u>
	388,750

⁷ Fee % as tendered term consultancy rates. Assume 75% of this up to GW5

⁸ From comparison/experience with similar projects

³ From comparison with similar projects, average charge rate of £50/hr

APPENDIX 2 - PROJECT RISK REGISTER

PROJECT: WEST SMITHFIELD & CHARTERHOUSE STREET (THAMESLINK) BRIDGES REMEDIAL WORKS
 TITLE: PROJECT RISK REGISTER
 UPDATED: 27 July 2018 v1

No.	RISK	RISK CATEGORY	CONSEQUENCES	LIKELIHOOD	IMPACT	SCORE	RISK	CURRENT RISK OWNER	MITIGATING MEASURES
1	Failure to secure timely to the rail network to facilitate the remedial works	Programme Risk	Project delay	Possible	Major	18	MEDIUM	City	Early consultation with Network Rail Consideration of shared rail possessions with Museum of London relocation and Holborn pipe subway projects
2	Failure to obtain Network Rail consent for works	Programme Risk	Project delay	Unlikely	Major	17	MEDIUM	City	Early consultation with Network Rail Appointment of consultant team experienced in Network Rail technical requirements
3	Failure to reinstate Overhead Line Equipment (if lowered) at the end of rail possessions, leading to delays to rail network and punitive costs from Network Rail	Construction Risk	Project costs/Reputational	Unlikely	Catastrophic	20	HIGH	Contractor	Design measures to implement works without the need to lower equipment. Temporary protection measures to be approved by Network Rail. Contractor likely to add a premium to tender to cover this as an insured risk
4	Damage to rail infrastructure during works, leading to delays to rail network and punitive costs from TFL	Construction Risk	Costs/Reputational	Unlikely	Catastrophic	20	HIGH	Contractor	To be made Contractor risk under contract. Risks limited by selection process for contractors experienced in rail work
5	Unforeseen conditions during construction, potentially leading to increased rail possessions required to complete works (at approximately £30,000 per weekend possession)	Construction Risk	Project costs/delays	Possible	Major	18	MEDIUM	City (potentially shared under contract)	Mitigated by schedule inspections and investigations in advance of construction
6	Adverse weather during construction	Construction Risk	Project costs/delays	Unlikely	Moderate	10	MEDIUM	City (potentially shared under contract)	Only relates to waterproofing works and removal of cobbles/setts to top of bridge. Most works are under cover at track level. Further investigations
7	Local public dissatisfaction at works and road closures	Organisation/reputation risk	Bad image	Unlikely	Minor	5	LOW	City	Most of works at track level and limited effect at road level. Residual risks managed by adequate planning of traffic management during phased waterproofing works
8	Limited contractors/competition due to specialist nature of works	Financial Risk	Limited competition	Possible	Moderate	13	MEDIUM	City	Early consultation with market Simplification of design Balanced/shared risk profile in contracts
9	Project/tender costs exceed early estimates	Financial Risk	Project costs	Possible	Major	18	MEDIUM	City	Early engagement with contractors/consultants to consider how the logistical challenges will affect costs. Risk allowance in project budget at early stage
10	Impact of project on Museum of London redevelopment (and vice versa)	Programme Risk	Project delays/reputational	Possible	Major	18	MEDIUM	City	Mitigated by early and ongoing coordination

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Extract from Corporate Project Risk Management Guidance <http://colnet/Departments/Town%20Clerks/Project%20Management/Pages/How%20we%20work/Project-Risk-Guidance.aspx>

IMPACT	CATASTROPHIC	14	20	22	24	25
	MAJOR	11	17	18	21	23
	MODERATE	6	10	13	16	19
	MINOR	3	5	8	12	15
	INSIGNIFICANT	1	2	4	7	9
		RARE	UNLIKELY	POSSIBLE	LIKELY	ALMOST CERTAIN
LIKELIHOOD						

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Committee(s)	Dated:
Planning & Transportation	11 September 2018
Subject: City Fund Highway Declaration – Shoe Lane & Stonecutter Street, EC4	Public
Report of: City Surveyor (CS.369/18)	For Decision
Report author: Michael Radcliffe – Senior Principal Surveyor City Surveyor’s Department	

Summary

Approval is sought to declare a volume of airspace situated above 1,634 ft² (151.80 m²) of City Fund highway land at Shoe Lane and Stonecutter Street, EC4 to be surplus to highway requirements to allow its disposal in conjunction with the permitted development scheme at Shoe Lane and Plumtree Court, EC4.

The redevelopment of the site bounded by Shoe Lane, Plumtree Court, Farringdon Street and Stonecutter Road, EC4 received planning permission through Committee on 24th December 2012. The completed building will include a canopy partially projecting into City Fund airspace above the highway stratum at Farringdon Street.

In addition, the owners of the building will require intermittent use of airspace over City Fund highway land at Shoe Lane and Farringdon Street, EC4 for the building maintenance unit / cleaning cradle in order to provide for ongoing maintenance of the exterior elevations.

In order to regularise the use of City airspace for both canopy and maintenance functions a total of 1,634 ft² (151.80m²) of highway land needs to be declared surplus to requirements by this Committee.

Before third party interests can be granted in City Fund highway land the affected areas first need to be declared surplus to highway requirements.

The City Corporation's highway functions will continue within the highway stratum.

The terms for the highway disposal including the requisite Ordnance Datum Newlyn levels to enable the architectural projections are to be reported separately for approval of the Corporate Asset Sub Committee, subject to your approval to declare the affected volume of airspace surplus to highway requirements.

Recommendation(s)

Members are asked to:

- Resolve to declare a volume of City Fund highway land above an area of highway measuring 1,634 ft² (151.80 m²) situated in Shoe Lane and Farringdon Street, EC4 to be surplus to highway requirements to enable its

disposal upon terms to be approved by the Corporate Asset Sub Committee and subject to the City Corporation retaining ownership of the highway and the continuing highway functions.

Main Report

Background

1. The development of the site bounded by Shoe Lane, Plumtree Court, Farringdon Street and Stonecutter Street, EC4 is being undertaken by Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited under planning approval (12/01225/FULEIA) granted on 24th December 2012 through Committee.
2. The development scheme under planning approval comprises *demolition of the existing buildings and structures, and construction of a new office building (B1 Use Class) comprising ground, upper ground and upper ground mezzanine plus 8 storeys with associated basement and basement mezzanine, hard and soft landscaping (including works to the public highway), green roof, roof top plant, accessible terraces, access and servicing, ancillary cycle parking, disabled car parking and other associated works (113817sq m)[1,225,126ft²].*
3. The completed building will include an extent of canopy projecting into airspace over City Fund highway land along Stonecutter Street, EC4.
4. Additionally, the building owner will require intermittent access to airspace over City Fund highway land on both Shoe Lane and Stonecutter Street, EC4 for the purposes of operating a building maintenance unit / cleaning cradle to provide for ongoing maintenance of the exterior elevations.

Current Position

5. Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited have approached the City Corporation seeking to acquire a suitable interest in the highway land affected by its approved development works and ongoing maintenance requirements.
6. Buildings where the construction and retention of accommodation or integral components would be governed or is governed solely by a highway licence can be compromised investments.
7. For the purpose of promoting long term development the City Corporation can dispose of suitable interests where permitted schemes encompass City Corporation owned highway land. The disposal of the highway land would assist works addressing the proper planning of the area.
8. Before the City Corporation is able to dispose of any interests in City Fund highway land affected by permitted schemes it must first declare the land surplus to highway requirements.

9. Although the City Corporation can dispose of its highway land as a property owner the highway stratum will nevertheless remain vested in the City Corporation as the highway authority until such time as it may be stopped-up.
10. In this instance the development will oversail the highway but will not impede it thus stopping-up is neither necessary nor required.
11. **Affected Highway** - The total area of City Fund highway land to be oversailed by both the canopy and maintenance functions for the permitted scheme is situated at Shoe Lane and Stonecutter Street, EC4 and affects an area measuring 1,634 ft² (151.80 m²).
12. **Ordnance Datum Newlyn** – The British mainland national geographic height system by reference to which the volume of airspace defined by upper and lower levels can be identified.

Proposals

13. Subject to your agreement to declare a volume of airspace over City Fund highway land at Shoe Lane and Stonecutter Street, EC4 measuring 1,634 ft² (151.80 m²) above the highway stratum to be surplus to requirements pursuant to *City of London (Various Powers) Act 1958 section 9* and the *Town and Country Planning Act 1990 sections 233(1)(a) & (b)* it is proposed that the City Corporation disposes of a suitable interest in the land upon terms to be approved by the Corporate Asset Sub Committee.

Corporate & Strategic Implications

14. The disposal of highway land will support the development and investment in the City which *inter alia* ensures the supply of first class business accommodation in the City (A World Class City).

Financial Implications

15. The financial implications of disposal of the highway asset will be considered in a separate report by the Corporate Asset Sub Committee.

Legal Implications

16. **Stopping-up** – The proposed building projections will not encroach into the highway stratum thus no stopping up of the highway is intended or necessary.
17. **Power of Disposal** - The proposed transaction involves disposal of interests in City Fund highway land that was acquired under historic legislation now held for either highway purposes or planning purposes or a combination of both.

18. **Highway Purposes** - Disposal of any interests in City Fund land which is held for highway purposes is authorised by the *City of London (Various Powers) Act 1958, Section 9*, which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.
19. **Planning Purposes** - Disposal of any interests in City Fund land which is held for planning purposes is authorised by the *Town and Country Planning Act 1990, Section 233(1)(a) & (b)* to secure the best use of land or to secure the carrying out of works for the proper planning of the area and also for the best consideration that can reasonably be obtained.

Disposal

20. **Corporate Asset Sub Committee** - The terms of the highway disposal transaction are to be reported to the Corporate Asset Sub Committee for consideration subject to you first declaring the affected City Fund highway land to be surplus to highway requirements.

Conclusion

21. The necessary declaration confirming the highway to be surplus to requirements excluding the highway stratum will enable development of the property according to the planning permission that has been granted.

Appendices

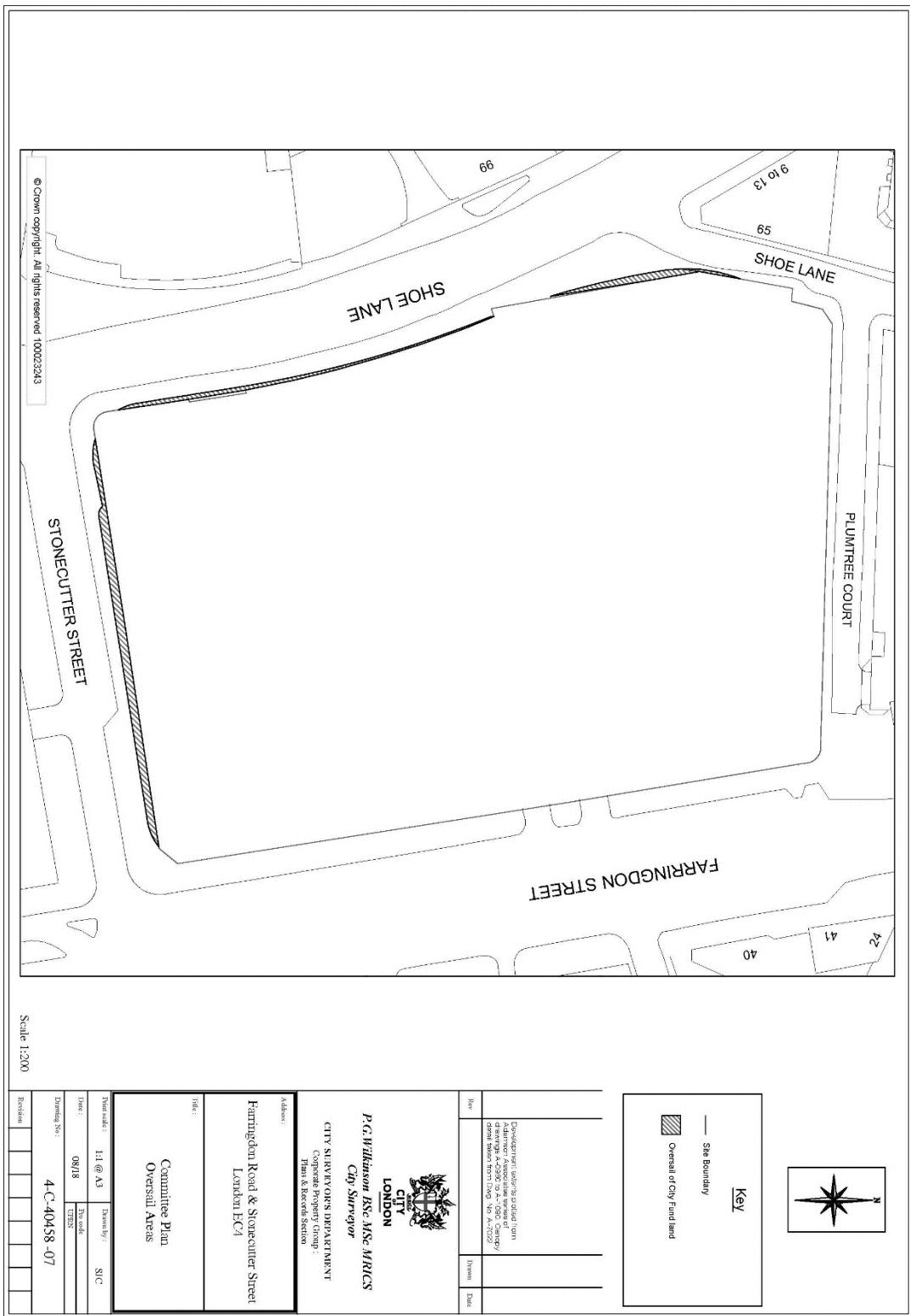
- Appendix 1 – Highway Plan, Shoe Lane and Stonecutter Street, EC4

Background Papers:

- Planning Consent number 12/01225/FULEIA

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Appendix 1 – Highway Plan, Shoe Lane and Stonecutter Street, EC4



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Committee(s)	Dated:
Planning & Transportation	11 September 2018
Subject: City Fund Highway Declaration – 42/44 Bishopsgate, EC2	Public
Report of: City Surveyor (CS.366/18)	For Decision
Report author: Roger Adams	

Summary

Approval is sought to declare a volume of City Fund airspace above an area of highway at Great St Helens, EC2 to be surplus to highway requirements to allow its disposal in conjunction with the development scheme at 22 Bishopsgate, EC2.

The scheme was approved by your Committee on the 28 November 2016 (16/00849/FULEIA) subject to conditions including a requirement for the developer to clad the exposed flank wall at 42-44 Great St Helens. The cladding will project permanently into highway airspace.

On 3 October 2017 your Committee declared parcels of City Fund land around the permitted development scheme as surplus to highway requirements to enable their disposal upon terms since approved by Corporate Asset Sub Committee, Finance Committee and the Court of Common Council.

To permit installation and retention of the cladding an additional area of highway land totalling 43ft² (3.97m²) needs to be declared surplus to highway requirements. This will enable the grant of suitable interest in the airspace.

In this instance the works will not impede the highway nor involve stopping-up. The airspace volume will be limited to relevant datum levels in order to preserve the highway stratum and prevent any vertical enlargement.

Power of Disposal - The proposed transaction involves the disposal of an interest in City Fund highway land that is understood to have been acquired for highway purposes. Disposal is authorised by the *City of London (Various Powers) Act 1958, Section 9*, which allows the City Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.

The terms for the highway disposal are being considered separately by the Corporate Asset Sub Committee.

Recommendation

Members are asked to:

- Resolve to declare a volume of City Fund airspace above the highway at Great St Helen's EC2 measuring 43ft² (3.97m²) and between datum levels to be determined by the City Surveyor to be surplus to highway requirements which will preserve the highway stratum and the continuing highway functions therein to enable its disposal upon terms to be approved by the Corporate Asset Sub Committee.

Appendices

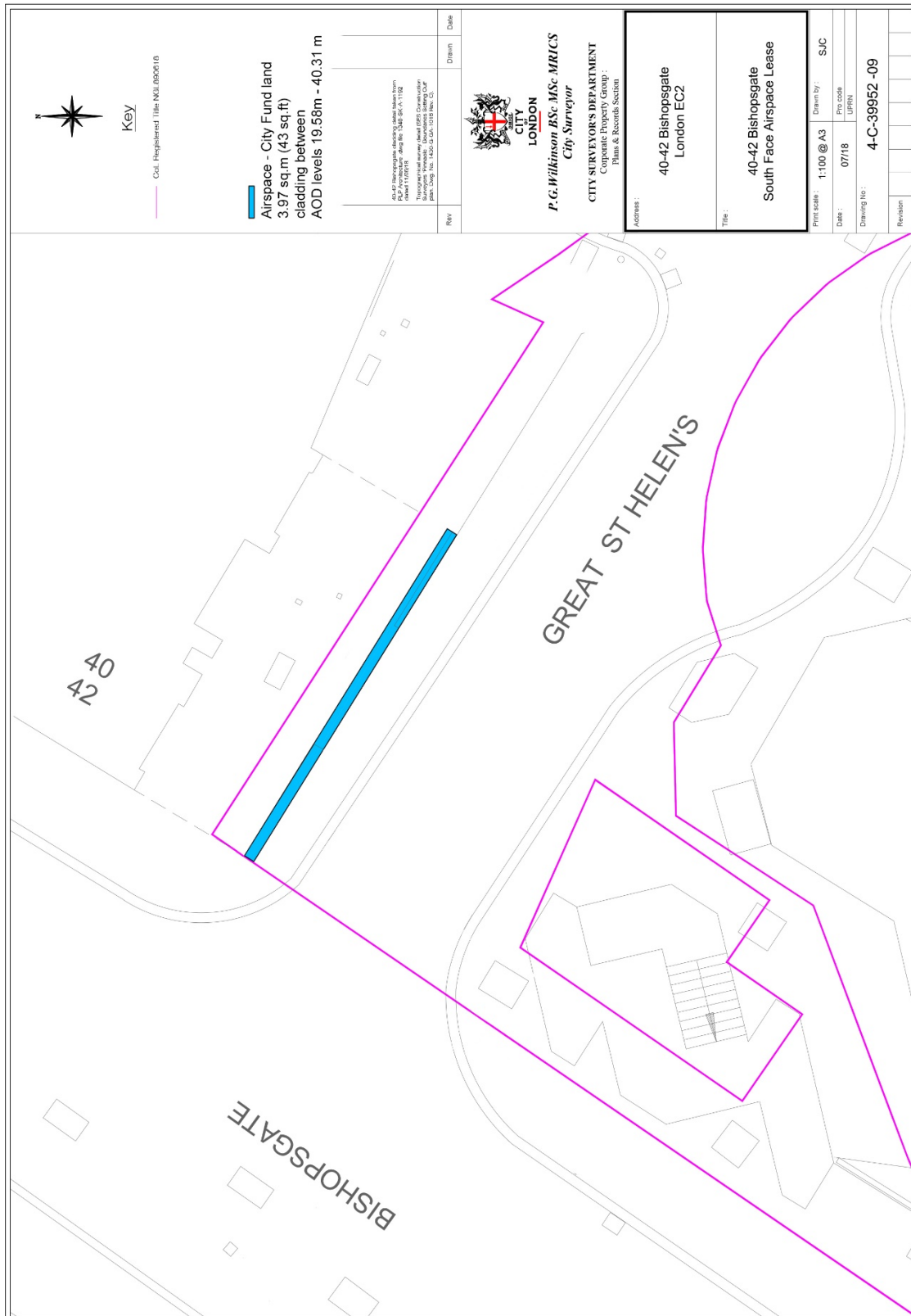
- Appendix 1 – Highway Plan; Great St Helen's / 42-44 Bishopsgate EC2.
- Appendix 2 – Image; Flank Wall 42-44 Bishopsgate EC2.

Background Papers:

- Planning Consent; 16/00849/FULEIA.
- Report of City Surveyor; City Fund Highway Declaration – 22 Bishopsgate, EC2 (CS.393/17) 3 October 2017.

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Appendix 1 – Highway Plan; Great St Helen’s / 42-44 Bishopsgate, EC2



Appendix 2 –Image; Flank Wall 42-44 Bishopsgate, EC2



Committee(s)	Dated:
Planning & Transportation Committee – For Information	11092018
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Report of: Director of the Built Environment	For Information
Report author: Richard Steele	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee. Parallel reports regarding risks that fall within the remit of the Port Health & Environmental Health Committee are submitted to that Committee.

Risk is reviewed regularly as part of the ongoing management of the operations of the Department of the Built Environment. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

Since the last report to Members there have been no changes in the list of Corporate or Departmental risks managed by the department. All risks have been reviewed since the last report and no change in the Current Risk score has been identified.

There is one Corporate Risk managed by the Department of the Built Environment:

- CR20 - Road Safety (Current risk: AMBER)
[Planning & Transportation Committee]

The Likelihood and Impact of this risk are unchanged since last reported to this Committee.

There are no Departmental RED Risks managed by the Department of the Built Environment.

A training led review of the management of risk associated with projects across the entire DBE project portfolio was undertaken in Spring 2018. Further training is being considered for later in 2018.

Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk Management is a standing item at the Senior Leadership Team meetings.
3. Risk owners are consulted and risks are reviewed between SLT meetings with the updates recorded in the corporate (Covalent) system.
4. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

Current Position

5. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
6. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
7. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance) but risks relating to the City Property Advisory Team are managed by the City Surveyor.

Risk Management Process

8. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general RED risks are reviewed

monthly; AMBER risk are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.

9. Changes to risks were, historically, reported to Members as part of the Business Plan report. Members now receive this report quarterly in accordance with the Corporate Risk Management Strategy.
10. All significant risks (including Health & Safety risks) identified by the Department are managed through the Covalent Corporate Risk Management System.
11. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual changes. These risks are included in accordance with the Corporate Guidance "Reporting Risk Information to Grand Committees" to assist this committee to fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to "Oversee the significant risks faced by the Departments in the delivery of their service responsibilities."

Significant Risk Changes

12. Regular review of risks has identified no risk where the Current Risk score has decreased or increased. However the risk relating to Adverse planning policy context (DBE-PP-01) does contain an update that includes "The Draft National Planning Policy Framework was published for consultation in March 2018. The City of London responded in May 2018. A final version NPPF published in July 2018 did not address all the City's concerns and so increases the risk to an extent which is being assessed."
13. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been made.
14. Two risks have been closed since the last report to Members
 - (i) DBE-DS-03 Staff retention and recruitment. Closed with the comment that "This will be addressed as part of the Business Plan Development arising from the Options for Change Report and will longer be treated as a separate risk."
 - (ii) DBE-TP-11 Lord Mayor's Firework Display. The fireworks will not be happening in 2018.

Identification of New Risks

15. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
16. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.

17. No new risks that fall within the remit of the Planning & Transportation Committee have been identified since the last report.
18. A training led review of the management of risk associated with projects across the entire DBE project portfolio was undertaken in Spring 2018. Further training is being considered for later in 2018 in order to spread best practice.
19. The impact of Brexit continues to be reviewed and is referenced in DBE-PL-02 (relating to being alive to the needs/requirements of the world business centre and political environment).

Summary of Key Risks

20. The Department of the Built Environment is responsible for one Corporate Risk. This is:

Road Safety (CR20) which is AMBER

This is the risk related to road traffic collisions.

There is no change in the assessed likelihood or impact of this risk since last reported to this Committee.

The experimental safety scheme conclusion report (which has been presented to Project Sub Committee, Streets and Walkways Sub Committee and, Planning and Transportation Committee) will go to Policy and Resources Committee on 6 September and the final decision whether or not to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent will be made at the Court of Common Council on 13 September.

This risk relates to the public perception of the City's commitment to road danger reduction. Given the high profile of the current Bank on Safety scheme the decision is to leave the risk unchanged (AMBER). This will be reviewed after a final decision on whether or not to make the Bank on Safety permanent is known.

Conclusion

21. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation's Risk Management Framework and that risks identified within the operational and strategic responsibilities of the Director of the Built Environment are proactively managed

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee)

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City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

(B) Impact criteria

Impact title	Definitions
Minor (1)	Service delivery/performance: Minor impact on service, typically up to one day. Financial: financial loss up to 5% of budget. Reputation: Isolated service user/stakeholder complaints contained within business unit/division. Legal/statutory: Litigation claim or find less than £5000. Safety/health: Minor incident including injury to one or more individuals. Objectives: Failure to achieve team plan objectives.
Serious (2)	Service delivery/performance: Service disruption 2 to 5 days. Financial: Financial loss up to 10% of budget. Reputation: Adverse local media coverage/multiple service user/stakeholder complaints. Legal/statutory: Litigation claimable fine between £5000 and £50,000. Safety/health: Significant injury or illness causing short-term disability to one or more persons. Objectives: Failure to achieve one or more service plan objectives.
Major (4)	Service delivery/performance: Service disruption > 1 - 4 weeks. Financial: Financial loss up to 20% of budget. Reputation: Adverse national media coverage 1 to 3 days. Legal/statutory: Litigation claimable fine between £50,000 and £500,000. Safety/health: Major injury or illness/disease causing long-term disability to one or more people Objectives: Failure to achieve a strategic plan objective.
Extreme (8)	Service delivery/performance: Service disruption > 4 weeks. Financial: Financial loss up to 35% of budget. Reputation: National publicity more than three days. Possible resignation leading member or chief officer. Legal/statutory: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. Safety/health: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. Objectives: Failure to achieve a major corporate objective.

(C) Risk scoring grid

		Impact			
		Minor (1)	Serious (2)	Major (4)	Extreme (8)
Likelihood	X				
	Likely (4)	4 Green	8 Amber	16 Red	32 Red
	Possible (3)	3 Green	6 Amber	12 Amber	24 Red
	Unlikely (2)	2 Green	4 Green	8 Amber	16 Red
	Rare (1)	1 Green	2 Green	4 Green	8 Amber

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015

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DBE Corporate & Departmental Risks *(Planning & Transportation Committee)*

APPENDIX 2

Report Author: Richard Steele

Generated on: 24 August 2018

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety	<p>Cause: Limited space on the City's medieval road network to cope with the increased use of the highway by vehicles and pedestrians / cyclists within the City of London. Interventions & legal processes take time to deliver</p> <p>Event: The number of casualties occurring in the City rises instead of reducing.</p> <p>Effect: The City's reputation and credibility is adversely impacted with businesses and/or the public considering that the Corporation is not taking sufficient action to protect vulnerable road users; adverse coverage on national and local media</p>	<p>Likelihood</p>	12	<p>The risk remains unchanged. The permanent Bank Junction long term scheme is still on hold. The experimental safety scheme conclusion report was presented to Project Sub Committee on 18 June, Streets and Walkways Sub Committee on 3 July, Planning and Transportation Committee on 10 July. It will now go to Policy and Resources Committee on 6 September and the final decision whether or not to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent will be made at the Court of Common Council on 13 September.</p> <p>The public consultation on the Road Danger Reduction and Active Travel Plan closed on August 5th. 511 responses were received. These are now being analysed and a report will be presented to Streets and Walkways and Planning and Transportation Committee in the Autumn.</p> <p>The Be Brake Ready campaign in July and August is focusing on the behaviour and speed of cyclists. Pop-up events were held at Ludgate</p>	<p>Likelihood</p>	6	31-Oct-2018	

23-Oct-2015 Carolyn Dwyer				<p>Circus, the Eastern City Cluster and Queen Street.</p> <p>As at 17th August there are 50 Live construction sites in the City, of which only 17 are not CLOCS champions, however this is as they are either fit outs only and therefore too small (2 sites), are nearing completion (6 sites), new start sites (5 sites) or are run by Irish based companies which don't currently register with the UK CLOCS scheme (4 sites).</p> <p>City Mark will now become business as usual.</p> <p>17 Aug 2018</p>				Constant
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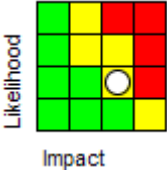
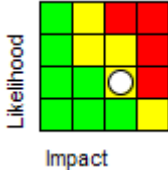

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Action no, File,	Description	Latest Note	Action owner	Latest Note Date	Due Date
CR20b Permanent Bank Junction redesign	Permanent Bank Junction redesign	<p>The permanent long term scheme is still on hold.</p> <p>The experimental safety scheme conclusion report was presented to Project Sub Committee on 18 June, Streets and Walkways Sub Committee on 3 July, Planning and Transportation Committee on 10 July. It will now go to Policy and Resources Committee on 6 September and the final decision whether or not to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent will be made at the Court of Common Council on 13 September.</p>	Steve Presland	17-Aug-2018	30-Nov-2018
CR20f Development of the Road Danger Reduction & Active Travel Strategy	In accordance with the agreed workplan the Road Danger Reduction & Active Travel Strategy is being prepared. Indicative milestones (1) draft to Planning & Transportation Committee in early 2018; (2) Public Consultation in Q2 of 2018; & (3) revised strategy to be presented to Planning & Transportation committee with recommendation for adoption Summer 2018.	The public consultation on the Road Danger Reduction and Active Travel Plan closed on August 5th. 511 responses were received. These are now being analysed and a report will be presented to Streets and Walkways and Planning and Transportation Committee in the Autumn.	Steve Presland	17-Aug-2018	01-Oct-2018

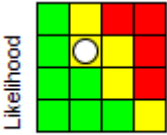
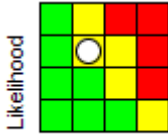

CR20g Pilot Behaviour Change Campaign	Behaviour Change Campaign to address 'inattention'. The process will be (1) use focus groups to identify options; (2) conduct attitudinal survey of road users; (3) prepare campaign delivery plan; (4) deliver campaign; (5) evaluate and report to Q4 2018/19.	The Be Brake Ready campaign in July and August is focussing on the behaviour and speed of cyclists. Pop-up events were held at Ludgate Circus, the Eastern City Cluster and Queen Street. Traffic cameras were set up at Queen Street to measure the impact of the campaign speed of cyclists and number of near misses with pedestrians. Initial results are encouraging and a full report on the impact of the interventions will be presented to Streets and Walkways and Planning Committee in the Autumn. This follows on from a multi-media campaign which included paid promotion on Facebook.	Steve Presland	17-Aug-2018	31-Mar-2019
CR20j Safer Goods Vehicles	The objective is to provide appropriate support to enable 75% of all active construction sites to be CLOCS compliant by summer 2018 including safer vehicles and trained drivers/ banksmen.	As at 17th August there are 50 Live construction sites in the City, of which only 17 are not CLOCS champions, however this is as they are either fit outs only and therefore too small (2 sites), are nearing completion (6 sites), new start sites (5 sites) or are run by Irish based companies which don't currently register with the UK CLOCS scheme (4 sites). We have subsequently visited 3 of the Irish sites all of which meet the CLOCS standards. The 33 remaining live sites all meet the CLOCS Standards and we have successfully encouraged them to register as CLOCS Champions through City Mark. There are 5 recently started sites which have been contacted and visits have been arranged for the near future. City Mark will now become business as usual.	Steve Presland	17-Aug-2018	31-Aug-2018

Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	<p>Continuing to monitor draft regulations to ensure they reflect or adapted to accord with City Corporation priorities.</p> <p>The Draft London Plan was published, for public consultation, in December 2017. The City of London responded in February 2018 and some revisions were published by the Mayor in August 2018. The City Corporation will make its case on outstanding matters at the Examination in Public into the Plan in Jan-May 2019.</p> <p>The Draft National Planning Policy Framework was published for consultation in March 2018. The City of London responded in May 2018. A final version NPPF published in July 2018 did not address all the City's concerns and so increases the risk to an extent which is being assessed.</p>	Paul Beckett	22-Aug- 2018	31-Dec- 2018

	<p>system. A subway must not be entered if permission to do so has been refused.</p> <p>No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access.</p> <p>All works and operatives entering the pipe subway must comply with the code of practice for access and safe working in local authority subways.</p> <p>Regular inspections of the structure, covers, condition and asbestos surveys are undertaken.</p> <p>The Permit to enter form must be completed and contractors checked to ensure they have suitable and sufficient equipment to enter a confined space.</p> <p>No smoking is allowed at any time.</p>				
<p>DBE-02c Permit to Enter application form</p>	<p>Update Permit to Enter application form to improve clarity and reduce incorrect completion</p>	<p>[COMPLETED]</p>	<p>Steve Presland</p>	<p>19-Apr- 2016</p>	<p>01-Mar- 2016</p>
<p>DBE-02d Web presence</p>	<p>Publish an extranet page that includes all relevant documentation to ensure that utilities have access to up-to-date documents at all times. This will also include an on-line booking form.</p>	<p>[COMPLETED]</p>	<p>Giles Radford</p>	<p>26-Aug- 2016</p>	<p>30-Apr- 2016</p>

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-DS-01 The Division becomes too small to be viable 25-Mar-2015 Gordon Roy	Cause: Reduced Income causes the service to be unviable Event: Development market fails to maintain momentum or our market share shrinks Impact: Reduced staffing levels do not provide adequate breadth of knowledge and experience		8	The risk is unchanged. The Options for Change report was approved by Summit Group in July 2018, and as a result a Business Plan is being developed and will be presented to members for consideration later this year. The 17/18 Client Questionnaire report found over 80% of clients rate the DS service as their first choice for Building Control Services. 01 Aug 2018		8	31-Dec-2018	 Constant

Action no, Title, Date	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-DS-01a Business as usual mitigating controls	(1) Continue to provide excellent services [evidenced by customer survey]; (2) Maintain client links with key stakeholders; (3) Continue to explore new income opportunities; (4) Continue to undertake cross-boundary working.	Continuing to market the service to existing and new clients. Maintaining high quality service (as evidence by the 2017/18 Client questionnaire report which found over 80% of clients would rate the DS service as their first choice), monitor KPIs and benchmark against other local authority building control departments. New marketing strategy has been implemented targeting office fit out projects.	Gordon Roy	01-Aug-2018	31-Dec-2018
DBE-DS-01c Business Plan development	Following approval of Summit Group, a Business Plan is being developed and to be presented to members for consideration later this year.	Procuring consultant has commenced.	Gordon Roy	01-Aug-2018	31-Mar-2019

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-02 Not being alive to the needs/requirements of the world business centre and the political environment 23-Mar-2015 Annie Hampson	Cause: Staff are badly briefed in relation to the planning development needs of the City as a world business centre Event: Perception that we are not responsive to the planning development needs of the City as a world business centre Impact: The City's reputation suffers and we fail to deliver buildings that meet the needs of the City as a world business centre	 Likelihood Impact	6	Whilst the underlying risk is unchanged, there continues to be uncertainty regarding the wider economic situation and in particular Brexit. This view was reinforced at MIPIM in March 2018. 27 Jun 2018	 Likelihood Impact	6	31-Dec-2018	 Constant

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Action no, Title,	Description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-02a Business as usual mitigating controls	(1) Continue to work closely with other parts of the department; the City Property Advisory Team; other City of London Departments; & the Greater London Authority. (2) Attendance at MIPIM.	The controls, which have been implemented, have been reviewed and continue to be appropriate and effective.	Annie Hampson	27-Jun-2018	31-Dec-2018

Committee: Planning & Transportation Committee	Date: 11 September 2018
Subject: Decisions taken under Delegated Authority or Urgency since the last meeting of the Committee	Public
Report of: Town Clerk	For Information
Report author: Joseph Anstee, Town Clerk's Department	

Summary

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

Standing Order No. 41(a) – Urgency

- Park Street Bridge Waterproofing

Standing Order No. 41(b) – Delegated Authority

- Illuminated River: Heads of Terms

Recommendation

Members are asked to note the report.

Main report

Park Street Bridge Waterproofing

1. This project was first initiated in 2007, prior to the current Gateway project procedures. Authority was sought to complete waterproofing works to Park Street Bridge (a Bridge House Estates' structure located within the London Borough of Southwark).
2. The works comprise removing the paving/finishes to the bridge in both carriageway and footway and applying a high-level spray applied waterproofing membrane to protect the bridge, followed by full reinstatement of finishes, street furniture and road markings.
3. Replacement kerbing will also be provided, in the form of shallow "kerb drains", which are later to be connected to a wider system to improve drainage to the whole viaduct, when subsequent waterproofing works to the rest of the viaduct are carried out (programmed for 2019/20).

4. The proposed works are funded from ringfenced sums identified in the Bridge House Estates “50-year plan” and the project budget was previously estimated as being below £250,000. The lowest returned tender for the works is £41,091.61 above our previous estimate and, combined with an increase in consultant fees, the total project budget now exceeds £250,000 such that Committee approval was required to proceed at Gateway 5.
5. The reasons for urgency were as follows:
 - i) Tenders were not returned in time to prepare a report in advance of July Committee dates (18th July Project Sub and 26th July Planning & Transportation).
 - ii) It was not expected that the project would need to go to committee previously. Following tender, the project has only at this late stage gone over the maximum amount that can be approved by Chief Officer delegation (£250,000)
 - iii) Advance arrangements are in place with Southwark Council (costs expended) to commence the works on 03 September and the contractor should be appointed as soon as possible. The arrangements have a 12-week lead in and to defer would have incurred a significant delay. Neither the Projects Sub-Committee nor the Planning & Transportation Committee were scheduled to meet before this date.

Illuminated River Heads of Terms

6. At the Planning & Transportation Committee on 10 July 2018, the Committee, exercising the City’s functions as Local Planning Authority, approved the planning and listed building consent aspects for the Illuminated River project for those bridges for which the City is Planning Authority.
7. In order to implement the project, the promoter, the Illuminated River Foundation (IRF) requires a formal legal agreement between the IRF and the City Corporation in its capacity as trustee of Bridge House Estates (BHE) for those bridges that are owned and maintained by the City Corporation. This agreement will grant permission from the City as bridge owner (in its trustee capacity) for the works and define the on-going relationship between the two parties in terms of the project’s installation, its future maintenance and legacy control.
8. That legal agreement will be based on a set of Heads of Terms, outlined in a report considered by the Planning & Transportation Committee on 26 July 2018, intended to safeguard the City’s position as trustee of BHE and bridge owner in respect of net increases in cost and future liabilities, legacy governance and ultimate control of the lighting.

9. Following consideration of the report at Committee, it was agreed to delegate authority to the Town Clerk, in consultation with the Chairman and Deputy Chairman, to approve authorisation to sign the Heads of Terms after a number of issues raised by Members had been clarified.

Action Taken

Park Street Bridge Waterproofing

The Town Clerk, in consultation with the Chairman and Deputy Chairman, approved the proposed urgent action, that:

- 1) Committee approve the project is now undertaken under the Regular route
- 2) Committee approve the revised budget of £269,228
- 3) Additional funds of £47,957 are allocated to the project from within the Bridge House Estates Bridge Repair & Maintenance Fund (the “50-year plan”), taken from the deferred refurbishment project to Southwark Bridge Approach Viaduct
- 4) The Comptroller and City Solicitor is authorised to enter into a contract for the works with J B Riney & Co Ltd

Illuminated River Heads of Terms

The Town Clerk, in consultation with the Chairman and Deputy Chairman, approved the proposed action, to:

- Authorise the Director of the Built Environment to sign the Heads of Terms on behalf of the City Corporation as trustee of Bridge House Estates;
- Authorise the Comptroller & City Solicitor, in consultation with the Director, (both acting for the City in its capacity as trustee of Bridge House Estates) to negotiate the detailed terms of the legal agreement based on the agreed Heads of Terms, and subsequently execute that legal agreement; and
- Agree to commit £500k of Bridge House Estates’ existing bridge maintenance budget, already deferred to align with the project, to support delivery of the lighting at London Bridge, with the governance of that commitment managed through the Heads of Terms.

Contact:

Joseph Anstee
Committee and Services Officer, Town Clerk’s Department
020 7332 1480

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PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
1.	9 January 2018 23 January 2018 26 March 2018 8 May 2018 29 May 2018 10 July 2018 26 July 2018	<p><u>Matters Arising</u></p> <p><u>Ludgate Circus</u></p> <p>The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.</p>	Steve Presland	SP arranging meeting between senior TfL reps and Chairman and Deputy of P&T	<p>Completed – Letter sent on 9 January and circulated to Members on 10 January.</p> <p>Meeting between Chairman, Deputy Chairman and TfL representatives took place on Tuesday 23rd January to discuss this issue.</p> <p>The meeting between TfL and CoL safety officers to conduct H7S audit (informal) needs to take place prior to committee and the data exchange be completed.</p> <p>UPDATE: Data was exchanged, and CoL have provided written comments back to TfL on their data just before the Easter break. We would expect TfL to respond within the next two weeks.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
2.	9 January 2018 23 January 2018 20 February 2018 26 March 2018 8 May 2019 29 May 2018 10 July 2018 26 July 2018	<p>Major Highway Works for 2018</p> <p>In response to a question concerning 'lane rental', officers advised that the Government was currently consulting on this initiative and undertook to report back to the Committee following the outcome of this.</p>	Ian Hughes	DECEMBER COMMITTEE	The consultation has now closed and DfT are analysing the feedback. As a minimum, they will need to publicise a decision before the current Lane Rental trials with TfL and Kent County Council expire in March 2019.
3.	9 January 2018 20 February 2018 26 March 2018 8 May 2019 29 May 2018 10 July 2018 26 July 2018	<p><u>'Green' Initiative</u></p> <p>A Member for Dowgate Ward reported that 'green' initiatives were a priority for his ward and asked if a report detailing these could be brought to a future meeting.</p> <p>The Director of the Built Environment suggested that this could be done by way of an annual report as many of the initiatives came under the remit of other Committees.</p>	Paul Beckett	ONGOING	<p>Initial response email sent 25/01/2018. Existing 'green' monitoring reports are being reviewed for Dowgate-specific material. Investigating the scope for an annual 'green' report contributed to by several departments. Review of 2017/18 could be prepared in mid-2018</p> <p>Consultant preparing a report on potential green initiatives which will be reported 11 Sept committee.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
4.	9 January 2018 20 February 2018 26 March 2018 29 May 2018 10 July 2018 26 July 2018	<u>Dockless Bikes</u> It was agreed that a copy of the Code of practice should be circulated to all members of the Committee together with details for how to report obstructions.	Bruce McVean	September Committee	<p>Meetings are being held with both cycle operators who currently have agreements to operate in the City.</p> <p>Officers are further reviewing the legal position in relation to obstruction and options to remove bicycles left on City footways.</p> <p>In addition, London Councils are exploring a byelaw to enable operators to be licensed.</p> <p>A further report on these matters is proposed immediately following recess.</p> <p><u>On agenda</u></p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
5.	9 January 2018 20 February 2018 26 March 2018 29 May 2018 10 July 2018 26 July 2018	<p><u>Blackfriars Bridge Underpass</u></p> <p>A Member expressed concern regarding the poor state of the underpass at Blackfriars Bridge and asked who was responsible for the cleaning and maintenance of it.</p> <p>Officers advised that there were overlapping responsibilities between the CoL and TfL and discussions were taking place with TfL to address the problem.</p> <p>A Member questioned why Transport for London were reluctant to allow the CoL Corporation to take over responsibility for the underpass and asked if officers had engaged at a senior level.</p> <p>Members expressed concern at the state of the underpass and the fact that people were likely to try and cross the road as an alternative to using it which was extremely dangerous.</p>	Steve Presland		<p>A detailed response was sent to the Member on 09/01/2018.</p> <p>The City are Monitoring it, increasing inspections, scheduled and adhoc cleaning as required is now in place.</p> <p>Put a request in with TfL with a view to arranging a site meeting to agree an allocate clear responsibilities and explore CoL taking over TfL responsibilities.</p> <p>Officers undertook to report back on the options available.</p>

Item	Date	Action	Officer responsible	To be completed/ progressed to next stage	Progress Update
7.	26 March 2018 9 May 2018 29 May 2018 10 July 2018 26 July 2018	<p>Wind Measurement on Tall Buildings.</p> <p>Question – when will the promised "before and after construction" wind measurements on 20 Fenchurch St be made available.</p> <p>Officers advised that a number of extra trees had been planted outside 20 Fenchurch Street and agreed to produce a full report in due course of relevant and predicted readings.</p>	CPO	19 June 2018	

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