



Planning and Transportation Committee

Date: TUESDAY, 29 JANUARY 2019

Time: 10.00 am

Venue: LIVERY HALL - GUILDHALL

Members:

Christopher Hayward (Chairman)	Shravan Joshi
Deputy Alastair Moss (Deputy Chairman)	Oliver Lodge
Munsur Ali	Alderman Nicholas Lyons
Rehana Ameer	Natasha Maria Cabrera Lloyd-Owen
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
Stuart Fraser	Deputy Henry Pollard
Marianne Fredericks	James de Sausmarez
Alderman Prem Goyal OBE JP	Oliver Sells QC
Graeme Harrower	Graeme Smith
Christopher Hill	William Upton
Deputy Jamie Ingham Clark	Alderman Sir David Wootton
Alderman Gregory Jones QC	

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

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 18 December 2018.
For Decision
(Pages 1 - 22)
4. **MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**
To receive the *draft* minutes of the Streets and Walkways Sub Committee meeting held on 4 December 2018.
For Information
(Pages 23 - 32)
5. **OPEN SPACES AND CITY GARDENS COMMITTEE**
To consider a resolution of the Open Spaces and City Gardens Committee.
For Discussion
(Pages 33 - 34)
6. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY SINCE THE LAST MEETING OF THE COMMITTEE**
Report of the Town Clerk.
For Information
(Pages 35 - 38)
7. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 39 - 62)
8. **VALID PLANNING APPLICATIONS RECEIVED BY THE DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.
For Information
(Pages 63 - 68)

9. **CITY FUND HIGHWAY DECLARATION - 22 BISHOPSGATE, EC2**
Report of the City Surveyor.
- For Decision**
(Pages 69 - 72)
10. **FORMER RICHARD CLOUDESLEY SCHOOL GOLDEN LANE ESTATE LONDON EC1Y 0TZ**
Report of the Chief Planning Officer and Development Director.
- For Decision**
(Pages 73 - 152)
11. **1-2 BROADGATE LONDON EC2M 2QS**
Report of the Chief Planning Officer and Development Director.
- For Decision**
(Pages 153 - 232)
12. **STONECUTTER COURT 1 STONECUTTER STREET LONDON EC4A 4TR**
Report of the Chief Planning Officer and Development Director.
- For Decision**
(Pages 233 - 320)
13. **PLANNING APPEAL DECISIONS**
Report of the Chief Planning Officer and Development Director.
- For Information**
(Pages 321 - 332)
14. **PUBLIC CAR PARKS UPDATE**
Report of the Director of Built Environment.
- For Decision**
(Pages 333 - 348)
15. **BANK JUNCTION IMPROVEMENTS PROJECT: ALL CHANGE AT BANK - GATEWAY 3 - ISSUE REPORT**
Report of the Director of the Built Environment.
- For Decision**
(Pages 349 - 376)
16. **TFL DIRECT VISION STANDARD CONSULTATION RESPONSE**
Report of the Director of Built Environment.
- For Decision**
(Pages 377 - 386)

17. **BREXIT UPDATE**
Report of the Director of Built Environment.

For Information
(Pages 387 - 388)

18. **OUTSTANDING ACTIONS**
Report of the Town Clerk.

For Information
(Pages 389 - 394)

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 MINUTES**
To agree the non-public minutes of the meeting held on 18 December 2018.

For Decision
(Pages 395 - 396)

23. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB COMMITTEE**
To receive the non-public *draft* minutes of the Streets and Walkways Sub Committee meeting held on 4 December 2018.

For Information
(Pages 397 - 398)

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

Tuesday, 18 December 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)	Alderman Gregory Jones QC
Deputy Alastair Moss (Deputy Chairman)	Shravan Joshi
Munsur Ali	Alderman Nicholas Lyons
Randall Anderson	Deputy Brian Mooney
Peter Bennett	Sylvia Moys
Sir Mark Boleat	Susan Pearson
Mark Bostock	Judith Pleasance
Henry Colthurst	Deputy Henry Pollard
Stuart Fraser	Oliver Sells QC
Alderman Prem Goyal OBE JP	William Upton
Graeme Harrower	Alderman Sir David Wootton
Deputy Jamie Ingham Clark	

Officers:

Gemma Stokley	- Town Clerk's Department
Jennifer Ogunleye	- Town Clerk's Department
Joseph Anstee	- Town Clerk's Department
Nick Bodger	- Cultural and Visitor Director
Alison Bunn	- City Surveyor's Department
Annie Hampson	- Chief Planning Officer and Development Director
Carolyn Dwyer	- Director of Built Environment
Zahur Khan	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bhakti Depala	- Department of the Built Environment
Clive Cornwell	- Department of the Built Environment
Gwyn Richards	- Department of the Built Environment
Catherine Linford	- Department of the Built Environment
David Horkan	- Department of the Built Environment
Craig Stansfield	- Department of the Built Environment
Neel Devlia	- Department of the Built Environment
Rianne Gilzeane-Watson	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Ted Rayment	- Department of the Built Environment
Richard Steele	- Department of the Built Environment
Gordon Roy	- Department of the Built Environment

1. **APOLOGIES**

Apologies for absence were received from Rehana Ameer, Deputy Keith Bottomley, Peter Dunphy, Marianne Fredericks, Christopher Hill, Oliver Lodge, Natasha Maria Cabrera Lloyd Owen, Graham Packham and James de Sausmarez.

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

Oliver Sells declared an interest in relation to Item 9 stating that he was a Member of the Bar practising at Inner Temple and also a professional and residential tenant there as detailed on his public register of interests. He added that he had consulted the Comptroller and City Solicitor on this matter who had received advice from leading counsel to suggest that no DPI was engaged on this occasion.

Deputy Alistair Moss (Deputy Chairman) declared a non-pecuniary interest in relation to Item 8 stating that he had served as both Chairman and then Deputy Chairman of the Property Investment Board who had dealt with the transactional aspects of 1 Leadenhall Street in some detail. He therefore proposed to leave the meeting when this item was under consideration so as to draw clear lines between the City's role as landowner and planning authority. He would not speak or vote on the matter.

Alderman Gregory Jones declared a non-pecuniary interest in relation to Item 9 stating that he was a Barrister, in independent practice at the bar within the Chambers of Andrew Tait QC, FTB, Francis Taylor Building, Temple, as detailed on his public register of interests.

3. **MINUTES**

The public minutes and summary of the meeting held on 20 November 2018 were considered and approved as a correct record.

MATTERS ARISING

Consultation on Noisy Saturday Construction Work Activities in the City of London – In response to a question, the Town Clerk reported that the Port Health and Environmental Services Committee had agreed with this Committee's conclusion and had also voted in favour of restricting noisy works hours to 09:00 to 14:00.

COLPAI Project on former Richard Cloudesley School site – A Member questioned why this matter had not been brought back to the Committee for further discussion as had been suggested at the last meeting. She also asked that the Chairman update the Committee on the result of his discussions with the Chief Planning Officer on the matter. Finally, she asked what consideration had been given to some obvious ways of solving the problem, such as: looking at ways to remove the need for the service trench, investigating alternative positions for gas intake and changing roof falls, and retaining the existing boundary wall.

The Chairman reported that, whilst it had been suggested that the matter be brought back to Committee for further discussion it had not formally been 'called in'. If Members were of the view that this was necessary it would need to be a formal, collective decision. He added that, as the Chief Planning Officer had been absent at the time, he had followed up this matter with the Director of the Built Environment after the last meeting who had subsequently discussed the matter with the Town Clerk & Chief Executive.

The Director of the Built Environment clarified that an application had been submitted in relation to condition 5 of the CoLPAI decision and that the applicant had applied to remove four trees and retain one on the boundary with the neighbouring allotments. It is proposed that three new trees are planted on the boundary. Members were reminded that all of the trees in question are in Islington and, as such, a parallel application has been submitted to the London Borough of Islington.

The Director went on to report that neighbourhood consultations are not carried out in relation to applications to discharge conditions. However, approximately 30 objections have been received. The objections raised a number of issues and the applicant's responses to those have been requested. The Open Spaces Department have also been consulted on the acceptability of the application.

Members were informed that the determination of applications in respect of conditions is delegated to the Chief Planning Officer and Development Director and it is proposed that the application will be determined in this way in accordance with normal procedures once the necessary information has been received. Islington have also indicated that they propose to deal with the application under delegated authority and not to report it to their Committee.

The Director added that, under exceptional circumstances, the Chief Planning Officer and Development Director might consider referring the discharge of a planning condition to Committee, however, it was felt that there are no exceptional circumstances in this case.

Notwithstanding the above, the Committee can of course call in the discharge of the condition if they so choose.

Alderman Jones suggested that, given the strength of feeling around this matter, it was his view that it should, indeed, be called in by the Committee. He stated that, whilst he accepted and endorsed the general procedure of delegating the majority of work in this area, this case warranted greater scrutiny. He put the motion to the Committee.

Susan Pearson seconded the motion.

The motion was put with votes cast as follows:

FOR: 12 votes

AGAINST: 3 votes

It was therefore agreed that the matter be called in and brought back to the Committee for further consideration in the New Year.

TfL Control Room Visits – A Member reported that the second of these visits had been to the London Underground Control Centre which had been a very informative visit and useful in terms of building relations.

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

The Committee received a report of the Chief Planning Officer and Development Director detailing development and advertising applications determined by the Chief Planning Officer and Development Director or those so authorised under their delegated powers since the report to the last meeting.

RECEIVED.

5. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

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

A Member noted that discharged conditions were mentioned within the report and questioned whether all such conditions featured here or only those which Officers thought were of the most importance. She added that she had not seen the conditions around the COLPAI trees featured here previously.

The Chief Planning Officer clarified that all delegated decisions were listed within these regular reports to Committee. She added that the report listed full planning applications and was not in relation to conditions only.

6. **CITY OF LONDON VISITOR STRATEGY 2019/23**

The Committee received a report of the Assistant Town Clerk and Culture Mile Director seeking Member comments on the new draft City of London Visitor Strategy 2019/23.

The Chairman reported that the draft strategy had already been endorsed by both the Culture, Heritage and Libraries and the Policy & Resources Committees.

A Member commented that it was important to have some reassurance that the Square Mile would still retain a business focus. He added that there was also no mention of security within the strategy at present which should continue to be a priority in the City. The Cultural and Visitor Director reported that one of the main thrusts of the strategy was timing with particular focus on visitors at evenings and weekends. Any crossover with business – such as lunchtimes – would, however, be looked at as part of this.

In terms of security, the Cultural and Visitor Director reported that arrangements formed part of individual events programmes (like City Arts) but he agreed that this should be explicit within the strategy. He went on to clarify that each event went through a rigorous process in terms of security with input from the City of London Police and Highways in terms of things such as vulnerability, crowd safety and public order.

Another Member commented that she was disappointed to see that Leadenhall Market was not mentioned within the draft strategy given that the Guildhall Yard and Old Bailey were. The Cultural and Visitor Director reported that work was being done alongside the Market to look at increasing visitor numbers here, particularly at weekends. This could be referenced within the strategy but, due to financial constraints, this could not be a direct action at present.

A Member questioned the 'Action Area' around the provision of additional coach parking and dropping off facilities detailed within the draft strategy. She added that she recalled this Committee looking at transport issues around the City and attempting to try and reduce this in the past. The Cultural and Visitor Director reported that the City's larger attractions, such as St Paul's Cathedral, relied on coach parties for much of their income. He added that any work in this area would be carried out in close consultation with all affected parties.

RECEIVED.

7. PUBLIC LIFT REPORT

The Committee received a report of the City Surveyor containing details of the three public escalator/lifts that were out of service less than 95% of the time.

The City Surveyor regretfully reported that the lift at Speed House was still out of service and required a new drive board which was set to be delivered this week. It was hoped that the lift would then return to service. Long term, a programme to refurbish the lift was being brought forward to February 2019. This would render the lift out of service for a period of approximately 3 months but would hopefully reduce the number of occasions on which the lift experienced technical failures/difficulties.

The City Surveyor went on to report that a £250,000 project to refurbish and upgrade all of the City's public lifts was also planned in order to make all of them as reliable as possible.

A Member questioned how much routine maintenance was carried out on the public lifts. The City Surveyor reported that routine maintenance was carried out fortnightly on all public lifts. Consideration had previously been given to increasing this to weekly maintenance, but it had been concluded that there would be no real benefit in doing so.

A Member commented that the Speed House lift had been poorly designed from the outset. Another Member commented on the running costs of the public lifts being more expensive than they should be as a result of poor design and

questioned whether the City Corporation had any control over this going forward, in terms of specifying what standards developers should be meeting in the first place. The City Surveyor reported that a public lift specification as now in place and could be shared with developers to ensure that all future public lift installations met the City Corporation's criteria.

A Member questioned whether the City Surveyor stockpiled spare parts and vital components for the public lifts, particularly those that were difficult to procure. The Deputy Chairman added that the Chief Executive of Land Securities had recently announced that they had taken the decision to do just this in view of Brexit and the potential difficulties that may pose around securing parts from abroad speedily. The City Surveyor reported that some critical spare parts were stockpiled but that it was not possible to store all of the spare parts required for all on the City's public lifts. She added that it was hoped that the lift refurbishment programme would reduce the need for this going forward. With regard to the Millennium Inclinor, where many of the parts were imported, a lot of spare parts were already being stored at Guildhall and the City Surveyor would continue to stockpile these.

RECEIVED.

8. LEADENHALL COURT 1 LEADENHALL STREET LONDON EC3V 1PP

Deputy Alistair Moss (Deputy Chairman) withdrew from the meeting for this Item.

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval for the 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 (63,613sq.m GIA).

The Assistant Director, Planning and Development reminded Members that this follows a previous permission which was granted by the Planning and Transportation Committee on 25th January 2017, which was the subject of an application for a non-material amendment granted on 22nd February 2018. He went on to highlight that this application differs from the previous proposal in the following ways:

- Reduction in retail provision and increase in office space;
- Relocation of the servicing bay from Whittington Avenue to Gracechurch Street;
- Widening of the pavements on Gracechurch Street and Leadenhall Street;
- Reduction in the basement depth;
- Reduction in height;
- Façade refinements; and
- Relocation of the public terrace from level 2 to level 4.

He added that deliveries would be consolidated and would be restricted through the S106 agreement so that they take place outside pedestrian peaks.

He drew Members' attention to the fact that the planting of five trees was proposed on either side of the loading bay as part of the wind mitigation strategy.

The Assistant Director, Planning and Development reported that the development was adjacent to both the Bank and Leadenhall conservation areas. Overall, it was hoped that the scheme would enhance the retail and pedestrian nature of the area and would be a successful addition to the City Cluster – as such Officers recommended that planning permission be granted.

An additional condition aimed at safeguarding the amenity of the adjoining premises and an amended condition 16 was tabled.

Members proceeded to debate the application.

A Member commented that, with the aim being to make the area more pedestrianised, there should be higher tests around wind, particularly in the terrace area where people should expect to be able to sit outside comfortably all year round.

He went on to state that Whittington Avenue was not very aesthetically pleasing and suggested that, in the long term, thought might be given to installing a glass canopy over this to help further transform the area and make it as welcoming as possible.

Another Member questioned whether an assessment of the anticipated increased footfall in the area had been carried out. The Assistant Director, Planning and Development reported that pedestrian flow had been assessed alongside TfL and that both parties agreed that this would be acceptable going forward.

A Member raised concerns around noise, dust and vibrations as a result of the works and the possible effects this might have on businesses in the market trying to increase footfall and also on the current drainage system in the Market with mention of surface water drainage within the report. She questioned whether any mitigation would be put in place around these issues. The Assistant Director, Planning and Development reported that the developer would be required to provide details around this prior to commencing any works.

Another Member raised concerns around the service bay entrance being moved to Gracechurch Street which could lead to issues with the busy traffic lights at the junction here. He also questioned if access here had been discussed with TfL who might then be able to give further thought to the phasing of the lights. The Assistant Director, Planning and Development reported that banksmen would be used around the entrance to help direct and manage traffic and that Officers had fully engaged with TfL on this matter. Both parties were satisfied with the proposed arrangements.

A Member commented that he felt that the revised application appeared to be a real lost opportunity given that Leadenhall Market was supposed to be one of the City's principal shopping areas and a reduction in retail provision was now proposed. He added that he felt that the developer's proposals had therefore gone from too ambitious to not ambitious enough on the retail front.

Another Member disagreed with this point and suggested that the City Corporation needed to look again at retail given the changing nature of this and the increasing number of high street retailers going bust. The Assistant Director, Planning and Development stated that, whilst the amended proposals were for less retail space, they would still result in more retail space than was on site at present. Officers were satisfied that the proposals achieved the right balance here.

In response to questions around the public viewing gallery offer, the Assistant Director, Planning and Development reported that this was a very different offer to elsewhere given that it would be at a lower level and would also create some synergy with the 4th floor restaurant proposals. With the development expected to house 4,000 employees, it was also felt that the external space offer was particularly beneficial.

A Member commented that this appeared to be an improvement in comparison to the original application but added that she felt that there were elements which required more discipline on the developer's part. She went on to state that, whilst deliveries were to be capped to a maximum of four per hour in between peak times (10:00 to 12:00 and 14:00 to 16:00), consolidation would still be essential. With regards to wind, the report states that strong winds would only occur for 1.8 hours per year, however, this was very close to the threshold of 2 hours per year and it was therefore felt that more mitigation was needed here.

The Member went on to state that she felt that the developer could make greater efforts with regard to achieving a satisfactory BREEAM rating. With regard to the informative concerning cooking and ventilation, the Member commented that the Committee had considered this matter at their last meeting and had been of the view that all ventilation equipment should be cleaned daily. She asked that this be reflected here. The Assistant Director, Planning and Development agreed with this point and undertook to look at some standard wording around this and attach an appropriate condition.

In response to the comments regarding strong winds and mitigation, the Assistant Director, Planning and Development reported that this had been the subject of rigorous testing and that the City's most up to date guidance on this had been used. It was something that would also be revisited after a year from the commencement of works. He added that Officers were satisfied that the wind conditions were suitable in terms of terrace use with the imposed conditions. He also clarified that a consolidation centre would be used for deliveries.

Henry Colthurst moved that an additional condition be added stipulating that acceptable wind measurement on the terrace should be seating standard and standing standard in all other areas.

The motion was seconded by William Upton.

The Assistant Director, Planning and Development reported that, whilst, a condition along these lines could be imposed, the developer had currently met all of the City's existing criteria in this area. He would therefore need the Chairman to agree to some flexible wording around targeting certain wind levels.

A Member commented that, given that the application before the Committee was consistent with the Corporation's current policies, it was an area that Officers should be asked to strengthen in due course as opposed to being asked to make policy 'on the hoof'.

Henry Colthurst withdrew the motion and asked, instead, that Officers look closely at this matter in due course.

The application was then put to the vote where it was unanimously approved with no abstentions.

RESOLVED – That,

(a) The application be referred to the Mayor of London to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

(b) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule subject to the Mayor deciding to allow the Corporation to grant planning permission, the planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;

(c) Officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

9. INNER TEMPLE GARDEN & CAR PARK INNER TEMPLE LONDON EC4Y 7HL

Deputy Alistair Moss (Deputy Chairman) re-joined the meeting.

The Committee considered a report of the Chief Planning Officer and Development Director seeking approval for the erection of two temporary buildings for a period of 22 months to facilitate the development proposed under 17/00077/FULMAJ (one located within the Inner Temple Garden (1100sq.m GEA) and one located within the Inner Temple Car Park (770sq.m

GEA) to provide temporary accommodation for the displaced Treasury Building, Inner Temple Hall and Library functions (Sui Generis use comprising Offices, Education and Training, Hall and Library relating to the Bar and Inner Temple). Associated works to include the dismantling, storage and re-erection of one listed and one unlisted gas lamp and plinth and the provision of a temporary substation and creation of a service compound.

William Upton declared a non-pecuniary interest in that he was a Member of Inner Temple and a tenant at Chambers there. He added that he intended to speak and vote on the matter.

The Senior Planning Officer presented the application. She highlighted that the garden here was a highly valued public amenity. She underlined that, Officers would be in a position to recommend the application for approval if the proposed carpark temporary structure had been smaller and situated further away from the listed buildings.

The Chairman invited the registered objectors to address the Committee, reminding them that they had a total of ten minutes between them to do so. He also drew Members attention to a written objection from Dr. Malecka which had been tabled.

Lord Lloyd of Berwick addressed the Committee, informing Members of the long history of this application. He stated that despite the Inn's Surveyor writing to all in November 2018 to suggest that it was essential to have the proposed temporary buildings in place, if today's application were to be refused, the proposed building works could still proceed as alternative plans were in place.

Lord Lloyd went on to draw Members' attention to two photographs which were submitted alongside his written representation and were shown to Members on the display screen. He commented that these photographs clearly depicted the level of usage of the public gardens. He added that, whilst the temporary buildings were only proposed to be in place for 22 months, their removal would require damage repair to the grass area and the public would therefore likely lose closer to three years of access to the gardens.

Nicholas Asprey concurred with three points and went on to question the need/benefit of these temporary structures. He added that these appeared to be a convenience rather than a must and that there was no evidence to show what action the Inn had taken to obtain alternative accommodation for their activities.

Finally, Robert McCracken referred to the gardens and surrounding area as an oasis of calm. He commented that Kings Bench Walk was popular amongst tourists and film makers and that any work in the gardens could also have a detrimental effect on local wildlife.

The Chairman thanked the objectors for their presentation to Committee and invited questions from Members.

A Member referred to the written representation from Dr. Malecka (tabled) and asked the objectors present if they could confirm the assertion within the written representation that, on the 3rd December, the Inn had been informed that, should this application fail, agreements were in place elsewhere to ensure continuity of the work of the offices, education and training, hall and library during any building works. Mr Asprey confirmed that this was the case and suggested that it was something that the Committee should perhaps question further with the applicant.

The Chairman invited those speaking in favour of the applicant to address the Committee.

The Right Honourable Dame Elizabeth Gloster DBE took the opportunity to stress to Members that the application was extremely important to the Inner Temple with the public benefit of permitting the application clearly outweighing any temporary harm. She went on to state that the Officer recommendation to refuse the application was flawed in that it demonstrated a misunderstanding of the problems that would be faced should these activities be taken off site for a period of almost two years.

Dame Gloster stated that there were no firm agreements in place for all of the Inn's activities for this interim period. What had been agreed was provision for just 22 large events to be held elsewhere as the proposed temporary structures would not provide sufficient space for these. She clarified that contingency plans were in place as this was the responsible thing to do and went on to assert that Dr Malecka's interpretation of what had been reported to benchers at the meeting on 3rd December was therefore wrong.

Dame Gloster went on to state that the disruption to the Inn's activities should these need to be taken off site would be huge. An off-site library would mean that training would be dispersed which would have a particularly adverse impact on both existing and aspiring barristers and, ultimately, the contribution that the Inn makes to ensuring that the City continues to provide world class legal services.

Miss Patricia Robertson QC concurred with these points and stated that the benefits of granting this application outweighed any temporary and entirely reversible harm. She referred to the application as an emotive issue and recognised that there were still dissenters in the Inner Temple. She stated, however, that the displacement of activities elsewhere would affect communal life and could have a permanent effect if students chose, as a result of this, to attend other Inns.

With regard to the garden, Miss Robertson stated that no irreversible harm would be caused here. She added that the gardens were a private space with no right of way allowed for public access and that only a portion of the lawn would be occupied by the proposed temporary structure.

The Chairman thanked those speaking on behalf of the applicant for their presentation to Committee and invited questions from Members.

A Member stated that he found it hard to believe that there were no alternatives off site for these activities and asked that Dame Gloster explain further. Dame Gloster explained that, at present, students could come to the Treasury and all be together for both training and networking purposes. Catering was also available on site. If these activities were to be displaced, there would no longer be any synergy of Education/Training or of people/staff. Barristers who currently volunteered to provide training would also no longer be on hand. With regard to the library, Dame Gloster questioned whether suitable accommodation could be found elsewhere and mentioned concerns around the loading and unloading of material as well as disabled access. All in all, the displacement would lead to a loss of cohesion and collegiality for a period of almost two years. Long-term, this would also impact upon the recruitment programme.

A Member questioned the need for a structure in the garden and asked whether more of the carpark area might be used instead. Miss Robertson stated that she too had initially posed this question. The space that would be occupied in the carpark was, however, rather large and would pose issues around access and the storing of materials.

A Member questioned the impact that the servicing of the temporary buildings would have on the site and whether this had been taken in to consideration. Dame Gloster confirmed that this had been assessed and it had been concluded that this would result in no net change. A lightweight, temporary track would be in place across the lawn for deliveries and a shallow trench would also be required for utility connections and rainwater drainage. The Senior Planning Officer added that servicing and deliveries were referenced within the report and clarified that deliveries for the temporary structures would continue to access the Inner Temple via Tudor Street Gate.

A Member commented that, when he had been a trainee barrister, activities never used to be held on one site. He asserted that this was therefore a preference and a convenience as opposed to a must given that the Inn would not stop functioning should the application be refused. Dame Gloster responded that things had changed with students expecting and having been provided for many years now with on-site educational activities/resources. She stressed the need for efficient, state of the art educational facilities on site which included the library, IT facilities and volunteers on hand to help deliver training.

A Member referred to a previous debate at this Committee on the library building and questioned whether parallels could be drawn here. Dame Gloster stated that there were similar considerations but that these were not necessarily the same. The advantages to this scheme were parallel. She reiterated that any suggested harm to the gardens and views would be temporary.

The Chairman asked that Members move to now debate the application.

A Member stated that he was minded to agree with the Officer recommendation to refuse the application. He added that he felt it was apparent that the applicant had not done enough to prove that these activities could not be successfully carried out elsewhere.

Another Member stated that there was clearly a need for balance here in terms of harm and public benefit. He reported that he had received representations from residents based in King's Bench Walk and intended to relay these to the Committee. Firstly, the gardens were private and only opened voluntarily to the public for 2.5 hours every afternoon. There were also occasions on which a temporary structure was in place here to hold private events in the Summer months. On these occasions the remainder of the gardens provided sufficient space for the public to enjoy. The Senior Planning Officer confirmed that this was a temporary, summer, marquee which was erected under permitted development.

With regard to educational activities, the Inn was a collegiate teaching institution and, whilst alternative accommodation had been suggested (including Middle Temple and the Royal Courts of Justice out of hours), this would lead to the teaching offer being disjointed.

A Member commented that the gardens could be easily repaired after a period of 22 months and that any such repair or replacement may actually enhance and improve the area long term. He was convinced that any temporary harm caused here was preferable to displacing the Inn's educational activities.

A Member questioned how the Treasurer had failed to persuade the Inn of the benefits of these temporary structures and why it had therefore fallen to this Committee to resolve what should have been a domestic matter.

Another Member agreed with this point. He added that condition 17 of the permanent development prohibited the use of the Inner Temple Garden for temporary structures and that the present application clearly undermines the basis of this condition. He referred to the need to increase public access to open spaces across the City and stated that he felt it was unnecessary to propose the use of the gardens for this purpose. Failing to make greater use of the carpark for this means was a missed opportunity.

At this point, the Chairman sought approval from Committee Members to continue the meeting beyond two hours from the appointed time for the start of the meeting, in accordance with Standing Order 40, and this was agreed.

A Member stated that she was concerned about the assertion within the report that consultation on the scheme had been very selective. She went on to refer to the point made within one of the written objections received that it was for the developer to make arrangements for its staff during the development of the Treasury Building. In the apparent absence of this, it was now felt that the planning authority were, indeed, being asked to bail out the developer.

The Senior Planning Officer clarified that the scheme had been advertised sufficiently on the site and that two separate rounds of consultation had also taken place.

Members proceeded to vote on the application before them with votes cast as follows:

- **Refuse Planning Permission** - 15 Votes
- **Grant Planning Permission** - 4 Votes
- **Abstentions** - 1

RESOLVED – That planning permission be refused for the proposal in accordance with the details set out in the attached schedule.

10. **REVIEW OF PROJECTS WITHIN THE BUILT ENVIRONMENT DIRECTORATE**

The Committee considered a report of the Director of the Built Environment proposing a review and prioritisation of transportation and public realm projects within the Department of the Built Environment (DBE) in order to better utilise available funds to deliver corporate priorities and enable continued development to support economic growth.

The Assistant Director City Public Realm informed Members that additional information regarding the Pre-Project Proposals listed in Table D as requested by the Chairman of the Projects Sub Committee had been tabled. He clarified that this information related to projects that were not yet at the formal project stage but that would be archived for the time being with these being revisited if the opportunity to do so or additional funding should arise.

He went on to remind Members that they had previously requested the prioritisation of these projects in accordance with emerging Corporate policies. Officers were now looking to Members to approve the methodology if the approach.

Members were informed that the report also proposed a spending plan for S106 funds that complies with the terms of the agreements which generated the funds and mitigates the impacts of the related developments.

The Chairman thanked Officers for the huge amount of work that had gone in to drawing this information together.

A Member stated that he was very pleased to receive the additional information (tabled) but highlighted that some of the projects listed here, such as the Christ's Hospital Artwork, had already been delivered by other means. The Assistant Director City Public Realm undertook to review and amend the table accordingly.

A Member asked for further information as to the origin of some of the points raised within the table provided for additional information.

A Member questioned how some of the larger, corporate projects such as the relocation of the Museum of London would be incorporated. The Assistant Director City Public Realm stated that Officers were cognisant of these larger projects which were referenced at Table F.

RESOLVED – That Members:

1. Agree the project prioritisation approach outlined in this report (paragraphs 15-18);
2. Agree that those projects which are fully funded by S278 monies (Table A), have Gateway 5 approval (Table B), are fully funded by Bridge House Estate (Table C) or are fully funded by S106 monies (Table E), fall outside the scope of this review;
3. Agree the allocation of S106 monies as set out in Table E (Appendix 3) and allocate any additional funding associated with the specified S106 agreements as a result of interest or indexation in accordance with Table E;
4. Note that the funding allocation set out in Table E (Appendix 3) is committed to the projects identified and will be transferred to project budgets upon Member approval of individual project reports via the Gateway approval process;
5. Agree to the archiving of 43 pre-project proposals (at Gateway 0) from the *Project Vision* system as set out in Table D;
6. Note that a forthcoming report will be brought to Committees in Quarter 1, 2019 which will outline a list of current projects to be continued, reduced in scope or stopped, for Members' approval;
7. Note that a ten-year plan of future prioritised projects, to be reviewed annually, will be appended to the forthcoming report (described in recommendation 6).

11. LANE RENTAL

The Committee considered a report of the Director of the Built Environment regarding Lane Rental.

The Assistant Director (Highways) reported that this report had been requested by Members following wider government discussions on this matter. He added that whilst there were clearly some intuitive benefits around Lane Rental there were some significant disbenefits for the City Corporation. This was not, however, to say that the matter should be totally dismissed, and the evolving Transport Strategy would be a good opportunity to keep the matter under review going forward.

The Chairman reported that the Streets and Walkways Sub Committee had been supportive of the recommendations.

A Member suggested that the organisation should continue to be in close discussion with utilities working on the City's streets and provide incentives for completing works on time. The Assistant Director (Highways) recognised the need for this but also referred to the lobbying power of the utility industry.

In response to a concern regarding specialist materials like granite setts, the Assistant Director (Highways) reported that some materials were held in a depot in the City.

RESOLVED – That, Members agree:

- that the City work with other highway authorities to establish whether a ‘critical mass’ of Lane Rental streets in Central London can be established (paragraph 12, Option 3);
- to keep matters under review in conjunction with the aims & objectives of the forthcoming Transport Strategy;
- that officers continue to identify & promote safe and effective ways of working that help reduce the duration of works on City streets.

12. STREET NAMING AND NUMBERING SERVICE: INTRODUCTION OF CHARGES

The Committee considered a report of the Policy and Performance Director advising Members of a proposal to introduce charges for the discretionary elements of the City Corporation’s Street Naming and Building Naming Numbering service as a contribution to the running costs of the service.

In response to a question as to why our proposed charges were higher than elsewhere, Members were informed that this was due to costs being slightly higher. He added that this work was essential in order to register all addresses correctly for the benefit of the emergency services.

RESOLVED – That, Members:

- Approve the introduction of charges for the discretionary elements of the Street Naming and Numbering function; and
- Approve the schedule of charges set out in Appendix 1, to be applicable from 1st April 2019.

13. DEALING WITH WIND IMPACTS FROM DEVELOPMENT SCHEMES: UPDATE

The Committee received a report providing Members with an overview of past, present and future work undertaken to better understand and evaluate the wind microclimate in the City, especially in relation to determining development proposals.

Members received a presentation on the work undertaken to date. Officers reported that they were working alongside the Wind Industry regarding the methodology used. Members were shown a wind model that had been produced depicting all of the City’s existing developments as well as those currently in the pipeline. Comparisons had also been drawn between the City and other major Cities such as New York and Paris where the City had compared favourably in both cases.

Members were informed that international guidelines were also about to be published for the first time around wind and cycling in terms of both safety and comfort. Complex studies had also been carried out combining daylight/sunlight hours with wind studies.

Interestingly, Officers reported a correlation between high polluting highways and areas of enhanced wind conditions.

The Corporation's Wind Effects and Tall Buildings document had now been published and it was hoped that the Microclimate Guidelines document would also be published in the near future.

A Member thanked Officers for all of their work in this area. He requested a before and after study of wind conditions around the Walkie Talkie building. He added that the organisation should also be looking to make standards tougher for developers particularly amidst moves to make the City more pedestrianised.

Some Members called for greater clarity around what targets developers in the City should currently be working to after mitigation.

Another Member stated that he would like to see the organisation taking the opportunity to share and promote its own guidance with other Local Authorities and perhaps internationally given the level of expertise it now had on this.

The Deputy Chairman suggested that future applications might look at the cumulative effect on wind conditions and also look at what positive impacts new buildings could make.

Officers confirmed that whilst there were no public guidelines around targets to date, he accepted that these might be more radical going forward. He added that the organisation was very open to sharing their research and guidance externally.

RECEIVED.

14. MAJOR HIGHWAY ACTIVITIES 2018 & 2019

The Committee received a report of the Director of the Built Environment relative to Major Highway Activities 2018 and 2019.

RESOLVED – That Members receive the report.

15. REVISED NATIONAL PLANNING POLICY FRAMEWORK

The Committee received a report of the Director of the Built Environment regarding the revised National Planning Policy Framework.

Officers reported that, generally, there had been a shift towards housing with a reduced focus on the economy which was not necessarily in the City's long-term interests. The City Corporation had responded on the housing delivery test methodology highlighting the risks for the organisation were the government to be inflexible in their approach to this.

RESOLVED – That, Members note the publication of the revised NPPF and the key implications for the City of London set out in the report.

16. THAMES COURT FOOTBRIDGE

The Committee received a report of the Director of the Built Environment updating Members on the programme for remedial works to Thames Court Footbridge over Upper Thames Street between Queenhithe and Little Trinity Lane.

RECEIVED.

17. CHANGE TO BUILDING REGULATIONS FOLLOWING THE FIRE AT GRENFELL TOWER

The Committee received a report of the Director of the Built Environment updating Members on changes in the Building Regulations that will take effect on 21st December 2018, which are the first following the fire at Grenfell Tower on 14th June 2017.

In response to questions, the District Surveyor reported that he was aware of two private residential blocks in the City that had failed the fire test. One was being addressed by Housing and the other was a Hotel that was in the process of being rectified.

RESOLVED – That, the report is received.

18. DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT

The Committee received a report of the Director of the Built Environment regarding the risk management procedures in place within the Department of Built Environment.

A query was raised around target scores increasing within the appendix to the report and also to the fact that the current Risk Score for DBE-TP-03 was referred to as both increasing and decreasing within the same report. Officers undertook to respond to these queries in writing to the Member concerned outside of the meeting.

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

19. BREXIT UPDATE

The Director of the Built Environment reported that the risks arising from Brexit would be a standard agenda item for all grand committees going forward. In future, it would take the form of a short written report.

The Director referred to issues around recruitment, procurement and supply – all of which were being dealt with at a corporate level as opposed to being specific to this Committee.

In terms of the continuing attractiveness of the City as a place for business, this work was being headed up by Economic Development with input from the

Chairman and Deputy Chairman of Policy and Resources and of this Committee.

Finally, it was highlighted that MIPIM would be taking place just a fortnight ahead of the planned date for Brexit in March.

20. **OUTSTANDING ACTIONS**

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

Updates were provided as follows:

Ludgate Circus

The Transportation and Public Realm Director reported that the surveys had now been completed with the results which detailed the movements of pedestrians, cars and bicycles being analysed at present. It was expected that a report detailing the results would be submitted to the Committee in January 2019 and would go some way to increasing safety awareness.

Committee Tour of the Bloomberg Building

The Chairman reported that this was currently being organised to take place in the New Year. Information would be sent to Members in due course.

Daylight/Sunlight Training

The Chief Planning Officer undertook to arrange this for the New Year.

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

Planning Applications

A Member questioned whether consideration might be given to hearing just one major application each meeting. He also asked if consideration could be given to hearing residential applications in the evening.

The Chairman clarified that it was not always possible to ensure the timing of applications so that only one per meeting was considered. He added that Officers could look to bring forward proposals around residential applications (which were admittedly rare) being considered at evening meetings going forward.

Bowater House, Golden Lane

A Member questioned whether an application for a mobile phone installation had been received for this property. The Chief Planning Officer reported that she was unaware of any such application to date but undertook to look in to this matter further and respond to the Member.

Embankment Works

In response to a question, the Chairman clarified that the planned closure of Embankment would now no longer be necessary.

Crossrail

In response to a question regarding further delays to Crossrail, the Chairman stated that he was not aware of any knock-on effects for the City.

Committee Terms of Reference

A Member questioned whether consideration might be given, in due course, to the introduction of a panel system for the consideration of major applications so that Members might be more significantly involved in the plans from an earlier stage.

He highlighted that the Committee had only recently considered and rejected the option of a panel system. A Member commented that Members did receive sufficient warning of applications coming forward both within the Committee papers and also as Ward Members.

22. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

Committee Dinner

The Chairman reminded Members that the Annual Committee Dinner was scheduled to take place on 21 February 2019 at Carpenters Hall.

Next Meeting

The Chairman reminded Members that the next Committee meeting was scheduled to take place on 29 January 2019 following the cancellation of the 8 January 2019 meeting.

23. EXCLUSION OF THE PUBLIC

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

Item No.

24 -25

Paragraph(s)

1 & 3

24. NON-PUBLIC MINUTES

The non-public minutes of the meeting held on 20 November 2018 were considered and approved as a correct record.

25. DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY SINCE THE LAST MEETING OF THE COMMITTEE

The Committee received a report of the Town Clerk advising 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 Orders Nos. 41(a) and 41(b).

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

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

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

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

The meeting closed at 1.03 pm

Chairman

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

Tuesday, 4 December 2018

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.00 am

Present

Members:

Christopher Hayward (Chairman)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Deputy Keith Bottomley
Deputy Jamie Ingham Clark

Marianne Fredericks
Paul Martinelli (Ex-Officio Member)
Deputy Alastair Moss
Graham Packham

Officers:

Leah Coburn	- Department of the Built Environment
Joseph Anstee	- Town Clerk's Department
Olumayowa Obisesan	- Chamberlain's Department
Ian Hughes	- Department of the Built Environment
Alan Rickwood	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Emily Black	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Kevin Everett, Alderman Alison Gowman and Alderman Gregory Jones.

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

Graham Packham declared a pecuniary interest in item 10.

3. MINUTES

RESOLVED – That the minutes of the meeting held on 23 October 2018 be agreed as a correct record.

4. OUTSTANDING REFERENCES

The Sub-Committee received a list of outstanding references.

Swan Pier

The Chairman expressed his disappointment that an officer from the City Surveyor's Department was not present at the meeting to give an update on the project and advised the Sub-Committee that he would follow this up outside the meeting.

22 Bishopsgate

The Director of the Built Environment advised the Sub-Committee that there had been some delay as the developer had shifted their programme, slowing negotiations, but the details of the agreement were in place and a meeting would be taking place that week.

Dockless Bikes

The Director of the Built Environment advised the Sub-Committee that more general work on reviewing the Street Obstructions Policy had begun, and this would be brought back to Members in Spring 2019.

Beech Street

The Director of the Built Environment and the Chairman advised Members that there had been positive meetings in the last month with London Borough of Islington at Member and Officer level, and there was political agreement to push together to complete all relevant projects at the highest possible standard.

The Sub-Committee noted that Blackfriars Bridge Underpass should be added to the outstanding references for the Sub-Committee, having been taken off the Grand Committee's outstanding references. A Member stated that there were repairs and maintenance that still needed to be carried out.

A Member asked if officers could provide any details on accelerations to the Beech Street project. The Director of the Built Environment responded that the aim was to put an interim scheme in place within the next 18 months, which had been communicated to TfL and Islington, and officers were awaiting feedback. It was hoped that officers would have firmer idea of wider timescales for the project by March 2019.

A Member asked that the timescales charted on the outstanding references list be made more specific, rather than, for instance, describing a project as 'ongoing'. The references list should give a specific target date for the project to progress to its next step, with items split up into phases if necessary.

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

5. FREDERICK'S PLACE ENVIRONMENTAL ENHANCEMENTS

The Sub-Committee considered a report of the Director of the Built Environment seeking Combined Gateway 3, 4 and 5 approval for environmental enhancements at Frederick's Place. The Director of the Built Environment introduced the report and gave Members an overview of the scheme alongside a short presentation. Members noted a tabled letter from the Mercer's Company requesting a change to the granite sett design, and were advised that the change, if approved, would not have cost implications or create conservation concerns. Members agreed the Mercers' Company's proposed design change.

Following assessment, it was proposed to raise the carriageway to footway level and repave it to improve accessibility. The Mercers' Company had agreed to provide funding for materials in advance and wanted to tie the project in with their own development of several buildings that faced onto Frederick's Place, due for completion in Summer 2019.

The Chairman reported that there had been recent public nuisance issues reported in the space, particularly relating to on-street drinkers, and that as a result the Mercers' Company had proposed that they take ownership of the space so that it could be gated-off. A Member added that this would be cause for a licensing review if the problems persisted, as there was also the public health issue of broken glass on the street. A Member suggested that whilst this had been an ongoing problem for some time, the completion of both the Mercers' Company development and the project under consideration may help.

A Member suggested making the space more pedestrianised by making it access-only for vehicles. The Director of the Built Environment responded that the Mercers' Company had requested access for vehicles to make drop-offs.

A Member reminded officers to be mindful of consulting heritage and filming teams when devising projects, particularly when they relate to original areas such as Frederick's Place, and added that a yellow line should not be put in. The Director of the Built Environment responded that a pedestrian zone would need to be put in place to avoid putting in a yellow line, otherwise traffic restrictions could not be enforced without one.

Members were opposed to a yellow line being put in place and asked officers to explore alternative solutions, such as 'smart' bollards at the entrance to the space that allowed access at specified times. The issue of anti-social behaviour was also pertinent to this scheme. A Member suggested a removable yellow line for now whilst alternative traffic order options were explored. The Director of the Built Environment advised the Sub-Committee that officers could look at the scheme and the possibilities of a different traffic order or signs. Similar roads elsewhere had yellow lines and had been required for enforcements.

RESOLVED – That, after accounting for Members' observations, the Streets & Walkways Sub-Committee agree that:

- i) The project be approved at a cost of **£543,230** as funded by a Section 278 agreement with the developer of 1-3,7&8 Frederick's Place, The Mercers' Company;
- ii) Authority is given for the release of funds to purchase long lead-time materials and associated costs amounting to **£43,500**, in advance of the full S278 payment to avoid delays to the programme, subject to the letter of agreement with the developer. The amount would be deducted from the full S.278 payment;
- iii) Authority to start work be granted subject to completion of the Section 278 and receipt of full funding from the developer;

- iv) Approval is given for City officers to publish proposals in relation to any necessary traffic orders or other consents to implement the project as described in this report (Traffic orders will be necessary to implement a loading restriction, relocate the motorcycle parking and to remove the disabled parking bay); and
- v) Delegated authority be given to the Director of Transportation and Public Realm to consider any objections to the traffic orders detailed in this report.

6. 80 FENCHURCH STREET

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to commence work on the 80 Fenchurch Street development.

A Member asked whether servicing vehicles for the scheme using Northumberland Alley would also be using Crutched Friars, as there had been recent capacity issues on Crutched Friars, particularly with regard to parking bays. The Member asked that Crutched Friars be taken into consideration when undertaking consultation, as noisy deliveries had also been an issue, and it was vital to keep stakeholders on Carlisle Avenue and Northumberland Alley informed and engaged during the consultation process. The Director of the Built Environment responded that consultation would be undertaken before starting work on the scheme, which was still in the design phase.

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

- i) Approval to commence the project;
- ii) Approval to recover existing shadow code staff costs from the received £40,000 design and evaluation sum;
- iii) Delegation of authority to the Director of the Built Environment to approve the start of work (Gateway 5); and
- iv) Delegation of authority to the Director of the Built Environment to approve budget adjustments within the approved total project budget amount.

7. 55 MOORGATE SECTION 278 PUBLIC REALM AND HIGHWAY IMPROVEMENTS

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to initiate a project to make public realm and highway improvements at 55 Moorgate. The Director of the Built Environment advised the Sub-Committee that the scheme would lead to the creation of a helpful new pedestrian connection between Moorgate and Coleman Street.

RESOLVED – That the Streets & Walkways Sub-Committee approve the initiation of the project.

8. **QUEENHITHE AND VINTRY PUBLIC REALM IMPROVEMENTS PROGRAMME REPORT**

The Sub-Committee considered a report of the Director of the Built Environment updating the Sub-Committee on a number of live and forthcoming public realm improvement projects and developments in the Queenhithe and Vintry area, and proposing to manage these projects using a programming approach in order to coordinate reporting and updates and ensure that dependencies and risks are managed. Members noted a tabled document detailing amendment to the finance tables as set out in Appendix 5 and the consequent revised recommendation to the report.

The Director of the Built Environment introduced the report and gave Members an overview of each scheme within the programme alongside a short presentation. The projects involved were Mansion House Station environs public realm enhancements, the Queensbridge House Hotel S278, and Globe View Walkway.

With regard to the Mansion House Station environs scheme, a Member asked who would be responsible for maintenance, and associated costs, of the pergola if that option was approved. The acoustic wall proposed in the other option would be valuable as Upper Thames Street was a noisy and busy road, and the Member suggested looking at a way to combine the two options as they both had merits. A Member added that officers should ensure measures were taken to discourage skateboarding in the area.

The Director of the Built Environment responded that maintenance of the pergola was not expected to be burdensome. The plants would take around a year to mature, although faster-growing plants could be used. An irrigation system could also be installed. Officers could look into a solution which combined the acoustic wall with a 'green screen', although this might have cost implications, and could take measures against skateboarding.

A Member asked what material would be used for the structure of the pergola as this would have implications, and the Corporation did not want to find itself rebuilding the pergola every ten years. The Director of the Built Environment responded that timber would be used, similar to other structures in the City of London. Whilst they were not permanent, they did last a long time. Metal and lighting could also be incorporated into the structure, but officers would be sure to take maintenance and sustainability into account when agreeing the final scheme.

Members were supportive of option two for the Mansion House Station public realm enhancements and asked officers to look into combining the wall and the pergola options.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Agree the proposed programming approach which will include joint project Gateway reporting and updates;

- b) Approve funding of £65,000 from TfL Local Implementation Plan (LIP) to progress the Globe View Walkway project to Gateway 4/5;
- c) Approve Option two ('public realm enhancements of area with pergola structure to boundary') to develop to Detailed design and Authority to Start work (Gateway 4/5);
- d) Approve the Revised Budget of £113,007 to reach the next gateway to be funded by TfL Local Implementation Plan 2018-19/2019-20, as set out in Table 2.
- e) Approve initiation of the Queensbridge House Hotel S278 project (as set out in Appendix 4) with funding of £57,800 from the developer to reach the next Gateway.

9. **LANE RENTAL**

The Sub-Committee considered a report of the Director of the Built Environment concerning Lane Rental schemes. The Director of the Built Environment introduced the report which covered the background of lane rental schemes and outlined the advantages and disadvantages of introducing them in the City of London.

The schemes had an intuitively attractive feel but carried notable disbenefits. Guidance from central government had made it clear that lane rental fees would also apply equally to local authority works and works by utilities companies, thus affecting Corporation investment decisions. The Department for Transport (DfT) had limited the extent of the road network covered by Lane Rental to 5%, except for TfL who were considered a special case.

Having engaged with colleagues at other authorities, officers felt there was no great demand to progress the introduction of the schemes, as the significant disbenefits meant the overall benefit was not significant. For example, the schemes incentivised a shift to night-time work which, in turn, created conflicts with residents and incurred costs in managing the complaints process. However, officers would continue to assess the benefits and challenges of Lane Rental, internally and in conjunction with officers at other authorities.

Members were supportive of keeping the matter under review, particularly in conjunction with the aims and objectives of the forthcoming Transport Strategy, and asked for more detail on where payments from local authorities would be directed, what feasibility work had been done, and what percentage of the City of London's streets the schemes would likely apply to. Members noted that whilst the schemes might result in shorter disruptions to the network, when highway works had been undertaken, reinstatement work needed to be done well, and lane rental schemes risked this work being rushed in order to avoid Lane Rental costs.

In response to queries from Members, the Director of the Built Environment advised the Sub-Committee that payments made under the schemes would be ringfenced and could only be spent on funding anti-congestion initiatives.

Officers had engaged with Kent County Council at the outset of their scheme, but had not yet undertaken feasibility work as the requirements of a Lane Rental scheme had made the size of the challenge clear. Officers had found, in the instance of Cadent undertaking work on gas mains on Gracechurch Street, that having to pay a big sum had not incentivised them to complete the work faster.

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

- a) That the City work with other highway authorities to establish whether a 'critical mass' of Lane Rental streets in Central London can be established (paragraph 12, Option 3);
- b) To keep matters under review in conjunction with the aims & objectives of the forthcoming Transport Strategy; and
- c) That officers continue to identify & promote safe and effective ways of working that help reduce the duration of works on City streets.

10. **REVIEW OF PROJECTS WITHIN THE BUILT ENVIRONMENT DIRECTORATE**

The Sub-Committee received a report of the Director of the Built Environment proposing a review and prioritisation of transportation and public realm projects within the Department of the Built Environment in order to best utilise available funds to deliver corporate priorities and enable continued development to support economic growth.

The Director of the Built Environment advised the Sub-Committee of the need to consider the context of developing against the Corporation's strategies and the wider economic context. A number of projects requiring significant investment were on the horizon which necessitated a review of the whole portfolio to ensure projects undertaken were cost-effective and supported the Corporation's aims. A two-stage process was proposed, with the results of the first stage brought back to committees in 2019.

Officers recommended that projects fully funded by S278 agreement monies, projects previously approved at Gateway 5 and fully funded, and Highways Structures fully funded by the Bridge House Estates should fall outside the scope of the review, along with eleven projects that could be fully funded with unallocated Section 106 funding. Forty-three pre-project proposals were recommended for archiving in the Project Vision system. The proposed approach and methodology for the review and prioritisation of projects was set out in the report. A ten-year plan for the second stage of the process would be drafted.

The Chairman advised the Sub-Committee that this was a complicated but significant report. The process was necessary given the Corporation potentially faced a new spending environment and less funding for projects was a possibility. Members were supportive of the review and commended officers on the work that had been done so far. Members recognised the importance of

being pragmatic and strategy-led, with cross-departmental co-operation, and the benefit of having a process to identify priorities with the courage to cancel outliers. A Member suggested that the process could be used as an exemplar and could be shared with other departments through the Town Clerk's Department.

In respect of Table D, which outlined pre-project proposals to be archived, Members expressed some concern. A broad range of proposals were set out and there was some concern that areas such as Golden Lane and Whitefriars, which were either significant to wider initiatives, or had not seen many projects to enhance the streetscape, were in danger of being left behind, so an overarching process for the whole City would be required. A Member added that the table lacked detail and information such as the impact and the budget on the proposals to be archived, and suggested that this be added. The ability to initiate projects quickly was useful and it would be a shame to lose the ability to get funding and swiftly match it with a project. A Member queried whether the proposals were recommended for archiving purely on the basis that no money had been spent on them. If a project would have been higher if spending had been initiated, this did not represent thoughtful prioritisation.

The Director of the Built Environment thanked Members for their comments and responded to points raised. Tables A and B related to projects enabling economic growth and the key was supporting overall economic wellbeing. With regards to Table D, some areas had seen less spending when compared to others, and this was often on the basis that spending priorities followed private sector investment. The list was also quite historic, and a number of the projects also related to older strategies. Whilst they were not unimportant, there were new policies and proposals that required focus.

The Sub-Committee was advised that the report would go on to Planning & Transportation Committee for decision, taking account of comments from Members of the Sub-Committee. The Chairman gave thanks to the Director of the Built Environment for the significant amount of good work done so far and for the clear explanation of the proposals.

RESOLVED – That the report be noted.

11. MAJOR HIGHWAY ACTIVITIES 2018 & 2019

The Sub-Committee received an annual report of the Director of the Built Environment, reflecting on major highway activities in 2018 and 2019. The Director of the Built Environment introduced the report and advised the Sub-Committee of the key points.

Work volumes from developers and utilities in particular were expected to remain high in 2019. There had been deregulation with regards to independent connection partners which had increased flexibility for developers. Major works across the width of Leadenhall Street were planned for the first quarter of 2019, and around 150 days of disruption had been saved through combining and managing projects. It was important going forward to motivate utilities

developers to complete their work quickly without compromising the quality of their work.

In response to queries from Members, the Director of the Built Environment advised that gas works in Fenchurch Street could not continue during the winter due to the impact on the gas network, creating a window to co-ordinate works in Leadenhall Street. A Member advised that this be made clear in communications about the work, otherwise residents might find it odd. The deregulation of the utility industry was an underlying concern for officers, although the Corporation could charge more for permits where it was deemed necessary.

Regarding the structural investigations under Lindsey Street, the Director of the Built Environment advised that it was not clear if structural weakness had been caused by Crossrail or by general deterioration, but it was unlikely that Crossrail would fund any repair work. Any surface level work would be done sensitively bearing in mind the upcoming Christmas period around the Market.

In response to a query from a Member, the Director of the Built Environment advised that the Corporation did not have to accept applications for filming-related road closures. A review of the process was ongoing with the Film Office and this would be covered in the Special Events report that would be brought to Committee in the New Year, along with details of recent filming in the City of London which included several major Hollywood films.

RESOLVED – That the report be noted.

12. **ANNUAL ON-STREET PARKING ACCOUNTS 2017/18 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

The Sub-Committee received a report of the Chamberlain, updating Members on action taken in respect of any deficit or surplus in its On-Street Parking Account for the financial year.

RESOLVED - That the contents of the report be noted for information, before submission to the Mayor for London.

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

There were no questions.

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

There was no other business.

15. **EXCLUSION OF THE PUBLIC**

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

Item No.	Exempt Paragraphs
16	3
17 – 18	-

16. **NON-PUBLIC MINUTES**
RESOLVED – That the non-public minutes of the meeting held on 23 October 2018 be agreed as a correct record.
17. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no questions.
18. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was one item of other business.

The meeting closed at 11.35 am

Chairman

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

TO: PLANNING AND TRANSPORTATION COMMITTEE

29 JANUARY 2019

FROM: OPEN SPACES AND CITY GARDENS COMMITTEE

10 DECEMBER 2018

3. **MINUTES – MATTERS ARISING**

Resolution to the Planning and Transportation Committee regarding Finsbury Circus – Closure of Highway to Vehicle Access

The Town Clerk noted that a resolution to the Planning and Transportation Committee regarding the continued closure of Finsbury Circus Garden was pending. Members therefore agreed to submit an updated resolution to the Planning and Transportation Committee, noting that given the section of highway between Finsbury Circus and Moorgate had been closed for over six years due to Crossrail, and in light of the delay to the opening of Crossrail until 2020 at the earliest, it was the view of the Open Spaces and City Gardens Committee that the section of highway should remain closed to vehicles once Crossrail had vacated Finsbury Circus, to provide some pedestrian amenity.

RESOLVED, that the views of the Open Spaces and City Gardens Committee regarding the potential to close the section of highway between Finsbury Circus and Moorgate in order to create some pedestrian amenity be communicated to the Planning and Transportation Committee.

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Committee:	Date:
Planning & Transportation Committee	29 January 2019
Subject: Decisions taken under Delegated Authority or Urgency since the last meeting of the Committee	Public
Report of: Town Clerk	For Information
Report author: Gemma Stokley, 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:

- CITY CORPORATION RESPONSE TO MHCLG CONSULTATION – PLANNING REFORM: SUPPORTING THE HIGH STREET AND INCREASING THE DELIVERY OF NEW HOMES

Recommendation

Members are asked to note the report.

Main report

1. In July 2018, the Government published a revised National Planning Policy Framework (NPPF). Key implications arising from this revised guidance were reported to the Planning and Transportation Committee on 18 December 2018.
2. The NPPF sets out the Government's aim to simplify and speed up the planning system, to support the high street, make effective use of land and deliver more homes. The Government is now consulting on a further package of planning reform to support the approach set out in the NPPF.
3. The City Corporation's response to the consultation was due to be considered by the Planning and Transportation Committee on 8 January 2019. This meeting was, however, cancelled due to lack of business. The next meeting of the Planning and Transportation Committee was scheduled to take place on 29 January 2019, the deadline for responding to the consultation was 14 January 2019.

Action Taken

The Town Clerk, in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee, agreed the comments set out in a report and accompanying appendix of the Director of the Built Environment as the City Corporation's response to the Ministry of Housing, Communities & Local

Government (MHCLG) consultation 'Planning Reform: Supporting the high street and increasing the delivery of new homes'.

The report summary is attached for information and the full report and appendix are available to Members on request.

Contact:

Gemma Stokley

Senior Committee and Services Officer, Town Clerk's Department

020 7332 3414

Committee(s): Planning & Transportation Committee	Date(s): 08/01/2019
Subject: City Corporation Response to MHCLG consultation - Planning Reform: Supporting the high street and increasing the delivery of new homes	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Peter Shadbolt, Assistant Director (Planning Policy)	

Summary

The Government is consulting on further reforms to the planning system, seeking greater flexibility to extend existing buildings upwards and new permitted development rights to ensure that the planning system is speeding up the delivery of homes and supporting the regeneration of high streets. Views are also sought on changes to the process for disposing of local authority land at less than best value. The consultation is open until 14 January 2019.

The proposed changes would allow for the redevelopment of office buildings to provide residential as permitted development and flexibility to change from retail use to office use and, in some cases, residential use. Views are sought on changes to the Use Class Order to allow greater flexibility for change to retail uses to reflect current market trends. The consultation also seeks views on creating a permitted development right to allow the upwards extension of buildings to deliver new residential accommodation. Alongside this deregulation, the consultation proposes removing permitted development rights for phone boxes and associated advertisements on the street. In line with proposals in the 2017 Housing White Paper, the current consultation also seeks views on changes to the disposal of local authority land at less than best value.

The proposal to remove permitted development rights for telephone kiosks should be strongly supported. The City Corporation has received 68 applications for prior approval for such kiosks since 2016, many of which have been refused due to their prominent visual impact on the City's townscape and impact on pedestrian movement, and subsequently determined on appeal. The proposed change will give greater planning control to refuse unacceptable schemes.

Proposals to extend permitted development rights to the redevelopment of offices and allow the upwards extension of buildings to deliver new residential units would potentially have a significant effect on the City's cluster of office buildings, introduce residential uses into primarily commercial areas and adversely impact on business activity. Such a change would run contrary to the City's current exemption from national permitted development rights for the change of use from offices to residential and the City's Article 4 Direction and should be strongly resisted.

Proposals for greater flexibility for local authorities in the sale of local authority land at less than best value, including land held for planning purposes, could reduce the time and risk involved in disposing of land and should be supported.

Peter Shadbolt

Assistant Director (Planning Policy)

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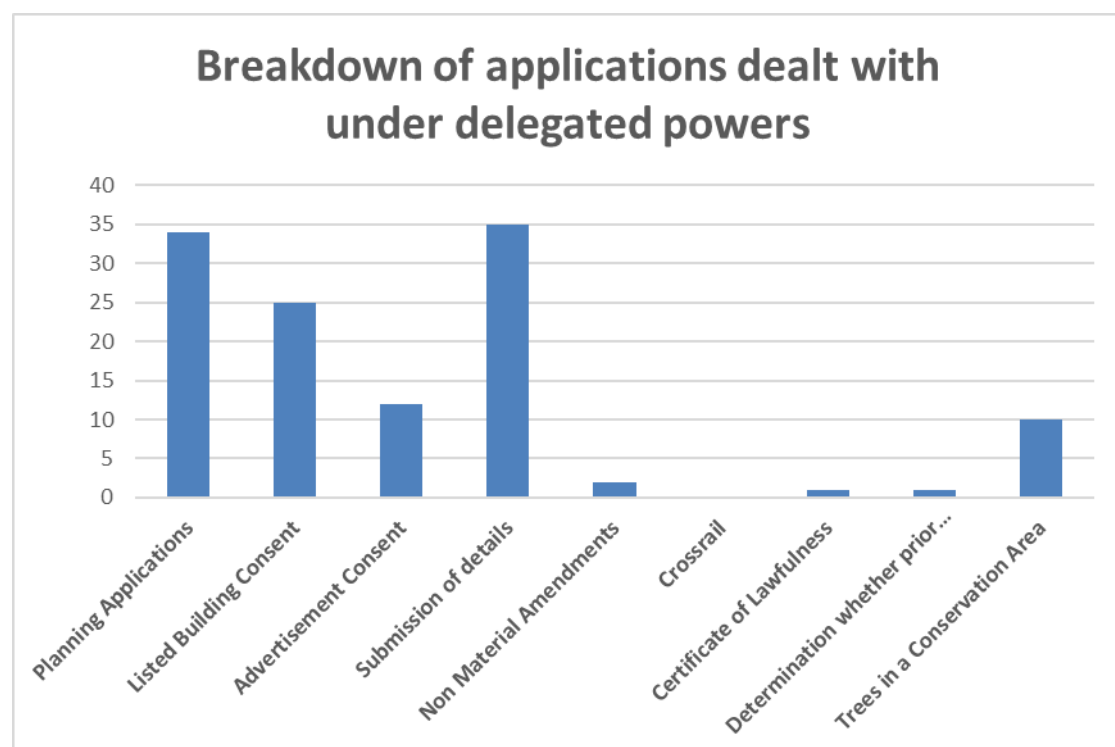
Committee(s)	Dated:
Planning and Transportation	29 th January, 2019
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

In the time since the last report to Planning & Transportation Committee One Hundred and Twenty (120) matters have been dealt with under delegated powers.

Thirty-five (35) relate to conditions of previously approved schemes, twenty-five (25) relate to works to listed buildings. Twelve (12) express consent to display advertisements were decided, Two (2) Non-Material amendment applications, and ten (10) Trees in conservation area applications. Thirty-three (33) applications have been approved, including Five (5) change of use and 48sq.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
18/00406/ADVT Cheap	6 Frederick's Place London EC2R 8AB	Installation of a pole mounted flag advertisement measuring 1.08m high by 1.44m wide and 3.77m above ground level and projecting 3.00m from the face of the building.	Approved 19.12.2018
18/00936/FULL Farringdon Within	25 Farringdon Street London EC4A 4AB	Installation of an automatic roller shutter security gate to the front of the bin store in Bear Alley, with the addition of mesh fencing along the flank and rear elevations.	Approved 13.12.2018
18/00971/MDC Bishopsgate	Premier Place 2 And A Half Devonshire Square London EC2M 4BA	Details of design and method statements (in consultation with London Underground), which: provide details on use of tall plant and scaffolding; accommodate the location of the existing London Underground shallow structures and tunnels pursuant to condition 6 of planning permission 18/00306/FULL dated 26/06/2018 .	Approved 07.12.2018
18/01083/FULL Bishopsgate	Premier Place Devonshire Square London EC2M 4BA	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 8 of planning permission dated 28 June 2018 (18/00306/FULL) to incorporate minor material amendments including alterations to the rooftop plant area; adapt the fifth floor roof area on the Houndsditch elevation for a terrace and installation of a handrails at fifth and seventh floor levels; installation of louvres on the	Approved 19.12.2018

		Devonshire Square, Cutler Street and Houndsditch elevations; installation of metal panels around the main entrance area on the Barbon Alley elevation; installation of metal cladding to the sides of the entrance on the Devonshire Square elevations installation of a louvred panel to the dry riser and the installation of glazing within a window bay at ground floor level on the Devonshire Square elevation.	
18/01092/FULL Aldgate	133 Houndsditch London EC3A 7BX	Replacement of two window panes with matching colour louvred vents at 3rd floor level.	Approved 19.12.2018
18/01233/FULL Candlewick	Capital House 85 King William Street London EC4N 7BL	Installation of a new entrance canopy.	Approved 08.01.2019
18/01097/FULL Cordwainer	Pickford House 46 Bow Lane London EC4M 9DL	i) installation of an automatic sliding door and fixed screen to replace the front entrance screen and recessed, frosted entrance swing door; ii) installation of a full-height, fixed panel to the side of the entrance to include letter boxes and access control; iii) creation of two roof terraces; iv) installation of a door to the rear lightwell to replace a window and a door to the front lightwell to replace a window; v) replacement of rooflights to the rear lightwell; and vi) installation of composite decking to the lightwells.	Approved 19.12.2018
18/01098/ADVT Cordwainer	Pickford House 46 Bow Lane London EC4M 9DL	Installation and display of i) one non-illuminated fascia sign measuring 0.2m in height by 1.9m in width situated at a height of 3.5m above ground level; and ii) one non-illuminated projecting sign	Approved 07.12.2018

		measuring 0.6m in width by 0.6m in height situated at a height of 3.5m above ground level.	
18/01119/ADVT Cheap	9 King Street London EC2V 8EA	Retention of one non-illuminated flag advertisement measuring 1.21m high, 1.82m wide, at a height above ground of 3m.	Refused 15.01.2019
18/01184/FULL Cheap	9 King Street London EC2V 8EA	Replace existing window with a new door on 4th floor.	Approved 20.12.2018
18/01145/TCA Farringdon Without	St Bartholomews Hospital West Smithfield London EC1A 7BE	Works of pruning to five London Plane trees.	No objections to tree works - TCA 13.12.2018
18/01265/MDC Farringdon Without	Old Pathology Building & RSQ Building St Bartholomews Hospital West Smithfield London EC1A 7BE	Submission of details of a full measured survey of the rear and side elevation of the OPB pursuant to condition 10 (partial discharge) of planning permission dated 29.05.2018 (ref: 16/01311/FULL).	Approved 03.01.2019
18/01046/ADVT Bishopsgate	57 Old Broad Street London EC2M 1RX	Installation and display of; i) one internally illuminated fascia sign measuring 0.62 height by 5.3m wide located at a height of 2.2m above ground floor level and ii) one externally illuminated projecting sign measuring 0.4m high by 0.8m wide located at a height of 2.7m above ground floor level.	Approved 04.12.2018
18/01157/MDC Candlewick	30 - 32 Lombard Street London EC3V 9BQ	Submission of acoustic report for new plant pursuant to condition 10 of planning permission 14/01103/FULL dated 21st July 2015.	Approved 06.12.2018
18/01115/FULL Castle Baynard	Bouverie House 154 - 160 Fleet Street London EC4A 2DQ	Installation of a part-fixed part inward-opening cast iron security gate.	Approved 07.12.2018

18/01096/MDC Walbrook	111 Cannon Street London	Details of an acoustic report pursuant to conditions 24 and 25 of planning permission 15/01368/FULL dated 24/11/2016.	Approved 07.12.2018
18/01089/FULL Bishopsgate	Andaz Hotel 40 Liverpool Street London EC2M 7QN	Refurbishment of part ground floor comprising alterations to the Liverpool Street entrance including the installation of a revolving door.	Approved 07.12.2018
18/01090/LBC Bishopsgate	Andaz Hotel 40 Liverpool Street London EC2M 7QN	Internal and external alterations to part ground floor comprising, the creation of a new bar; removal of existing WC and associated internal walls, installation of a revolving door and widening of existing passing door and associated works.	Approved 07.12.2018
18/01207/MDC Tower	Walsingham House 35 Seething Lane London EC3N 4AH	Details of a plant noise assessment pursuant to condition 6 of planning permission 14/01226/FULMAJ dated 08.01.16.	Approved 08.01.2019
18/01253/POD C Tower	Walsingham House 35 Seething Lane London EC3N 4AH	Submission of details of the carbon dioxide emissions of the completed development and calculation of the Carbon Offsetting contributions due pursuant to Schedule 3 Paragraph 9 of the Section 106 Agreement dated 08 January 2016 (Planning Application Reference 14/01226/FULMAJ).	Approved 10.01.2019
18/00424/FULL Billingsgate	5 - 10 Great Tower Street London EC3R 5AA	Installation of fifteen air conditioning condenser units at roof level.	Approved 20.12.2018
18/01112/DPAR Bishopsgate	22 Artillery Lane London E1 7LS	Determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether prior approval is required and for the upgrade of an existing telecommunications installation with two equipment	Prior Approval Given 14.12.2018

		cabinets, together with associated ancillary development within the rear courtyard on the first-floor flat roof.	
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.	Approved 11.12.2018
18/00841/FULL Farringdon Within	9 Newbury Street London EC1A 7HU	Alterations and extension to the existing office building (Use Class B1) including: (i) installation of a replacement shopfront; (ii) rear extension at first to third floor levels; (iii) single storey roof extension and associated terrace at fourth floor level (total increase in floorspace: 48sq.m).	Approved 04.12.2018
18/01155/FULL Cheap	1 - 3 Frederick's Place, 7 - 8 Fredrick's Place & 35 Old Jewry London EC2R 8AE	Installation of twelve CCTV cameras.	Approved 19.12.2018
18/01156/LBC Cheap	1 - 3 Frederick's Place, 7 - 8 Fredrick's Place & 35 Old Jewry London EC2R 8AE	Installation of twelve CCTV cameras.	Approved 19.12.2018
18/01069/LBC Langbourn	29 - 30 Leadenhall Market London EC3V 1LR	Installation of interior lighting and associated works.	Approved 20.12.2018

18/00422/MDC Cheap	Kings House 36 - 37 King Street London EC2V 8BB	Submission of details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building pursuant to condition 3 of planning permission (ref :17/00819/FULL) dated 12.10.2017.	Approved 03.01.2019
18/01074/MDC Cheap	Kings House 36 - 37 King Street London EC2V 8BB	Submission of details of all ground floor entrances pursuant to condition 2a of planning permission (ref :17/00819/FULL) dated 12.10.2017.	Approved 20.12.2018
18/00405/LBC Cheap	6 Frederick's Place London EC2R 8AB	Erection of flag pole and flag above entrance.	Approved 19.12.2018
18/00869/FULL Cheap	1 - 3 Frederick's Place London EC2R 8AE	Alterations to the buildings comprising: (i) simplification of balustrade from cross metal grid to steel balustrade painted black at fourth and fifth floors; (ii) one timber window to be replaced by a new steel window with a black framing at first floor on the West elevation; (iii) one timber door to be replaced by a new steel door with black framing at first floor on the West elevation; (iv) one new steel door with black framing at first floor on St. Olave's court elevation; and (v) extension of a planter at first floor on St. Olave's Court elevation.	Approved 07.12.2018
18/00870/LBC Cheap	1 - 3 Frederick's Place London EC2R 8AE	Alterations to the buildings comprising: (i) simplification of balustrade from cross metal grid to steel balustrade painted black at fourth and fifth floors; (ii) one timber window to be replaced by a	Approved 07.12.2018

		new steel window with a black framing at first floor on the West elevation; (iii) one timber door to be replaced by a new steel door with black framing at first floor on the West elevation; (iv) one new steel door with black framing at first floor on St. Olave's court elevation; and (v) extension of a planter at first floor on St. Olave's Court elevation.	
18/00710/ADVT Vintry	50 Cannon Street London EC4N 6JJ	Installation and display of: (i) one non-illuminated flag measuring 1m high by 2m wide, to an existing vertical flag pole at a height above ground of 5m.	Approved 20.12.2018
18/00934/FULL Vintry	50 Cannon Street London EC4N 6JJ	Installation of seven condensers at roof level.	Approved 20.12.2018
18/01121/LDC Candlewick	15 Abchurch Lane London EC4N 7BW	Details of the internal wiring strategy, the treatment of the third-floor ceiling and the sign box to the railings on Abchurch Lane pursuant to conditions 3 (a), (b) and (c) of listed building consent dated 6th September 2018 (18/00720/LBC).	Approved 19.12.2018
18/01248/MDC Castle Baynard	The Old Deanery Dean's Court London EC4V 5AA	Submission of a method statement for taking up, storage, reuse and relaying of all materials in the courtyard ; samples and particulars of any materials to be used in the courtyard including dimensions and finishes; materials not to be reused within the courtyard; details of all alterations to the entrance steps, landings, handrails and gate; security camera, its location, method of fixing and cable runs pursuant to conditions 4 (a), (b), (c), (f) and (h) respectively of planning permission dated 1st	Approved 13.12.2018

		March 2018 (17/01218/FULL).	
18/01250/LDC Castle Baynard	The Old Deanery Dean's Court London EC4V 5AA	Submission of a method statement for taking up, storage, reuse and relaying of all materials in the courtyard ; samples and particulars of any materials to be used in the courtyard including dimensions and finishes; materials not to be reused within the courtyard; details of all alterations to the entrance steps, landings, handrails and gate; security camera, its location, method of fixing and cable runs pursuant to conditions 4 (a), (b), (c), (f) and (h) respectively of listed building consent dated 1st March 2018 (17/01219/LBC).	Approved 13.12.2018
18/01257/MDC Candlewick	15 Abchurch Lane London EC4N 7BW	Submission of details of a programme of archaeological work pursuant to condition 6 of planning permission dated 6 September 2018 (application number 18/00719/FULL).	Approved 13.12.2018
17/01280/FULL Castle Baynard	The Old Deanery Dean's Court London EC4V 5AA	Structural repair works to the front boundary wall of the Old Deanery facing Dean's Court. The works would include careful deconstruction of the central portion of the wall to allow for a new foundation beam and mini-piles to be constructed while retaining and protecting the adjacent London Plane trees. Reconstruction of the wall on its existing footprint to match existing details. Pruning works to three London Plane trees.	Approved 13.12.2018
17/01281/LBC Castle Baynard	The Old Deanery Dean's Court London EC4V 5AA	Structural repair works to the front boundary wall of the Old Deanery facing Dean's Court. The works would include careful deconstruction of the central portion of the wall to allow for a new foundation beam and mini-piles to be	Approved 13.12.2018

		constructed while retaining and protecting the adjacent London Plane trees. Reconstruction of the wall on its existing footprint to match existing details. Pruning works to two London Plane trees.	
18/01149/FULL Aldgate	Mitre House 12 - 14 Mitre Street London EC3A 5BU	Replacement of office entrance doors, windows and planters, and installation of a louvred plant enclosure at roof level.	Approved 19.12.2018
18/01224/FULL Tower	150 Minories London EC3N 1LS	Fenestration changes to sections of the ground floor rear elevation.	Approved 08.01.2019
18/01215/ADVT Aldgate	5 Fenchurch Place London EC3M 4AJ	Installation and display of i) one internally illuminated sign measuring 0.2m high by 2.2m wide at a height above ground of 1.35m; ii) one internally illuminated fascia sign measuring 0.24m high by 2.31m wide at a height above ground of 2.64m and iii) one internally illuminated projection sign measuring 0.75m high by 0.6m wide at a height above ground of 2.75m.	Approved 15.01.2019
18/01209/FULL Cordwainer	60 Queen Victoria Street London EC4N 4TZ	Change of use of the first floor from a Bank (Class A2) to Offices (Class B1) (1,253 GIA)	Approved 08.01.2019
18/00904/DPAR Bishopsgate	Liverpool Street Underground Station Liverpool Street Arcade London EC2M 7PP	Determination under Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether prior approval is for a bin store.	Withdrawn 11.12.2018
18/01027/FULL R3 Coleman Street	8 Moorfields London EC2Y 9AA	Installation of a sculpture 'Manifold' by Conrad Shawcross in association with the Crossrail Art Foundation.	Approved 20.12.2018
18/01200/FULL Coleman Street	City Point 1 Ropemaker Street London EC2Y 9AW	Use of part of City Point Plaza for a temporary market between 3rd December to 21st December 2018	Approved 20.12.2018

18/00811/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; (iv) reinstatement of a hanging sign at first floor level incorporating a timepiece; (v) replacement of the existing rooftop plantroom with a new rooftop pavilion and amenity terrace; and (vi) installation of four condenser units behind a new plant screen to the rear lightwell at roof level.	Approved 20.12.2018
18/00812/LBC Bridge And Bridge Without	4 Lovat Lane London EC3R 8DT	Internal and 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; (iv) reinstatement of a hanging sign at first floor level incorporating a timepiece; (v) replacement of the existing rooftop plantroom with a new rooftop pavilion and amenity terrace; (vi) installation of four condenser units behind a new plant screen to the rear lightwell at roof level; (vii) installation of a replacement staircase and lift; (viii) removal and realignment of internal partitions; and (ix) renewal of all internal services.	Approved 20.12.2018
18/01173/FULL Dowgate	Dowgate Hill House 14 - 16 Dowgate Hill London EC4R 2SU	Change of use from B1 (office) to flexible use for either B1 (office) or D1 (health clinic) of part of the fourth floor (22sq.m).	Approved 08.01.2019

18/01116/FULL Castle Baynard	St Paul's Cathedral St Paul's Churchyard London EC4M 8AD	Provision of a metal modular access ramp to the west side of the South Transept entrance of St Paul's Cathedral for a temporary period of up to 18 months.	Approved 19.12.2018
18/01118/FULL Castle Baynard	66 Shoe Lane London EC4A 3BQ	Landscaping comprising removal of raised platform; new surfaces, wall finishes, planting, seating areas, lighting and handrails; alterations to land levels and associated works.	Approved 19.12.2018
18/01082/NMA Farringdon Within	54 - 58 Bartholomew Close London EC1A 7HP	Non-material amendment under Section 96A of the Town and Country Planning Act (as amended) to planning permission 16/01017/FULL dated 29 January 2018 to enable: (i) modifications to the window design at third and fourth floor levels; (ii) infilling of a single window at first, second, third and fourth floor levels at the rear of the building; (iii) replacement of sloping glass roof with partially glazed lean-to roof at ground floor level at the rear of the building; (iv) relocation of plant room from basement to roof level and associated minor reconfiguration to the internal layout (at roof level); (v) replacement of a window with a louvre at ground floor level; and (vi) replacement of the concrete architraves at ground floor level.	Approved 13.12.2018
18/01100/FULL Cornhill	Royal Exchange Cornhill London EC3	Installation of a 44cm diameter satellite dish fixed to a non-piercing satellite dish mount on the roof.	Approved 19.12.2018
18/01101/LBC Cornhill	Royal Exchange Cornhill London EC3	Installation of a 44cm diameter satellite dish fixed to a non-piercing satellite dish mount on the roof.	Approved 19.12.2018
18/00687/ADVT	Aldgate House 33	Installation and display of one	Approved

Portsoken	Aldgate High Street London EC3N 1AH	externally illuminated projecting measuring 0.3m high by 0.5m wide at a height above ground of 2.8m.	19.12.2018
18/01214/FULL Cordwainer	2A Bow Lane London EC4M 9EE	Replacement of plant at ground floor roof level.	Approved 20.12.2018
18/01125/FULL Aldersgate	1 London Wall London EC2Y 5EA	Installation of planters, bench seating and one fixed table to the sixth-floor terrace.	Approved 07.12.2018
18/01144/MDC Broad Street	1 Angel Court London EC2R 7HJ	Details of a travel plan pursuant to condition 41 of planning permission 13/00985/FULL dated 17/11/2014.	Approved 07.12.2018
18/01175/MDC Lime Street	6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT	Details of a Written Scheme of Investigation for Archaeological Evaluation and a Watching Brief pursuant to conditions 14, 15 (in part) and 16 (in part) of planning permission dated 17 December 2015 (application number 15/00443/FULEIA).	Approved 13.12.2018
17/00677/FULL Farringdon Within	79 - 79A Carter Lane London EC4V 5EP	Change of use from retail (Class A1) and office (Class B1) uses to residential (Class C3) use to create one three-bedroom dwelling (202sq.m); and construction of roof extension (28sq.m)	Approved 20.12.2018
17/00678/LBC Farringdon Within	79 - 79A Carter Lane London EC4V 5EP	Internal and external alterations, including construction of a roof extension (28sq.m) in association with change of use from retail (Class A1) and office (Class B1) uses to residential (Class C3) to provide one three-bedroom dwelling.	Approved 20.12.2018
18/01085/LBC Cornhill	Royal Exchange Cornhill London EC3V	Proposed internal works comprising basement damp-proofing.	Approved 13.12.2018

18/01045/LBC Cordwainer	1 Poultry London EC2R 8EJ	Redecoration of terracotta frieze on Poultry elevation.	Approved 19.12.2018
18/01077/LBC Cordwainer	1 Poultry London EC2R 8EJ	Installation of three external banner signs and two internal illuminated fascia signs.	Approved 19.12.2018
18/01064/LBC Langbourn	28 - 30 Cornhill London EC3V 3ND	Refurbishment of ground floor and basement including removal of fixed seating, ground floor bar and decorations throughout.	Approved 06.12.2018
18/01127/MDC Bishopsgate	The Pavilion 3 Broadgate London EC2M 2QS	Details of ground floor elevations including office entrances and retail kiosk pursuant to condition 4(a) of planning permission 17/00578/FULL dated 3 August 2017.	Approved 19.12.2018
18/01151/ADVT Bishopsgate	100 Liverpool Street And 8 - 12 Broadgate London EC2M 2RH	Installation and display of one non-illuminated hoarding advertisement measuring 2.4m high by 30.3m wide associated with the 100 Liverpool Street development.	Approved 06.12.2018
18/01255/NMA Bishopsgate	100 Liverpool Street & 8-12 Broadgate London EC2M 2RH	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 17/00276/FULL dated 05.06.2017 for the reintroduction of a third, central escalator in Octagon Mall; changes to the treatment and finish of the columns in the bus station at the rear of the building to comprise retention of existing concrete columns, their making good and re-painting; adjustments to cycle parking changing areas to provide more lockers and omit two showers; changes to roof plant screening; changes to lower ground level retail units including the introduction of a new double access doors, extension of consented	Approved 15.01.2019

		ventilation louvres and additional area of louvres; and omission of building maintenance units and davits for alternative building maintenance arrangements.	
18/01260/LBC Candlewick	Mitsubishi Trust House 24 Lombard Street London EC3V 9AJ	Replacement of six metal air grilles at first floor level on Clements Lane elevation with stone infill to match.	Approved 10.01.2019
18/01095/ADVT Bishopsgate	8 Devonshire Square London EC2M 4PL	Installation and display of one non-illuminated fascia sign measuring 0.25m high by 0.45m wide at a height above ground of 1.19m	Approved 07.12.2018
18/00961/MDC Farringdon Within	Creed Court 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And 11 - 12 Ludgate Square, London EC4M 7AA	Submission of a site survey of the highway and other land at the perimeter of the site pursuant to condition 14 of planning permission 14/00300/FULMAJ dated 06 October 2017.	Approved 19.12.2018
18/00842/FULL Farringdon Within	25 Cloth Fair London EC1A 7JQ	Alterations to the building comprising: (i) addition of a rooftop terrace and associated balustrade; (ii) bringing forward garage door to building line; (iii) extension of third floor and creation of a terrace at front and associated alterations; (iv) infill extension from first to third floor on the rear elevation; (v) squaring off of existing ground floor rear extension; (vi) replacement of two windows with two bay windows on front elevation; and (vii) installation of two air conditioning units at rear.	Approved 20.12.2018
18/00999/LBC Candlewick	115 Cannon Street London EC4N 5AW	Retention of one projecting sign measuring 0.5m high x 0.5m deep x 0.1m wide and one set of fret cut fascia lettering to shopfront.	Approved 06.12.2018
18/01076/MDC Coleman Street	Offices 51 Moorgate London	Details of a sample of decorative metal spandrel panels and treatment of	Approved 20.12.2018

	EC2R 6BH	entrance portals to Coleman Street Buildings; windows and external joinery; new dormer windows; soffits, hand rails and balustrades; junctions with adjoining premises; the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level; and details of external surfaces within the site boundary including hard and soft landscaping pursuant to condition 5 (c)(part), (e), (f), (g), (h), (i), and (k) of planning permission 16/00463/FULL dated 26/7/2016.	
18/01170/FULL Aldgate	Cutlers Exchange 123 Houndsditch London EC3A 7BU	Replacement of four windows with louvred panels.	Approved 19.12.2018
18/00239/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 London Wall Place interpretation signage pursuant to condition 53(A) (in part) of planning permission dated 30 June 2014 (ref: 14/00259/FULL) and condition 4(J) (in part) of listed building consent (ref: 10/00837/LBC).	Approved 13.12.2018
18/01126/CLEU D Aldersgate	1 London Wall London EC2Y 5EA	Certificate of lawful use in respect of the existing use of a terrace at sixth floor level in connection with adjoining office.	Grant Certificate of Lawful Development 19.12.2018
18/01106/FULL Farringdon Without	1A Smithfield Street London EC1A 9JQ	Retention of photographic artwork on existing scaffolding on the front elevation of the Red House facade for a	Approved 06.12.2018

		temporary period of one year.	
18/01107/FULL Farringdon Without	General Market Farringdon Street London EC1A	Retention of photographic artwork on existing hoardings on the General Market facade fronting on to Farringdon Street for a temporary period of one year.	Approved 06.12.2018
18/01024/FULL Vintry	Ormond House 63 Queen Victoria Street London EC4N 4UA	Change of use of part of the basement level from office (class B1) to a physiotherapy clinic (class D1). (25sq.m)	Approved 06.12.2018
18/00774/MDC Broad Street	60 London Wall London EC2M 5TQ	Submission of an acoustic report specifying the materials and constructional methods to be used, pursuant to condition 24 of planning permission 16/00776/FULMAJ dated 27.04.17.	Approved 08.01.2019
18/01186/ADVT Castle Baynard	1 New Street Square London EC4	Installation and display of one non-illuminated hoarding advertisement measuring 2.6m high by 70.4m wide associated with development between 1 and 2 New Street Square.	Approved 20.12.2018
18/01181/ADVT Bread Street	102 St Paul's Churchyard London EC4M 8BU	Installation and display of one halo-illuminated fascia sign measuring 0.29m high by 2.75m wide at a height above ground of 3.08m and four backlit logo signs measuring 0.43m high by 0.65m wide.	Approved 10.01.2019
18/01189/TCA Farringdon Without	Middle Temple London EC4Y 9BT	Pruning works to 6 trees - 1 x Platanus x acerfolia (London Plane), 1 x Magnolia kobus (Magnolia), 1x Robinia pseudoacacia 'Frisia' (Golden False Acacia), 2 x Cotoneaster and 1 x Liriodendron tulipifera (Tulip Tree).	No objections to tree works - TCA 19.12.2018
18/01190/TCA Farringdon Without	Outside 6 King's Bench Walk Inner Temple London EC4Y 7DR	Pruning works to Platanus acerifolia (London Plane).	No objections to tree works - TCA 19.12.2018
18/01191/TCA	Outside 4 King's	Pruning works to Platanus	No objections to

Farringdon Without	Bench Walk Inner Temple London EC4Y 7DL	acerifolia (London Plane).	tree works - TCA 19.12.2018
18/01192/TCA Farringdon Without	Outside 7 King's Bench Walk Inner Temple London EC4Y 7DS	Pruning works to Prunus cerasifera 'Pissardii' (Cherry Plum; Purple Leaved).	No objections to tree works - TCA 19.12.2018
18/01194/TCA Farringdon Without	Open Space Church Court London EC4Y	Pruning works to Platanus acerifolia (London Plane).	No objections to tree works - TCA 19.12.2018
18/01195/TCA Farringdon Without	Open Space Church Court London EC4Y	Pruning works to Platanus acerifolia (London Plane).	No objections to tree works - TCA 19.12.2018
18/01196/TCA Farringdon Without	Open Space Church Court London	Pruning works to Platanus acerifolia (London Plane).	No objections to tree works - TCA 19.12.2018
18/01197/TCA Farringdon Without	Open Space Church Court London	Pruning works to Platanus acerifolia (London Plane).	No objections to tree works - TCA 19.12.2018
18/00911/MDC Bishopsgate	1 Finsbury Avenue London EC2M 2PA	Submission of details: (a) particulars and samples of the materials to be used on the external faces of the building; (b) louvres; (c) external lighting; (d) window cleaning arrangements; (e) terrace landscaping; (f) windows and external doors; (g) plant, flues, fire escapes and other excrescences at roof level pursuant to conditions 6 a, b, c, d, e, f, g of planning permission 17/00230/FULL and 3 a, b, c, d, e, f, g of listed	Approved 19.12.2018

		building consent 18/00893/LBC.	
18/01179/TCA Farringdon Without	Staple Inn Court Staple Inn London WC1V	Pruning works to 7 trees - 1 x Platanus x hispanica (London Plane), 2 x Magnolia x soulangeana (Magnolia), 1x Ficus carica (Fig), 2 x Catalpa bignonioides (Indian Bean Tree) and 1 x Ailanthus altissima (Tree of Heaven).	No objections to tree works - TCA 19.12.2018
18/01080/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Erection of internal partitions at lower ground, ground, third and sixth floor level.	Approved 07.12.2018
18/01043/FULL Castle Baynard	111 Fleet Street London EC4A 2AB	Alterations to shopfront comprising redecoration and replacement of cladding.	Approved 10.01.2019
18/01044/ADVT Castle Baynard	111 Fleet Street London EC4A 2AB	Installation and display of: (i) one internally illuminated fascia sign measuring 1.08m high by 1.96m wide at a height above ground of 3.25m and (ii) one non-illuminated projecting sign measuring 0.98m high by 1m wide at a height above ground of 3.3m.	Approved 10.01.2019
18/01228/LBC Cripplegate	24 Hatfield House Golden Lane Estate London EC1Y 0ST	Internal flat alterations and refurbishment comprising replacement of kitchen and WC and other minor works.	Approved 10.01.2019
18/01188/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Details of ventilation and air-conditioning for the A1, A2 & A3 uses pursuant to condition 11h of planning permission dated 20/01/2016 (app. no. 15/00702/FULMAJ).	Approved 19.12.2018
18/01236/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London	Details of (i) external materials; (ii) new facades, fenestration and entrances; (iii) a typical bay of the development; (iv) stonework; (v) soffits, handrails and balustrades; (vi) junctions with	Approved 10.01.2019

		adjoining premises; and (vii) the location, size and design of louvres and plant screens, all pursuant to conditions 11 (a), (b), (c), (d), (e), (f) and (i) of planning permission (application no.15/00702/FULMAJ) dated 20th January 2016.	
18/01249/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 dated 20/01/2016 (app. no. 15/00702/FULMAJ) to reflect minor alterations to the building line, internal layout changes, modifications to the ventilation enclosure at 14th floor level and alterations to the PV array at roof level.	Approved 19.12.2018
18/01063/ADVT Farringdon Without	318 High Holborn London WC1V 7BN	Installation and display of: (i) three sets of non-illuminated letters mounted at fascia level each measuring 0.25m high by 0.96m wide situated at a height above ground of 4.3m (ii) two sets of internally illuminated letters bonded to glazing at ground floor level, two measuring 0.4m high by 1.6m wide situated a height above ground of 2.2m (iii) one set of internally illuminated letters bonded to glazing at ground floor level, two measuring 1.6m high by 0.4m wide situated a height above ground of 1.2m (iv) one internally illuminated circular fascia sign located above the entrance to the unit measuring 0.8m in diameter situated at a height above ground of 2.4m.	Approved 06.12.2018
18/00890/MDC Bishopsgate	100 Bishopsgate London EC2N 4AG	Submission of details of soffits, handrails and balustrades to the level 07 terrace and level 40 plant	Approved 15.01.2019

		areas and the handrails and balustrades for the stair in the Exchequer Court service area from the basement to their bike area pursuant to condition 11(b) of planning permission 12/00129/FULL, dated 3rd March 2012.	
18/00939/MDC Bishopsgate	100 Bishopsgate London EC2N 4AG	Submission of the siting and method of installation of the blue plaque commemorating the Parish Clerks Company pursuant to condition 11(s) of planning permission dated 3rd March 2012 (12/00129/FULL).	Approved 13.12.2018
18/01154/POD C Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Submission of the Second Television Interference Survey pursuant to Schedule 3 Paragraph 7.2 of the S106 Agreement dated 10 June 2010 in relation to Planning Permission 08/00739/FULEIA.	Approved 13.12.2018
18/00764/POD C 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	Submission of an Open Spaces Specification and Open Spaces Method Statement pursuant to Schedule 3 Clause 15.2.1 of the Section 106 Agreement dated 11 June 2013 in relation to Planning Permission Ref: 12/00870/FULEIA (as amended by 14/00027/FULMAJ).	Approved 04.12.2018
18/01103/POD C 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	Submission of the Carbon Dioxide Emissions Assessment of the completed development pursuant to Schedule 3 Paragraph 14.2 of the Section 106 Agreement dated 11 June 2013 (Planning Application Reference 12/00870/FULEIA as amended by 14/00027/FULMAJ).	Approved 04.12.2018

18/00895/MDC Tower	Emperor House 35 Vine Street London EC3N 2PX	Details of foundations and piling configuration and piling method statement submitted pursuant to conditions 8 (in part) and 13 of planning permission 18/00193/FULMAJ dated 26.07.2018.	Approved 13.12.2018
18/01117/ADVT Bread Street	1 New Change London EC4M 9AF	Installation and display of: (i) six internally illuminated freestanding digital units each measuring 2.3m high by 1.17m wide (ii) two internally illuminated wall mounted digital screens each measuring 2.3m high by 1.17m wide.	Approved 19.12.2018
18/01028/MDC Walbrook	15 - 17 St Swithin's Lane London EC4N 8AL	Details of plant mounting to minimise transmission of structure borne sound or vibration, plant enclosure in a sound-insulating material and plant noise assessment pursuant to conditions 19, 31 and 32 of planning permission dated 24 April 2015 (14/00658/FULMAJ).	Approved 06.12.2018
18/01088/MDC Tower	15-16 Minories 62 Aldgate High Street London EC3N 1AL	Details of ramp to the car park and servicing area including gradient, width, safety kerbs and level standing area pursuant to Condition 20 of planning permission 15/01067/FULL dated 19.08.2016.	Approved 13.12.2018
18/01091/MDC Tower	15 - 16 Minories & 62 Aldgate High Street. London	Submission of an Interim Travel Plan (Hotel) pursuant to Condition 66 (in part) of planning permission 15/01067/FULL dated 19.08.2016	Approved 06.12.2018
18/01058/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of a scheme for the protection of nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 2 (in part) of planning permission dated 5th October 2018 (18/00137/FULL).	Approved 04.12.2018
18/01217/MDC	45 Cannon Street	Details of a scheme which	Approved

Cordwainer	London EC4M 5SB	specifies the fume extract arrangements and materials and constructional methods to be used to avoid noise penetration to the upper floors from the Use Class A3 use on the ground floor pursuant to condition 23 of planning permission 13/00339/FULMAJ dated 27.02.14.	10.01.2019
18/01202/MDC Castle Baynard	1 New Street Square London EC4A 3BF	Details of proposed lighting pursuant to condition 2 (b) of planning permission 16/00038/FULL dated 15.03.16.	Approved 19.12.2018
18/01252/MDC Castle Baynard	1 New Street Square London EC4A 3BF	Particulars and samples of the materials to be used on all external faces of the link bridges pursuant to condition 2 (a) of planning permission 16/00038/Full dated 15.03.16.	Approved 19.12.2018
18/01066/LBC Cripplegate	204 Gilbert House Barbican London EC2Y 8BD	Refitting of the kitchen and bathroom. Removal of one internal door and associated frame plus replacement of all other internal doors and associated frames to make them full height.	Approved 06.12.2018
18/01113/LBC Aldersgate	135 Defoe House Barbican London EC2Y 8ND	Installation of a false ceiling in bathroom.	Approved 19.12.2018
18/01114/LBC Cripplegate	105 Andrewes House Barbican London EC2Y 8AY	Removal of the existing timber framed, glazed sliding door and associated track gear located between the kitchen and living room.	Approved 13.12.2018
18/01171/LBC Aldersgate	45 Thomas More House Barbican London EC2Y 8BT	Removal of the existing sliding door between the kitchen and living room.	Approved 19.12.2018
18/01176/LBC Cripplegate	53 Speed House Barbican London EC2Y 8AT	Installation of a suspended ceiling throughout and alterations to partition walls in the bathroom and bedroom.	Approved 13.12.2018
18/01205/LBC	38 John Trundle Court Barbican	Refurbishment of studio flat including replacement kitchen,	Approved

Aldersgate	London EC2Y 8DJ	bathroom and WC; removal of a section of stud wall between kitchen and reception room; relocation of bathroom door; and installation of glass panel between bathroom and reception room.	19.12.2018
18/01220/LBC Aldersgate	91 Shakespeare Tower Barbican London EC2Y 8DR	Refurbishments including alterations to various non-structural internal walls plus doors and associated frames. Making the remaining internal doors full height.	Approved 10.01.2019
18/01223/LBC Aldersgate	104 Mountjoy House Barbican London EC2Y 8BP	Internal alterations including converting the dining room into a bedroom by removal of bi-folding wall and replacing with a cupboard/storage unit with a pocket door.	Approved 10.01.2019

Agenda Item 8

Committee(s)	Dated:
Planning and Transportation	29 th January,2019
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

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

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation
18/01369/FULL Aldgate	Land Off Lime Street/Billiter Street, London, EC3A 1AT	Installation of security bollards on land at Billiter Street and Lime Street.	21/12/2018
18/00305/FULMAJ Aldgate	33 Creechurch Lane, London, EC3A 5EB	Demolition of the existing building and redevelopment of the site to provide an office building (Class B1) and a retail unit (Class A1) comprising basement, ground floor, mezzanine and 20 upper floors, together with cycle parking and associated works (10,436.sq.m GEA).	09/01/2019
18/01292/FULL Bishopsgate	Premier Place 2 And A Half , Devonshire Square, London, EC2M 4BA	Change of use of part basement level 3, part basement level 2, and part ground floor from office (B1) for a flexible use for either office (Class B1) or shop (Class A1) or restaurant (Class A3) or drinking establishment (Class A4) or non-residential institution (Class D1) or assembly and leisure (Class D2) use (1425sq.m). (REVISED DESCRIPTION)	07/12/2018

18/01326/FULL Bishopsgate	8 - 10 Brushfield Street, London, E1 6AN	Change of use from retail (class A1) to office (class B1) / non-residential institution (class D1) (177sq.m) and minor alterations to access.	14/12/2018
18/01312/FULL Bishopsgate	17 Widigate Street, London, E1 7HP	Application under section 73 to vary condition 9 (approved plans) of planning permission (application No.16/00852/FULL) dated 14/10/2016 to allow for the installation of 5 air conditioning units at roof level.	19/12/2018
18/01368/FULL Bishopsgate	Dashwood House , 69 Old Broad Street, London, EC2M 1QS	Installation of new entrance doors and the use of private space for the setting out of tables and chairs in association with an ancillary café facility.	21/12/2018
18/01321/FULL Bread Street	Unit 4, Paternoster House, Paternoster Row, London, EC2V 6AA	Change of use from retail (Class A1) to a flexible use for either retail (Class A1) or a mixed use of retail (Class A1), restaurant (Class A3) and wine bar (Class A4) (Sui Generis) (234sq.m).	13/12/2018
18/01310/FULL Bread Street	Paternoster House, 1 Paternoster Row, London, EC4M 8AY	Application under Section 73 of the Town and Country Planning Act 1990 for the removal of condition 11 (minimum percentage of A1 uses) of planning permission 04/00596/FULL dated 09 September 2004.	21/12/2018
18/01137/FULL Bridge And Bridge Without	6 - 8 Eastcheap, London	Installation of screens and entrance door to enclose the open area at the front of the building.	12/11/2018
18/01193/FULL Bridge And Bridge Without	33 King William Street, London, EC4R 9AS	Installation of 21 CCTV cameras to the north, east, south and west facades of the building.	11/12/2018
18/01351/FULL Broad Street	65 London Wall, London, EC2M 5TU	Change of use of part of the 1st floor from office (Class B1) to a flexible use for either office (Class B1) or dental surgery (Class D1) 64sq.m.	14/12/2018
18/01122/FULMAJ Candlewick	120 Cannon Street, London, EC4N 6AS	Demolition of existing 7th and 8th floors, 9th floor plant room and construction of three new levels of office accommodation and roof top plant enclosure. Change of use of part ground and basement levels to accommodate enlarged reception area at ground and cycle storage facilities at basement level. Alterations to shopfront and main office entrance, replacement	03/12/2018

		windows on upper floors, re-rendering of rear facade and associated works. [179sq.m GIA]	
18/01370/FULL Candlewick	Sherborne House, 119 - 121 Cannon Street, London, EC4N 5AT	Refurbishment of Sherborne House including: remodelling of facades on part 4th and 5th floors, part sixth floor extension to provide additional office (Class B1) accommodation, new curtain walling to the internal lightwell, installation of dormer windows, extension of an existing lift shaft, reconfigured office entrance, new external terraces with associated balustrades, provision of ancillary cycle parking and parking storage, installation of PV panels, additional plant equipment at roof level and other incidental works (387sq.m).	03/01/2019
18/01288/FULL Castle Baynard	22 Tudor Street, London, EC4Y 0AY	Roof alterations and associated works.	05/12/2018
18/01275/FULL Castle Baynard	New Fetter Lane Retail Unit, 3 - 4 Holborn Circus, London, EC4A 1AN	Retention of change of use from retail (Class A1) to hot food takeaway (Class A5).	06/12/2018
18/01309/FULL Coleman Street	74 Coleman Street, London, EC2R 5BT	Partial demolition and re-construction of existing 5th, 6th floors and plant floor, refurbishment and extension of existing office building on to rear courtyard for office and retail floorspace.	13/12/2018
18/01345/FULL Coleman Street	55 Moorgate, London, EC2R 6PA	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 29 of planning permission dated 11 October 2017 (16/00405/FULMAJ) to incorporate minor material amendments including removal and rebuilding of the wall; increasing window width; removal of a louvre above the ground floor opening on the south elevation, rearrangement of the openings at the upper floors and replacement of a door with fixed window on the west elevation.	19/12/2018

18/01360/FULL Coleman Street	City Point Bridge , New Union Street, London	Demolition of bridge spanning New Union Street and associated works. Please note: this application involves the removal of a City Walkway.	21/12/2019
18/01355/FULL Cripplegate	Cromwell Tower, Cromwell Place, Barbican, London, EC2Y 8DD	(I) Change of use of ground and podium level void space to a single residential dwelling unit (Use Class C3) (100 Sq.m) (ii) associated internal alterations, replacement of external glazing and alterations to the Silk Street and Podium level elevations.	20/12/2018
18/01268/FULL Dowgate	Dyers Hall, 10 Dowgate Hill, London, EC4R 2ST	i) Removal of existing glazed barrel vault roof light to the existing entrance Foyer from Dowgate Hill and the provision of a new obscure glazed roof terrace; ii) minor amendment to the previously approved provision of a new lift shaft, increasing its depth by approx. 480mm; and iii) formation of a new associated external lift lobby at first floor level also providing access to the new external terrace with structural alterations to the existing main external brick wall to provide access to the communal staircase.	29/11/2018
18/01373/FULL Dowgate	Dyers Hall, 10 Dowgate Hill, London, EC4R 2ST	Provision of i) a new structural steel platform complete with open mesh decking located at high level within the internal lightwell between the Hall and the office building; ii) a new galvanised steel CAT ladder to provide safe access from the existing roof slopes down to the proposed plant platform; iii) a new grey GRP enclosure to house the re-located gas fired boiler with associated projecting flue; and iv) a single VRF condenser to serve new internal heating/cooling units.	21/12/2019
18/01251/FULL Farringdon Within	11 Pilgrim Street, London, EC4V 6RN	Creation of external terraced areas and installation of balustrades together with stair, ramp and platform lift.	22/11/2018

18/01377/FULL Farringdon Within	69 Long Lane, London, EC1A 9EJ	Installation of a new timber shop front.	26/12/2018
18/01314/FULL Farringdon Without	33 Chancery Lane, London, WC2A 1EN	Change of use of part ground floor from Class B1 (office) to a flexible use for either Class B1 (office) or Class D1 (non-residential institutions) (343sq.m).	13/12/2018
18/01072/FULL Farringdon Without	Quality House, 5 - 9 Quality Court, London, WC2A 1HP	Refurbishment of the existing entrance door to incorporate glass panels.	16/12/2018
18/01376/FULL Farringdon Without	6 Bream's Buildings, London, EC4A 1HP	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow a revised description of development as follows: 'Part demolition and extension of the existing building, associated with change of use from Class B1 to Class C3, including; part demolition of the ground floor and the rear closet wing, demolition of the rear facade, excavation of existing lower ground slab, extensions to ground, first, second and third floors new fourth and fifth floors with a roof terrace above, for the creation of 8 residential units alterations to the existing entrance, cycle parking, ground floor waste store, plant areas, terraces/Juliet balconies to the rear and other associated works' and the variation of condition 19 (approved plans) of planning permission dated 10th March 2016 (15/00971/FULL)	24/12/2018
18/01283/FULL Lime Street	1 Undershaft, London, EC3A 3DQ	Installation of a freestanding flagpole.	04/12/2018
18/01336/FULL Lime Street	3 St Helen's Place, London, EC3A 6AB	Extension and refurbishment of B1 office building including demolition of existing fifth floor and construction of new fifth and sixth floor and core to the rear. Internal and external alterations and rear extension with associated plant and cycle parking and all other works incidental to the proposed development (Total floorspace 4,487sq.m).	17/12/2018

18/01226/FULL Tower	Lloyds Chambers, 1 Portsoken Street, London, E1 8BT	Refurbishment of existing building at ground floor, ground floor mezzanine, and lower ground floor, including alterations to building entrance and facades. Change of use of part of the ground floor from office (Class B1) to a flexible use for either a shop or financial & professional services (Class A1/A2) use and shop or restaurant (Class A1/A3) use, and change of use of part of the ground floor, part of the ground floor mezzanine, and part of the lower ground floor from office (Class B1) to flexible use for either shop or financial & professional services or office or non-residential institutions (Class A1/A2/B1/D1) use. New external landscaping and other works incidental to the development (1825sq.m GIA).	19/11/2018
18/01270/FULL Tower	DoubleTree By Hilton Tower of London, 7 Pepys Street, London, EC3N 4AF	Formation of new external stairs and landing leading to the ground floor lift lobby on the Crutched Friars elevation.	29/11/2018

Committee(s)	Dated:
Planning & Transportation	29 January 2019
Subject: City Fund Highway Declaration – 22 Bishopsgate, EC2	Public
Report of: City Surveyor (CS.520/18)	For Decision
Report author: Nicholas Welland	

Summary

Approval is sought to declare a volume of City Fund airspace above 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) and 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.

A further declaration was made by your Committee on 11th September 2018 relating to highway land at 42-44 Great Helens Street to enable the fulfilment of a planning condition to clad an exposed wall; cladding which will project permanently into highway airspace.

Since those declarations the developer has made minor changes to the scheme that necessitate the declaration of further parcels of City Fund airspace over highway totalling 3 ft² (0.32 m²) as surplus to highway requirements. In addition, City Fund airspace over highway previously declared surplus and totalling 54 ft² (5.00 m²) is no longer required for the scheme and it is recommended these areas remain held for highway purposes. The net result is a reduction in City Fund airspace over highway required for the development of 51 ft² (4.74m²).

The development works will require a stopping up of the highway and the Department of the Built Environment is dealing with this. 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 highway at Great St Helen's, EC2 measuring 3 ft² (0.32m²) 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.
- Resolve that part of the parcels of airspace over City Fund highway at Great St Helens, EC2 measuring 54 ft² (5.00 m²) and declared surplus by this Committee on 3 October 2017 now remain held for highway purposes.

Appendices

- Appendix 1 – Highway Plan; Great St Helen's, EC2
- Appendix 2 – Proposed Development 22 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.
- Report of the City Surveyor, City Fund Highway Declaration – 42/44 Bishopsgate, EC2 (CS.366/18) 11 September 2018.

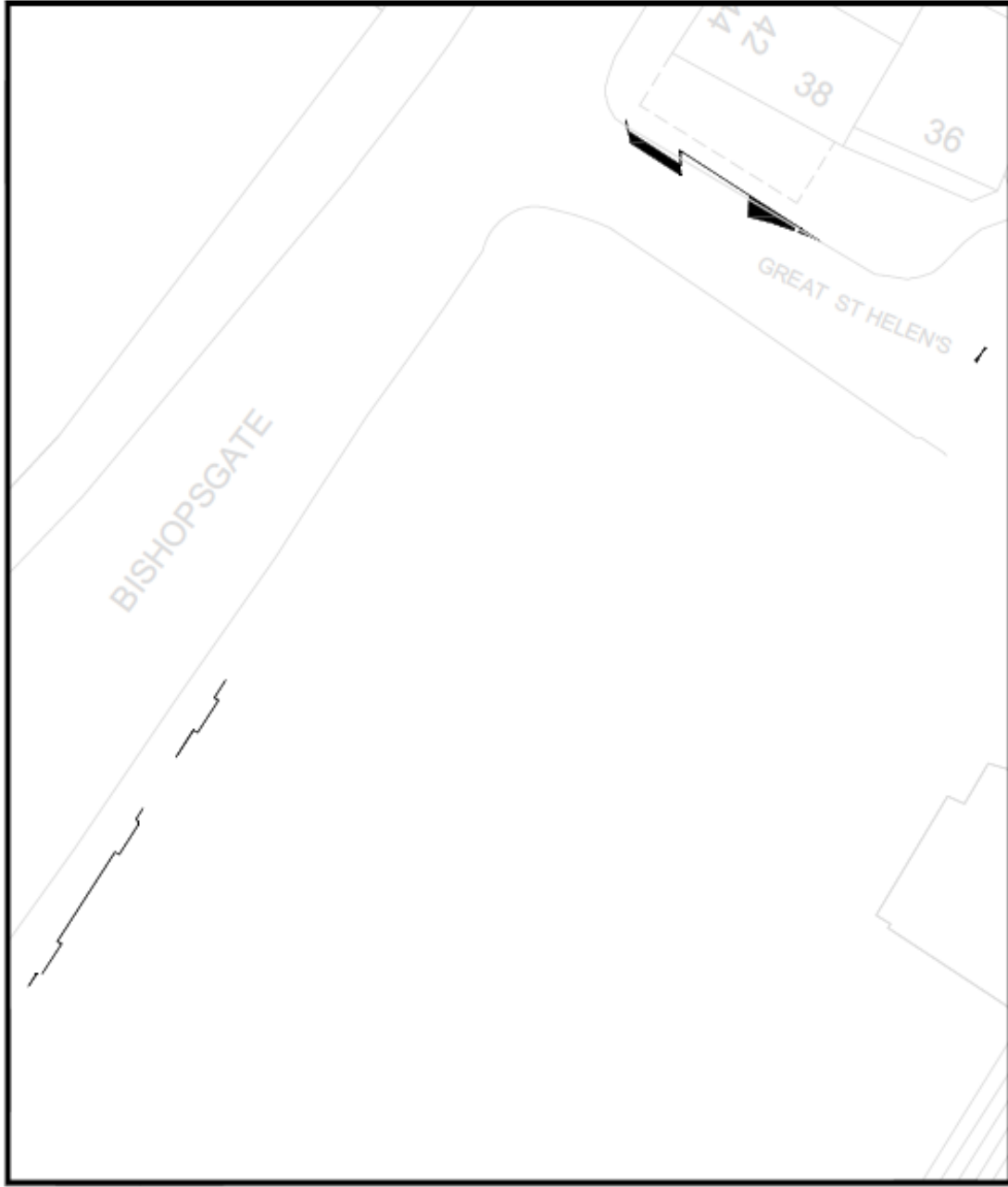
Nicholas Welland


City Surveyor's Department

T: 020 7332 1661

E: Nichoals.Welland@cityoflondon.gov.uk

Appendix 1 – Highway Plan

		Print Scale : NTS @ A4	
		Date : 01/19	
Address : 22 Bishopsgate London EC2		Drawn by : SJC	
Title : PNT Highway Land: Surplus and previously declared surplus		Drawing No : 5-C-41318	
Pro code : UPRN :		Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.	



**CITY
LONDON**

P.G.Wilkinson BSc MSc MRICS
City Surveyor

CITY SURVEYOR'S DEPARTMENT
Corporate Property Group :
Plans & Records Section

Appendix 2 –Image; Flank Wall 42-44 Bishopsgate, EC2



Committee:	Date:
Planning and Transportation	29 January 2019
Subject: Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ Arboricultural Impact Assessment, prepared by Southern Ecological Solutions, dated July 2017; NBS Specification for Hard and Soft Landscape Works; Golden Lane Confirmation Survey (dwg no. 18020-001); Typical Details Tree Protection (dwg no. COL-BDL-L1-ZZ-DR-L0301); Typical Detail: Tree in Hard Landscape (dwg no. COL-BDL L1-ZZ-DR-L0302); Typical Detail: Tree in Soft Landscape (1) (dwg no. COL-BDL L1-ZZ-DR-L0303); Typical Detail: Tree in Soft Landscape (2) (dwg no. COL-BDL L1-ZZ-DR-L0304); Typical Detail: Tree in Planter (S2) (dwg no. COL-BDL L1-ZZ-DR-L0305); Proposed Utility Services Corridor (dwg no. 37845-C-UT-0006 Rev P3); School Hall Foundations General Arrangement (dwg no. 37845-PBA-03-F1-DR-S-3099 Rev P2; Hard Landscape Plan (dwg no. COL-BDL-L1-ZZ-DR-L-0001 Rev 06); Detailed Levels Plan (dwg no. COL-BDL-L1-ZZ-DR-L-0002 Rev 05); Soft Landscape Layout Plan (dwg no. COL-BDL-L1-ZZ-DR-L-0003 Rev 04); Tree Retention and Removal Plan (dwg no. COL-BDL-L1-ZZ-DR-L-0005 Rev 01); School Hall Ground Floor General Arrangement (dwg no. COL-PBA-B2-00-DR-S-3100 Rev T04); School Hall Substructure Sections and Details (dwg no. COL-PBA-B2-ZZ-DR-S-3301 Rev T03; and Proposed Drainage and Sub-Structure Layout (dwg no. COL-PBA-ZZ-XX-DR-C-3100 Rev T04) pursuant to condition 5 of planning permission dated 19th July 2018 (planning reference 17/00770/FULL).	Public
Ward: Cripplegate	For Decision
Registered No: 18/01141/MDC	Registered on: 26 October 2018
Conservation Area:	Listed Building: NO

Summary

The Committee called in for their determination condition 5 of the planning permission for redevelopment of the former Richard Cloudesley School site, which relates to the management and protection of trees on the site. It is proposed that on the western boundary one tree (a silver birch) is being

retained and four other trees are being removed and replaced by three 7m silver birch trees. All the affected trees are located within the London Borough of Islington and therefore regard should be had to their policies (in addition to the City's own Local Plan policies)

32 representations were received in respect of the discharge of this condition.

The principle issues in this case are:

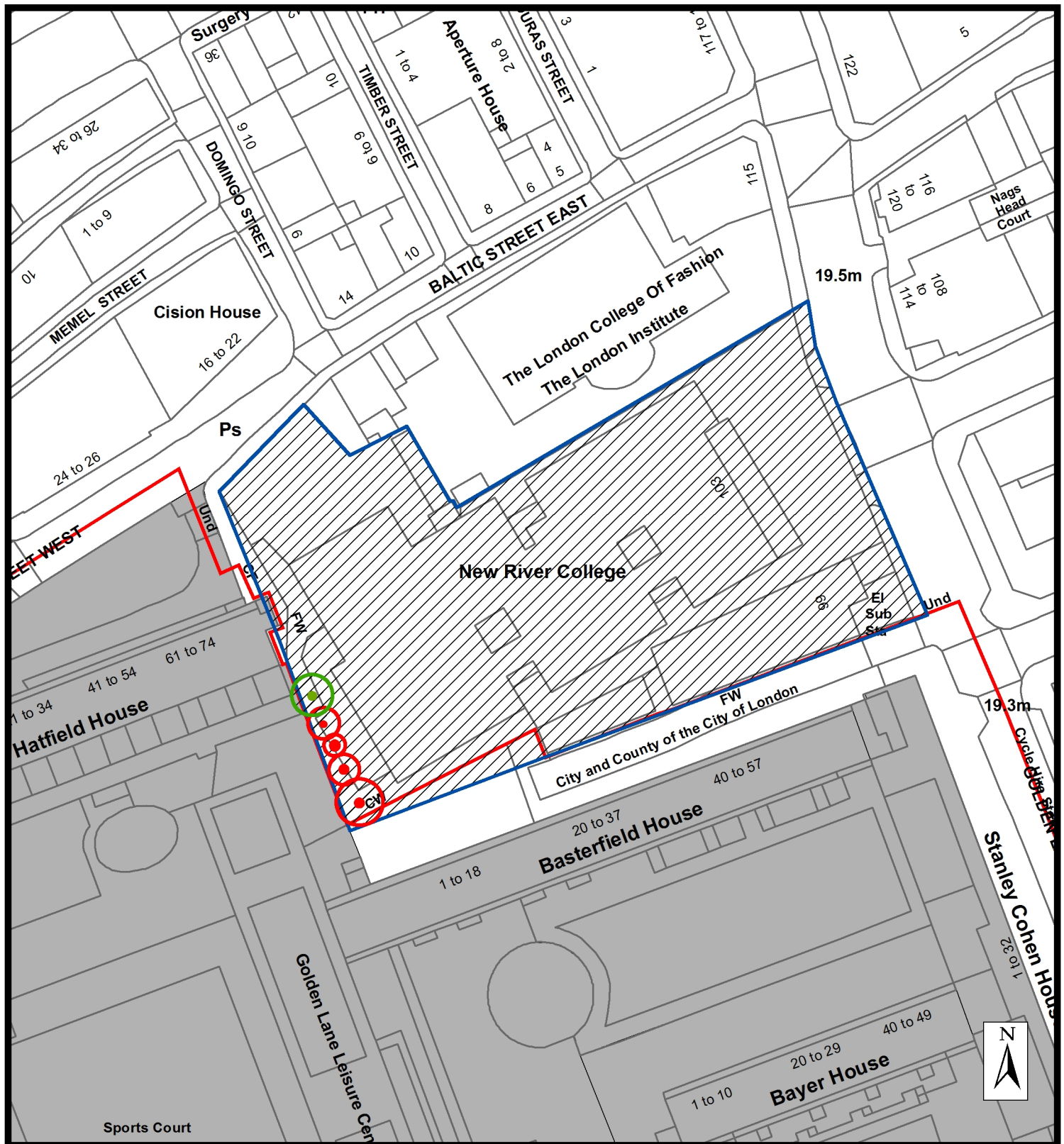
- The ecological value of the trees.
- The condition of the trees.
- Other construction options which would allow the trees to be retained.
- The acceptability of the replacement trees.
- The acceptability of the tree protection measures for the retained trees.

The trees are of limited ecological value and are category C trees due to their low quality. To safeguard them requires significant amendments and delay to the scheme, which is not warranted in these circumstances. The proposed replacement trees and associated tree pits and the measures proposed to safeguard the remaining tree are satisfactory. LBI's Officers are satisfied with the proposals. It is therefore recommended that the condition is discharged.

Recommendation

That the Committee resolves to discharge the condition, and agree that trees T1, T2, T3 and T4 may be removed subject to compliance with the details set out in Condition 5 and the application regarding replanting.

Site Location Plan



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ADDRESS:

Former Richard Cloudesley School, Golden Lane Estate

CASE No.
18/01141/MDC

- CITY BOUNDARY
- SITE LOCATION
- LISTED BUILDINGS
- CONSERVATION AREA BOUNDARY
- TREE TO BE RETAINED
- TREES TO BE REMOVED

Main Report

Site Location and Current Buildings

1. The 0.4 hectare site is currently occupied by predominantly single storey buildings comprising the former Richard Cloudesley School, garages, the City of London Community Education Centre and a sub-station. The majority of the site falls within the London Borough of Islington (LBI) and a small part of the site falls within the City of London (CoL).
2. The boundary between the CoL and LBI is shown on the attached site plan. It can be noted that a very small element of the site is within the City, which includes a small part of the school hall and the southern boundary wall. The trees, subject to the condition, are all located within the LBI.

Application details

3. The Local Planning Authorities issued identical decisions on 19th July 2018.
4. The planning permissions for 'Demolition of the former Richard Cloudesley School, City of London Community Education Centre, garages and substation; erection of a 3 storey building with rooftop play area (Class D1) (2300.5sq.m GEA) and a single storey school sports hall (Class D1) (431sq.m GEA) to provide a two-form entry primary school; erection of a 14 storey (plus basement) building to provide 66 social rented units (Class C3) (6135sq.m GEA), and affordable workspace (Class B1a) (244sq.m GEA), landscaping and associated works' issued by CoL and LBI on 19th July 2018 are identical, and include the same conditions. The permission granted by the City only has effect insofar as it relates to land in the City. Condition 5 relates to the management and protection of trees on the site in LBI. However, the applicant has requested that the condition be discharged by the CoL (as the permissions duplicated each other) and this is considered to be the appropriate approach.

5. Condition 5 states:

Unless otherwise agreed in writing by the Local Planning Authority none of the existing trees on the boundary with the neighbouring allotments shall be removed or pruned. Prior to commencement (excluding demolition) details of the protection of the trees including the roots shall be submitted to and approved in writing by the Local Planning Authority. The approved protection shall be installed in accordance with the approved details and shall be erected before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any tree protection area in

accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority. Trees which die or become in the opinion of the Local Planning Authority seriously damaged or defective within 3 years of completion of the development shall be replaced with 4m Birch trees or such alternatives as may be agreed in writing by the Local Planning Authority.

REASON: In order to protect the trees in accordance with City of London Local Plan policies DM10.4 and DM19.2 and Islington Local Plan policy DM6.5.

6. Details have been submitted to discharge this condition. It has been identified that in order to facilitate the construction of the consented school hall one tree can be retained (tree T5) but trees T1 (Silver birch), T2 (Cherry tree), T3 (Buddleja) and T4 (Silver birch), which are located on the western boundary would need to be removed. A justification for their removal, details of replacement trees and details of the tree protection measures for the retained tree have been submitted to discharge this condition.

Consultations

7. The views of other CoL departments and LBI's Arboricultural Officer have been taken into account in considering the details.
8. A total of 32 representations have been received. The issues raised are as follows:
 - The loss of trees and mature planting at the site boundary with the community allotments is unnecessary and will severely affect amenity and outlook as well as biodiversity.
 - The applicant has made no attempt to mitigate the effect of the proposed site operations on the tree roots.
 - There is no new Arboriculturalist's report. [A further Arboricultural Method Statement has been submitted.]
 - The applicant has not consulted adequately with residents.
 - Bat activity has been seen and recorded in the area.
 - Loss of trees during the demolition and construction period will reduce protection from noise and dust. [The applicant advises that no reliance has been placed upon these trees as a means of mitigation.]
 - The school hall could be located further from the trees to enable them to be retained and this hasn't been investigated.
 - Greenery should be encouraged.
 - Air pollution.

- The trees provide shade.
- The scheme involves the planting of new immature trees at some time over the building period. It does not make sense to destroy trees that are thriving.
- Decision to remove the trees is contrary to the Mayor's commitment to planting 1,000,000 trees in London.
- There seems to be a u-turn regarding tree preservation on the site.
- Any plans to situate trees temporarily in the allotments would deprive many of the benefits of gardening while adding too much shade to the area. [This is not part of the submission.]
- If it is truly impossible to retain the trees they must be replaced with strong healthy trees and they must still be as many on the site.
- No public notice. [Notices in respect of conditions are not displayed.]
- The trees provide a backdrop to the allotments.
- There are few green spaces within the Golden Lane Estate or around the heavily polluted City/Islington border.
- The trees will form an important barrier between the service access and Hatfield House. Retaining the trees to mask the sight, noise and smells is the very least that can be done to mitigate this.
- There has been no real attempt to retain the trees.
- The trees are a part of the character of the Golden Lane Estate.

Considerations

All the affected trees are located within the London Borough of Islington and therefore regard should be had to their policies as well as the City's own Local Plan policies

The relevant policies are set out at Appendix A

In considering other construction options that would allow all trees to be retained, and the impacts for the redevelopment of the Richard Cloudesley School site regard should be had to the decisions of both local planning authorities in determining that the redevelopment should be permitted

Principal Issues

9. The principal issues in considering this application are:
 - The ecological value of the trees.

- The condition of the trees.
- Other construction options which would allow the trees to be retained.
- The acceptability of the replacement trees.
- The acceptability of the tree protection measures for the retained trees.
- Compliance with development plan policies

The ecological value of the trees

10. The Preliminary Ecological Appraisal, prepared by Ambiental, submitted as part of the planning application confirmed that the trees on the site were determined to be of negligible bat roost potential due to a lack of sustainable roost features. Trees T1, T2, T3 and T4 do not exhibit any observable bat roosting characteristics. The report further surveyed for the potential of emerging bats and bat foraging activity. No bats were observed emerging from or entering either the buildings or trees.
11. The report has been assessed by LBI's Nature Conservation Manager who is satisfied that the applicant's Ecologists have made adequate checks for bat roosts and have made sensible recommendations. The applicant's Ecologist has recommended that:
 - A suitably experienced Ecologist should oversee the demolition of the roof and any other potential roost features;
 - The level of artificial lighting should be kept to a minimum, particularly around the site boundaries and near to the hedgerows and tree lines. Low pressure lights are a preferred option to high pressure sodium or mercury lamps, and lights should be directed low with minimal light spillage. Ideally some parts of the site should be kept dark, preferably at bat emergence (0-1 hour after sunset) and during peak bat activity periods (1.5 hours after sunset and 1.5 hours before sunrise). Artificial lighting should not directly illuminate any potential bat commuting areas such as hedgerows and treelines. Similarly, and new planted linear features or buffer areas around the site boundary should not be directly lit.
 - In order to avoid any potential impacts on breeding birds, any vegetation clearance should be carried out outside of the main bird nesting season which runs from March to August inclusive.
 - Bird and bat boxes should be installed.
12. Details of lighting would be secured under conditions 30 and 31, bird and bat boxes would be secured under condition 36 and condition 57 protects nesting bird, and an informative was included which advised that the grant of the planning permission does not override any

statutory requirement to notify Natural England and/or obtain a licence prior to carrying out activities which may harm or disturb protected species such as bats.

13. A bat survey has been produced by residents. Ambiantal have reviewed this report and advise that it does not provide sufficient evidence to contradict the conclusions produced within the submitted Ambiantal Report which concludes that there are no bat roosts within the trees.

The condition of the trees

14. The applicant's Arboricultural Impact Assessment states that trees T1, T2, T3 and T4 are category C trees. BS 5837:2012 (Trees in relation to design, demolition and construction. Recommendations) defines category C trees as 'trees of low quality with an estimated remaining life expectancy of at least 10 years or young trees with a stem diameter below 150mm. T1 and T2 have outgrown their small raised planting bed and have inadequate soil volume to sustain either stability or long term health.
15. LBI's Arboricultural Manager agrees with the applicant's assessment and has accepted the removal of these trees and CoL's Open Spaces Team agrees with this view.

Other construction options which would allow the trees to be retained

16. In coming to the conclusion that trees T1, T2, T3 and T4 need to be removed, several options have been considered by the applicant, which are:
 1. Leaving the trees in situ
 2. Hand dig the foundations to minimise the impact on the trees
 3. Relocating the school hall
 4. Altering the below ground construction
 5. Moving the mechanics and engineering (M&E) routes
 6. Utilising offsite modern methods of construction

Leaving the trees in situ

17. The applicant advised that the construction of the school hall would encroach into the Root Protection Area (RPA) of the trees by 4m and the works would cause damage to the tree roots. There is a risk that they would become unstable and create a hazard if they fell. If the trees were retained in situ and failed once the school hall has been completed specialist and costly tree surgery would be required to remove the damaged trees and hand dig the tree pits for the replacement trees. A mobile crane would be required to lift the replacement trees into place, which would need to be located in the

school playground or Basterfield Service Road and would need to be of a sufficient size to reach over the newly constructed buildings.

18. Furthermore to install the brickwork façade for the hall a scaffold structure would be required to create a safe working area. To create space for this, extensive pruning to the existing tree canopy would be required, which would be over and above the constraints detailed in BS 5837:2012 (Trees in relation to design, demolition and construction. Recommendations) and effectively result in the removal of the trees. The scaffold components cannot be erected through the tree canopy due to the safety implications of scaffolders working through the tree canopy.
19. If the trees were retained in situ the movement of plant would be impeded due to the tree canopy, as this would restrict the location of the excavators and mobile cranes while undertaking these works. The trees could cause a near miss or accident if plant becomes entangled in the canopy.
20. The option of leaving the trees in situ has been discounted by the applicant as they consider leaving the trees in situ with clear knowledge that they would be damaged is misleading and irresponsible.

Hand dig the foundations to minimise the impact on the trees

21. The tree roots in this area are particularly delicate and would be damaged even if a hand dig approach was taken to excavation in this area. Even if it was possible to hand dig the foundations the ground floor slab of the consented school hall would encroach into the RPA of the trees and it would not, therefore, be possible to construct the building without damaging the tree roots.

Relocating the school hall

22. The school hall would have to be relocated eastwards by 4m to avoid any conflict with the RPA. This would constitute a major change to the permitted scheme, which would require a further planning permission. The applicants advise that this would result in delays to the project, which would delay the school opening and increase cost, and may ultimately cause the project to fail. The relocation of the school hall would also cause detrimental impacts to the scheme including:
 - Reduction in the school play space;
 - Reduction in space for new trees;
 - The need for Basterfield Service Road to be used for site facilities as it would not be possible to include them within the site;
 - Reduction in the size of the loading bay for construction deliveries resulting in the potential for increased construction site traffic on the public highway

Altering the below ground construction

23. When it was determined that the school hall could not be relocated options for redesigning the below ground works were considered. However, the proximity of the consented school hall to the RPA means that all options would have an impact on the trees.
24. The deep ground beam along the southern elevation needs to be provided to facilitate the level change between Basterfield Service Road and the site. There are no alternative design options for this aspect of the scheme and it would be required even if the school hall were to be relocated. The RPA is encroached by this ground beam.
25. Due to the RPA overlapping the school hall footprint the slab cannot be deepened as the roots would hinder potential access to install the slab below.
26. Reducing the slab depth would still impact on the RPA as shallow roots would be damaged by the construction of the slab.
27. The use of a cantilevered slab as an alternative below ground construction method has been considered. However, this method would still encroach on the RPA as a result of the proximity of the ground floor slab to the tree roots.

Moving the mechanics and engineering (M&E) routes

28. Mains water, gas, electrical and telecommunications duct runs are proposed to run where the existing trees are located. These service runs cannot be relocated to other areas of the site as the service rooms have been located on the western side of the consented school hall as this would provide the most efficient run from the main school building to the school hall. Altering the locations of these service rooms would require a redesign of the development. Furthermore, maintenance and access to the service runs would also potentially be an issue due to reduced access area.

Utilising offsite modern methods of construction

29. Modern methods of construction include the preparation of elements off-site. For a scheme of this nature this would involve the use of pre-cast panels. This is an expensive solution in comparison to traditional methods, and would have a detrimental impact on the viability of the scheme. In any event accessing the site with pre-cast panels would also require extensive tree pruning.
30. The applicant's submissions regarding other construction options are considered sound.

The acceptability of the replacement trees

31. It is proposed that the removed trees would be replaced at the end of the construction phase by three 7m silver birch trees.

32. LBI's Arboricultural Manager has stated that the mitigation is broadly acceptable a net increase of trees and a potential increase in canopy cover is presented.
33. LBI's Arboricultural Manager requested further information on the soil volume to be provided for the replacement trees and is now satisfied that it would be sufficient to achieve parity with amenity provided by the existing trees. The CoL's Open Spaces Team advises of the need for irrigation.

The acceptability of the tree protection measures for the retained tree

34. The LBI's Arboricultural Manager is satisfied that the tree protection measures detailed in the submitted Arboricultural Method Statement are sufficient to ensure that tree T5 can be retained.

Compliance with Policy

35. The Development plan policies are those within the London Plan and the City of London Local Plan. The London Borough of Islington's policies are also a material consideration. These are all set out in Appendix A. Development proposals are required to enhance green infrastructure, support urban greening and biodiversity and protect trees. While the discharge of the conditions as recommended would result in temporary loss of trees, their replacement would be secured and the development as a whole will result in a net increase in tree numbers

Conclusion

36. The trees are of limited ecological value and are category C trees due to their low quality. To safeguard them requires significant amendments and delay to the scheme, which is not warranted in these circumstances. The proposed replacement trees and associated tree pits and the measures proposed to safeguard tree T5 are satisfactory. LBI's Officers are satisfied with the proposals. It is therefore recommended that the condition is discharged.

Background Papers

Internal

Email, Open Spaces, 9th January 2018

External

Email, London Borough of Islington, 14th January 2019

Letter, Anna Parkinson, 16th November 2018

Email, Tracy Caton, 16th November 2018

Email, Ruth Flaherty, 17th November 2018

Email, Alfred Godsmark, 17th November 2018

Letter, Fred and Joanna Rodgers, 17th November 2018

Email, Liz Johnston Drew, 17th November 2018

Email, Mary Tapissier, 17th November 2018

Email, Paul Lincoln, 17th November 2018

Email, Tom Martin, 17th November 2018

Email, Deborah Phillips, 18th November 2018

Email, Christine Ten-Hoopen, 18th November 2018

Email, Daniel Swallow, 18th November 2018

Email, David Henderson, 18th November 2018

Email, Deborah Cherry, 18th November 2018

Email, Deborah Tyler, 18th November 2018

Email, Kate Sandle, 18th November 2018

Email, Paul Drinkwater, 18th November 2018

Email, Rachel Wheeler, 18th November 2018

Email, Susanne Levin and Matthew Bell, 18th November 2018

Letter, Emma Matthews, 18th November 2018

Email, Holger Mattes and Phoebe Unwin, 18th November 2018

Email, William Pimlott, 18th November 2018

Email, Nigel Smith, 18th November 2018

Letter, Bev Bytheway, 19th November 2018

Email, Tim Godsmark, 19th November 2018

Email, Allison Parkes, 19th November 2018

Email, Alex Mosey, 19th November 2018

Email, Helen Fentimen, 19th November 2018

Email, Jaqueline Swanson, 19th November 2018

Email, Jane Carr, 19th November 2018

Email, Paul O'Brien, 19th November 2018

Letter, Carl Gardner, 20th November 2018

Appendix A

London Plan Policies

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

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

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

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

Policy 3.3 Ensure the housing need identified in the London Plan is met, particularly through provision consistent with at least an annual average of 32,210 net additional homes across London which would enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

Policy 3.5 the design of all new housing should enhance the quality of local places. Minimum space standards should be incorporated.

Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

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 the provision of education facilities to meet growing demand and to enable educational choice..

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

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

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

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

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

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

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

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

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

Policy 6.1 The Mayor would work with all relevant partners to encourage the closer integration of transport and development.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.5 Contributions would be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

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 7.3 Creation of safe, secure and appropriately accessible environments.

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character,

development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

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.

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

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

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

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

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

Policy 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

Local Plan Policies – City of London

DM3.1 Self-containment in mixed uses

Where feasible, proposals for mixed use developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.

DM3.2 Security measures

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

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

CS4 Planning Contributions

To manage the impact of development, seeking appropriate contributions having regard to the impact of the contributions on the viability of development.

CS5 The North of the City

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

CS10 Promote high quality environment

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

DM10.1 New development

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

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

DM10.2 Design of green roofs and walls

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

DM10.3 Roof gardens and terraces

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

DM10.4 Environmental enhancement

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces.

Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

DM10.7 Daylight and sunlight

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

DM10.8 Access and inclusive design

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

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

CS12 Historic Environment

To preserve and enhance those buildings and areas which make an important contribution to the City's historic and archaeological heritage and provide an attractive environment for the City's communities and visitors.

DM12.1 Managing Change affecting all heritage assets and spaces

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

DM12.4 Archaeology

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

CS14 Tall buildings

To allow tall buildings of world class, sustainable design in suitable locations and to ensure that they take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm at ground level.

CS15 Creation of sustainable development

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

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
 - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
 - b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
 - c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon

homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;

d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

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

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

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

DM15.8 Contaminated land

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for

pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.3 Cycle parking

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

DM16.5 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.

DM18.2 Sustainable drainage systems

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

DM18.3 Flood protection and climate

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

CS19 Improve open space and biodiversity

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

DM19.2 Biodiversity and urban greening

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

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

- e) maintenance of habitats within Sites of Importance for Nature Conservation.

DM19.1 Additional open space

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.
2. New open space should:
 - a) be publicly accessible where feasible; this may be achieved through a legal agreement;
 - b) provide a high quality environment;
 - c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
 - d) have regard to biodiversity and the creation of green corridors;
 - e) have regard to acoustic design to minimise noise and create tranquil spaces.
3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

DM19.4 Play areas and facilities

1. The City Corporation will protect existing play provision and seek additional or enhanced play facilities or space, particularly in areas identified as deficient, by:
 - a) protecting existing play areas and facilities and, on redevelopment, requiring the replacement of facilities either on-site or nearby to an equivalent or better standard;
 - b) where the creation of new play facilities is not feasible, requiring developers to work with the City Corporation to deliver enhanced provision nearby;
 - c) requiring external play space and facilities as part of new residential developments which include 20 or more family units (those with 3 or more bedrooms) or 10 or more affordable units of 2 or more bedrooms;
 - d) promoting opportunities for informal play and play within open spaces where it is not possible to secure formal play areas.
2. Play areas and facilities should not be located where they would cause undue disturbance to neighbouring occupiers.

CS21 Protect and provide housing

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

DM21.1 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.

DM21.3 Residential environment

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

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.

CS22 Social infrastructure and opportunities

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 Location and protection of social and community facilities

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability

problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.

- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
 - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
 - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

Local Plan Policies – London Borough of Islington

CS15 identifies the importance of trees and open spaces in the Borough “protecting all existing local open spaces, including open spaces of heritage value, as well as incidental green space, trees and private gardens”

DM 6.5 maintains that new development must protect, contribute to and enhance the landscape, biodiversity value and growing conditions of the development site and surrounding area including protecting connectivity between habitats.

Background Papers

Internal

Email, Open Spaces, 9th January 2018

External

Email, London Borough of Islington, 14th January 2019

Letter, Anna Parkinson, 16th November 2018

Email, Tracy Caton, 16th November 2018

Email, Ruth Flaherty, 17th November 2018

Email, Alfred Godsmark, 17th November 2018

Letter, Fred and Joanna Rodgers, 17th November 2018

Email, Liz Johnston Drew, 17th November 2018

Email, Mary Tapissier, 17th November 2018

Email, Paul Lincoln, 17th November 2018

Email, Tom Martin, 17th November 2018

Email, Deborah Phillips, 18th November 2018

Email, Christine Ten-Hoopen, 18th November 2018

Email, Daniel Swallow, 18th November 2018

Email, David Henderson, 18th November 2018

Email, Deborah Cherry, 18th November 2018

Email, Deborah Tyler, 18th November 2018

Email, Kate Sandle, 18th November 2018

Email, Paul Drinkwater, 18th November 2018

Email, Rachel Wheeler, 18th November 2018

Email, Susanne Levin and Matthew Bell, 18th November 2018

Letter, Emma Matthews, 18th November 2018

Email, Holger Mattes and Phoebe Unwin, 18th November 2018

Email, William Pimlott, 18th November 2018

Email, Nigel Smith, 18th November 2018

Letter, Bev Bytheway, 19th November 2018

Email, Tim Godsmark, 19th November 2018

Email, Allison Parkes, 19th November 2018

Email, Alex Mosey, 19th November 2018

Email, Helen Fentimen, 19th November 2018

Email, Jaqueline Swanson, 19th November 2018

Email, Jane Carr, 19th November 2018

Email, Paul O'Brien, 19th November 2018

Letter, Carl Gardner, 20th November 2018

Soft Landscape Layout Plan by BD Landscape Architects dated
15/01/2019

Discharge of Condition no. 5 pursuant to planning permission
P2017/2961/FUL (ISLINGTON COUNCIL) – Planning Officer: Simon Greenwood
17/00770/FULL (CITY OF LONDON) – Planning Officer: Catherine Linford

16 November 2018

OBJECTION

I object to this application on a number of significant grounds.

Condition no. 5 was attached to the permission dated 19 July 2018 in order to protect the interests of the Golden Lane Baggers who had made a number of representations during the original planning consultation period and had carried out a successful campaign including press coverage and an online petition with over 1000 signatures.

1. I reiterate the concerns expressed during consultation on the original applications:

Amenity for the Golden Baggers Community Allotments:

The proposals for the school situate the hall a short distance away from the boundary wall with the established community allotments, which are currently bounded by a row of tall trees and mature planting on the RCS site. This is a particularly green part of the estate, see photo below, and our balcony is regularly visited by the birds which make their homes in the birch, cherry trees and shrubs along the boundary edge of the school site. We often see blue tits, coal tits, goldfinches and greenfinches as well as robins and blackbirds, sparrows and the occasional wren, all welcome in the centre of the city where habitats are sparse and far between. These birds are actively encouraged by the allotment gardeners when they feed on the pests on our plants. The climbing plants overhanging the allotments add welcome colour and give joy to the keen gardeners, who range from young families to retired and older people, and have worked hard to create and maintain this little haven for plants and wildlife.

Despite being healthy, according to the arboricultural report attached to the application, it is proposed that it will not be possible to preserve the existing planting and trees along this boundary during construction and these would be replaced by much smaller trees as part of the new proposals. As the mother of three boys aged 7 to 18 who have grown up here I am at pains to see what educational value there is in destroying these plants and trees, which create visual amenity for adjacent residents and visitors to the Golden Lane Estate. The loss of trees and mature planting at the site's boundary with the community allotments is unnecessary and will severely affect our amenity and outlook, as well as the biodiversity of this important community asset.



2 Technical Details submitted to discharge this condition:

The information presented to discharge this condition is not new information. The drawings accompanying the submission were all prepared prior to the planning application and this demonstrates that **the applicant has made no attempt to mitigate the effect of the proposed site operations on the tree roots**, in particular:

2.1 They have failed to explore engineering solutions which looked at cantilevering out a slab from piles and beams deeper into the site to avoid the tree roots. Where are the drawings and calculations?

2.2 They have failed to look into relocation of the proposed service trench. The surface water drainage pipes and the gas pipe could be relocated. Why were any alternatives dismissed?

2.3 They have failed to look into anything other than a deep scaffold for construction of what is effectively a single storey building.

2.4 They have failed to consider the boundary treatment and retention of the existing established plants and climbers on the wire fence which currently form an effective screen to the building site.

2.5 They have failed to consider resequencing site operations so that existing trees can be retained for longer and new trees planted in their final position sooner to minimise any temporary planting and provide continuity of habitat and biodiversity.

2.6 There is no new arboriculturalist's report on the effect of pruning back the trees to enable the building work to be done. The report submitted with the application is the one originally submitted and refers only to the retention of one tree.

3 Inadequate Consultation:

The applicant makes reference in a short paragraph on page 5 of its covering letter dated 26 October 2018 to 'Consultation'

The purported consultation with 'The Badgers' [sic – we are the Baggers] has been pitiful. The 'series of meetings' were in fact 2 meetings prior to the application. The first in June where the City Surveyors provided a strong reassurance that everything would be done to save the trees and lead to them supporting the attachment of the condition and the second in October where the Baggers were told that nothing could be done to save the trees.

Baggers' meeting no. 1 - 28 June 2018:

A meeting where the City Surveyors, the contractor ISG and BD Landscape Architects met with representatives of the Golden Baggers' Allotment Committee after which the following reassurance was given by the City Surveyors:

Email 2 July 2018:

...I have spoken to the Director of Children's and Community Services and gained his outline approval to keeping all four trees as discuss and re-planting at the City's cost should they die after the school has been completed...

Regards

Mark Lowman

Property Projects Group

City of London

The Baggers made repeated requests for information to substantiate the promise and to fulfil the commitment to protect these trees, for example:

Email 5 September 2018:

Dear Mark,

Following up on your encouraging message after you met with the Golden Baggers at the end of June, I attended the Colpai community liaison meeting yesterday evening where we touched on the construction and demolition management plans, which I understand have been submitted to LB Islington and CoL planners in order to discharge the relevant planning conditions.

The draft CMP and DMPs on the Colpai website make no mention of tree protection and the hoarding line indicated alongside the Bagger's allotments appears to sit alongside or on the boundary wall. When I attempted to clarify this at the meeting I was advised that it was unlikely that any hoarding would be erected along this boundary and that the existing wall and fencing would form adequate protection at this edge of the site. I was further advised that the trees would most likely be protected using heras

fencing, which I would query as this would be vulnerable to being knocked over by construction vehicles and would offer no protection against dust or indeed any additional protection against construction noise along this boundary.

I note that the condition 5 on the Decision Notice requires the submission of details of tree protection and, whilst the condition appears not to apply to the demolition phase, it is evident that trees can equally be harmed during demolition and would appeal to the development team to consider and give assurances that the trees will be protected during demolition. Could we also request that a detailed tree protection plan is prepared and circulated for consultation with the Baggers as soon as possible?

Your message below makes reference to an updated landscape plan indicating the retained trees and we would be grateful to see a copy of this if it is available.

Kind regards

*Anna Parkinson
Golden Lane Baggers Committee*

Nothing had been communicated at the Colpai community liaison meeting on 4 September 2018 (two months after the initial commitment from the City Surveyors) to intimate that there would be any issue with the retention of the trees.

Baggers' meeting no. 2 – 18 October 2018

A meeting where the City Surveyors, the contractor ISG and BD Landscape Architects met with representatives of the Golden Baggers' Allotment Committee to inform them that the trees could not be retained and that their proposals for mitigation during the construction period would entail the destruction of part of the Community Allotment planting boxes. Our response was:

Email 22 October 2018:

Dear Mark

Thank you for arranging the meeting about the trees last Thursday. Apologies I had to rush away to pick up my son.

Whilst we were grateful that you had had further survey work done, on reflection there appeared to be little information produced at the meeting which went any way to convince us that you had seriously explored any options to protect the trees, nor any creative thinking to alleviate our concerns. In fact the only drawings you showed us had the intention of justifying the position that the trees would have to be felled.

- Had you looked at engineering solutions which looked at cantilevering out a slab from piles and beams deeper into the site to avoid the tree roots? Where were the drawings and calculations?*
- Had you looked into relocation of the proposed service trench? Why were any alternatives dismissed?*
- Had you looked at using anything other than a deep scaffold for construction of what is effectively a single storey building?*
- Was there any exploration of the boundary treatment and retention of the existing established plants and climbers on the wire fence which currently form an effective screen to the building site?*
- Have you looked at sequencing the site operations so that existing trees can be retained for longer and new trees planted in their final position sooner to minimise any temporary planting and provide continuity of habitat and biodiversity.*
- We would have expected to see an arboriculturalist's report on the effect of pruning back the trees to enable the building work to be done.*
- The Baggers had also requested at the recent Colpai Communications meetings that the new ecology survey report be copied to us but have not yet seen this.*

Having talked to some of the other baggers and gone back to look at the potential impact on the growing boxes which we only constructed, as a community, a couple of years ago, we feel deeply aggrieved that our concerns are being dismissed with an unsatisfactory response. Looking at the impact of your proposal to import trees temporarily into the established allotments, this is going to be destructive and disproportionate. It feels like all the compromises are being dumped on the existing community on our side of the wall.

We appreciate that there is an imperative for you to start on site now that the permission has been given, however true consultation offers options and an analysis of the pros and cons - this has not been done here.

We feel that the Baggers have been treated unfairly by being lead to believe that you had a will to work with us and we will be making representations to the planning authorities to express our disappointment that the 'consultation' has resulted in a deeply unsatisfactory outcome for the Golden Baggers and the wider community on the estate.

Regards

*Anna Parkinson
for the Golden Baggers*

The application to discharge Condition no. 5 was submitted on 26 October 2108. The baggers made repeated requests to the applicants to see the application documents (they were not immediately accessible on the LBI planning portal) and were told by the City Surveyors at the Colpai community liaison meeting on 6 November 2018 that they 'would have to check' when the application was made. Despite requesting a copy of the information submitted on several occasions since that meeting this has still not been forthcoming.

The Golden Baggers have come to the conclusion that there is little to no respect for this highly successful community project and that the meetings were a cynical exercise to fulfill the requirement to consult.

4 Foraging and possible roosts for bats:

The revised ecology report by Ambiental has been commissioned and has been published on the Colpai website:

http://www.colpai-project.co.uk/assets/4028_cityoflondon_goldenlane.pdf

In this report :

Appendix A appears to be missing (bat survey and habitat map)

Appendix B shows photos of roofs with 'low roosting potential'. Anecdotally, a former senior member of staff of Richard Cloudesley School remembers seeing bats fluttering around these roofs within the internal courtyards of the school.

Appendix F records the bat activity survey carried out on 29 August this year

I have seen and recorded bat activity on a bat meter almost every summer evening on the community Allotments since the start of the summer 2018.

More recently the Friends of City Gardens and have installed much more sophisticated bat recording equipment on a balcony on Hatfield House immediately adjacent to the trees. This recorded very frequent bat activity over a two week period between 15 and 29 October 2018. Their report and the sonogram recordings indicate a number of social calls, which is significant in that this may indicate roosting sites in close proximity. The report is attached and we would press for your instance that an independent Ecologist be present during the demolition of potential roosting sites.

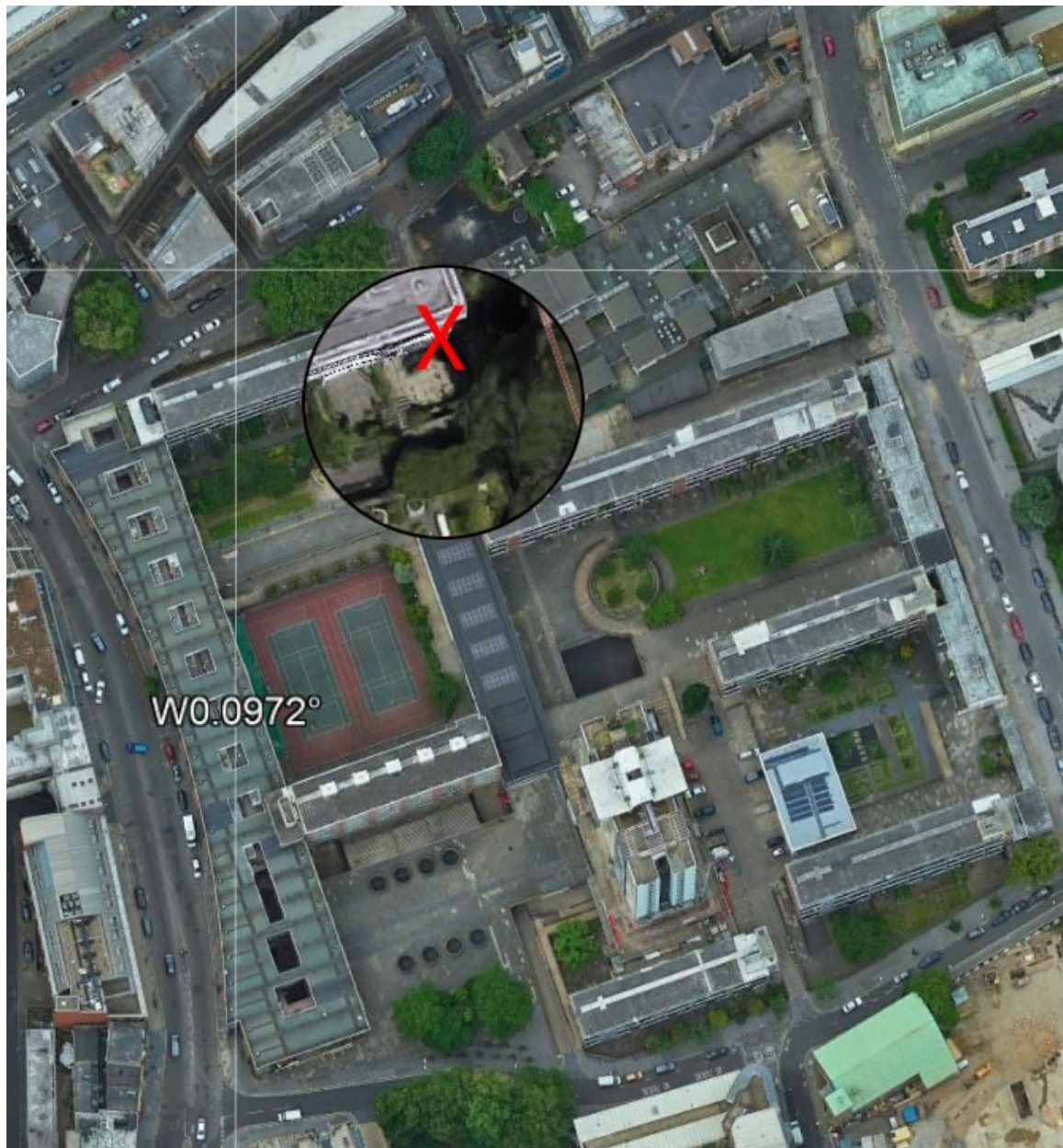
5 Protection of neighbours during the demolition and construction period:

The loss of the mature trees and planting for the duration of the demolition and construction period will reduce the protection from noise and dust. While trees are currently being planted across London with the Mayor's initiative to improve air quality, this proposal will mean losing what little protection we have for two years.

Bat Observations Golden Lane Estate October 2018

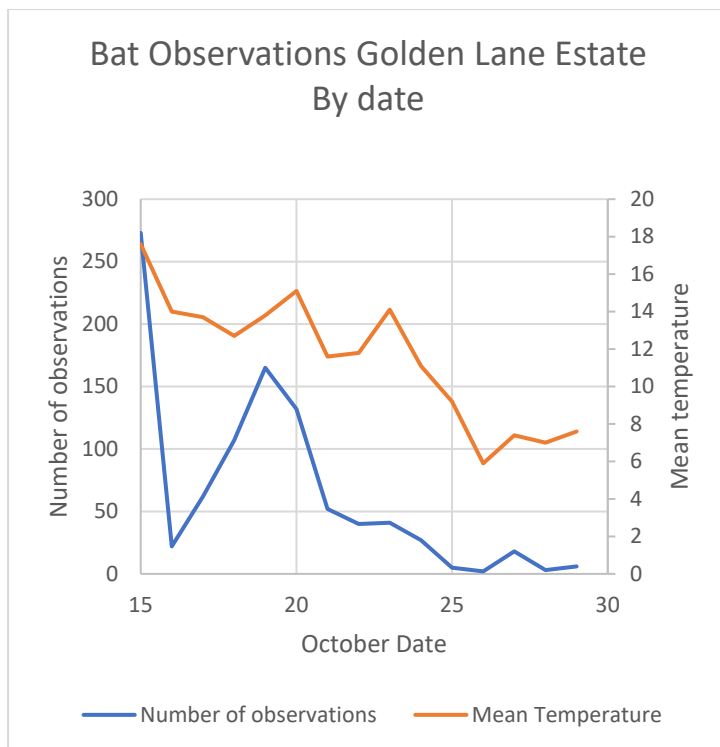
This summarises observations of bats recorded on the Golden lane estate between 15 October and 29 October 2018. The observations were recorded using a Wildlife Acoustics Song Meter SM4BAT ZC.

Finding a suitable mount for the recorder was difficult, because of security. Finally the recorder was mounted on the first floor balcony of a flat in Hatfield house marked with a red cross on the image below.



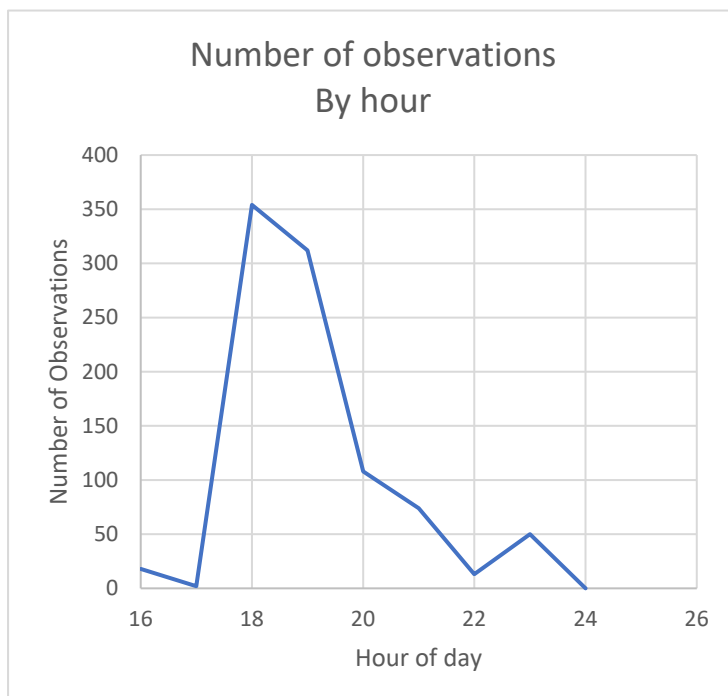
The weather during the observation period was wet and windy. Just under 1000 observations were recorded and an accompanying .zip file contains a recording of each observation as a zc (zero-crossing) file.

Chart I



The chart shows the number of observations for each day, plotted together with mean temperature. The relationship between number of observations and mean temperature is clear.

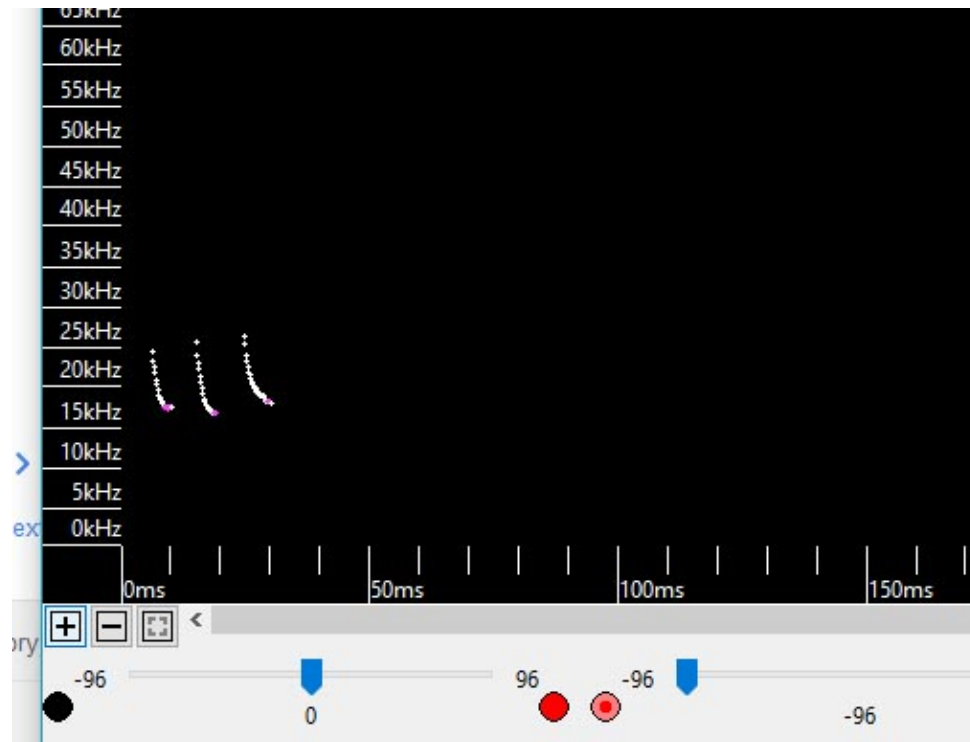
Chart 2



Apart from some anomalous observations at 16:00 (all these observations were on 27 October and there were no more observations on that day) the observations were between 18:00 and 24:00

Species and Type

These observations were almost certainly of pipistrelles and there are a significant number of social calls recorded, which may be an indication of roosting. An example social call sonogram is shown below.



From: [Linford, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: Save our trees
Date: 19 November 2018 10:02:57

Hello,

Please can this objection be uploaded to 18/01141/MDC.

Thanks,
Catherine

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

From: Tracy Caton <[REDACTED]>
Sent: 16 November 2018 23:40
To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Subject: Save our trees

I am emailing to object to the recent decision to remove our trees from golden Lane. The whole decision regarding the development of the school and housing leaves me astounded but now this after being promised the trees would be safe!

This is disgraceful!

Please take this email as my objection to this decision Yours Tracy Caton

Sent from my iPhone

From: Tink Flaherty <[REDACTED]>
Sent: 17 November 2018 16:21
To: simon.greenwood@islington.gov.uk; Linford, Catherine
<Catherine.Linford@cityoflondon.gov.uk>
Subject: Golden Lane Trees

Reference: 17/00770/FULL
DISCHARGE OF CONDITION NO 5

We are really disappointed to learn the trees cannot be spared in front of our flat. This is upsetting news.

We absolutely are against the trees being cut down.

Regards
Ruth Flaherty

[Sent from Yahoo Mail for iPhone](#)

Sent: 17 November 2018 15:15

To: simon.greenwood@islington.gov.uk

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Ref: P2107/2961-FUL Discharge if Condition no. 5

Dear Mr Greenwood and Ms Linford,

I am emailing to complain about the cutting down of the trees next the golden lane allotments. As a Hatfield House resident of 16 years, the trees have acted as a welcome distraction from the grey concrete of the estate and really do make a big difference to the feel of the estate with their vibrant colours throughout the year. They also provide habitat for local wildlife, and I have sighted bats next to my balcony flying from the trees on many occasions.

Regards,

Alfred Godsmark,

[REDACTED]
[REDACTED]
[REDACTED]

17 November 2018

TO:

Catherine Linford, Senior Planning Officer, Development Division, Department of the Built Environment. City of London (CoL), PO Box 270, Guildhall EC2P 2EJ; and

Simon Greenwood, Principal Planner (Major Developments) Development Management Division, Environment and Regeneration Department, London Borough of Islington (LBoI), Islington Customer Centre, 222 Upper Street N1 1XR

RE: 18/01141/MDC (CoL) and
P2018/3574/AOD (LBoI)

The Application: Approval of details pursuant to condition 5 (Tree Protection Details) of planning consent P2017/2961/FUL (LBoI)

We object to City Corporation's proposal to destroy four mature trees on the boundary of the CoLPAI site with Golden Baggers' allotments pursuant to the above applications.

Felling the trees to enable a school hall to be built in an arbitrarily determined position, when the building – which should be built under the proposed school building, if at all – could be relocated sufficiently far away from the allotments' boundary, makes a mockery of CoL's supposed commitment to biodiversity. Approval of the application by LBoI would not merely be condoning that mockery but would also confirm its continuing failure to resist CoL's bullying, a major feature of the CoLPAI development.

The documents lodged in support of the application merely indicate that the trees cannot be protected and preserved if the school hall is built as planned. However, nothing in those documents indicates that the building cannot be repositioned to enable the preservation of the four trees. Otherwise CoL is simply saying to any children who might attend CoLPAI – “we are happy to sacrifice mankind's future for your future”.

If the trees cannot be saved and protected during the proposed development then, as there is no reason why the building cannot be relocated, the application must be refused. Hopefully, CoL's two consultees, along with LBoI's, will support us.

Best regards,

Fred Rodgers, Joanna Rodgers

[Redacted signature block]

From: Liz Johnston Drew <[REDACTED]>

Sent: 17 November 2018 17:43

To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Baggers Lane Trees !

Dear Catherine

Re. Planning meeting on Monday

Please, please use your powers to prevent this short termism.

Quick to fell trees and remove shrubs

Much longer , if ever possible, to restore the quality of air, wildlife and mental health benefits.

Of all places !

The rationale for more savvy management is the growth of the schools in Islington and the City of London. Also the growing of culture and efforts to reduce cars and pollution and to encourage more greenery. The culture mile will be too polluted to be a serious idea.

The research and stats are all there.

Please act and use your powers for good and for the common good, the nearer and further future and your own professional and personal history.

Thanks for your work in the city.

I live in EC2. Can't open the window for car fumes. Less trees is a regressive and counter logic idea.

Hope you can help.

Best Wishes

Liz

--

Liz Johnston Drew



From: Mary Tapissier <[REDACTED]>
Sent: 17 November 2018 14:37
To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Subject: Golden Lane Trees

Save them ! We need them ! This is going against all environmental directives. This filthy part of London desperately needs its trees.

Mary Tapissier
Shocked EC1 resident

[Sent from Yahoo Mail for iPhone](#)

From: Paul Lincoln <[REDACTED]>
Sent: 17 November 2018 15:00
To: simon.greenwood@islington.gov.uk; Linford, Catherine
<Catherine.Linford@cityoflondon.gov.uk>
Subject: Trees on the COLPA site

I am writing to register my objection to the granting of planning permission for the trees on the COLPAI site.

- The trees are mature and some reach the height of Hatfield House.
- They provide shade and biodiversity and they are in good condition.
- They are on parts of the site which will not be used for buildings - being mid-way between the classroom block and the hall.
- There is no reason to remove them in order to construct the new buildings.
- The scheme involves the planting of new immature trees at some time over the building period, it does not make sense to destroy trees that are thriving.

The decision to remove the trees runs contrary to a variety of policies.

- The Mayor of London has a commitment to planing 1,000,000 trees in the capital - removing the trees undermines this policy.
- Public Health England and the Health and Well Being Boards locally support investment in Green Infrastructure in order to create public health benefits for residents - removing the trees undermines these policies.
- The GLA Urban Greening Department has taken the initiative on a number of public health and greening projects including backing for the Urban Mind Project which establishes a provable benefit for the mental health of residents in areas with a high level of green infrastructure.- removing the trees undermines this approach.

It simply does not make sense to remove trees where the benefits of such tree coverage is easily established; where the benefits of biodiversity are clear and where the act of doing absolutely nothing would be of benefit to the neighbouring community.

Kind regards

Paul Lincoln



From: [Linford, Catherine](#)
To: [DBE - PLN Support](#)
Subject: FW: COLPAI 99 Golden Lane - OBJECTION
Date: 19 November 2018 10:05:11

Hello,

Please can this objection be uploaded to 18/01141/MDC.

Thanks,
Catherine

From: Tom Bass Player <[REDACTED]>
Sent: 17 November 2018 08:36
To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Subject: COLPAI 99 Golden Lane - OBJECTION

Catherine,
Regarding COLPAI. We, a family of three, strongly object to COLPAI's proposal to destroy the four mature trees and other plants along the edge of the site. Furthermore, COLPAI have made the consultation intentionally opaque, COLPAI have not produced documents in a timely manner, COLPAI have intentionally misrepresented the Baggers, and COLPAI have not made any effort to find a solution to save the trees and plants.

We have also sent an objection to Islington Planning.

Thank you,
Tom Martin

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

 Virus-free. www.avast.com

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

From: deborah phillips <[REDACTED]>

Sent: 18 November 2018 12:42

To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Re Objection to felling trees in Colpai project next to Golden Lane Estate

Dear Sir / Madam

I want to object to the felling of the trees in the Colpai project next to Golden Lane Estate . We need to preserve the trees . I am perplexed as the architects and developers had agreed to preserve the trees !

We need to preserve the trees for the benefit of our health , well being and maintain the environment for the bird life and wild life .

Thank you for your consideration .

Best wishes

Deborah Phillips
[REDACTED]

Sent from my iPhone

Sent from my iPhone

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

From: Christiane Ten-Hoopen <[REDACTED]>

Sent: 18 November 2018 20:24

To: simon.greenwood@islington.gov.uk

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: golden lane estate trees ref P2107/296-FUL and ref 17/00770/FULL Discharge of Condition no.5

Dear Simon and Catherine,

I am appalled to discover that the four mature birch trees at the border of our estate which we had been assured by the developer, COLPAI, would be retained are once more threatened by destruction.

We do not accept the specious argument that they need to be removed for health and safety reasons and we are sure that it is simply cheaper and more convenient for the contractor to get rid of the trees. A huge number of people love these trees and have fought to save them because of the amenity and screening which they provide.

Permission must not be given for these trees to be felled.

Yours sincerely,

Christiane Ten-Hoopen

[REDACTED]

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

From: daniel swallow <[REDACTED]>
Sent: 18 November 2018 21:20
To: simon.greenwood@islington.gov.uk
Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Subject: P2107/2961-FUL Discharge of Condition no. 5

Dear Simon,

As I am sure you are aware there seems to have been a u-turn regarding the tree preservation on the site. The way in which this element, of what is a wholly inappropriate plan, has been handled is simply awful. The plans will ruin people's lives. That is your responsibility and you will have to shoulder that burden for the rest of your days but allowing mature trees to be cut down due to negligence of duty is just stupid.

Please deal with this correctly.

Yours sincerely,

Daniel Swallow.

Sent from my iPad

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

From: David Henderson <[REDACTED]>

Sent: 18 November 2018 18:40

To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Colpai Development- Discharge of Planning Condition 5, Tree protection

Dear Catherine Linford

It is really disappointing that the developers have seemingly made little if any effort to investigate ways in which the requirements of this condition could be met.

Essentially, they have taken the position that the trees cannot be retained because they are in the way of the development as designed.

Surely, the intent of imposing the condition should be to ensure that the existing trees can be preserved in order to mitigate the impact of the development both during construction as well as after completion.

The developers have not outlined any measures that could have been considered to preserve the trees such as alternative methods of construction, rerouting below ground services, amending the design of external paving or even considering the relocation of the school hall by a few meters.

Equally, the standard of proper consultation seems to have been poor and designed to force through a solution rather than genuinely engage with those most directly affected i.e. the residents of the Golden Lane Estate.

Yours Sincerely

David Henderson
[REDACTED]

From: Deborah Cherry <[REDACTED]>

Sent: 18 November 2018 08:44

To: Greenwood, Simon <simon.greenwood@islington.gov.uk>; Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Cc: Hampson, Annie <Annie.Hampson@cityoflondon.gov.uk>; Ryan, Jon <Jon.Ryan@islington.gov.uk>; Tibbetts, Jake <Jake.Tibbetts@cityoflondon.gov.uk>; Sally C Oldfield <sally.oldfield@islington.gov.uk>

Subject: Re: OBJECTION: Former Richard Cloudesley School site, Golden Lane, Application to Discharge Condition 5: Trees

Good morning,

I submit my objection to discharge condition 5 in regards to the COLPAI development.

Sincerely,
Deborah Cherry
1 Hatfield

OBJECTION

Discharge of Condition no. 5 pursuant to planning permission
P2017/2961/FUL (ISLINGTON COUNCIL) – Planning Officer: Simon Greenwood
17/00770/FULL (CITY OF LONDON) – Planning Officer: Catherine Linford
18 November 2018

"Without trees we won't survive."

I Object to this application for several reasons. I would also reiterate that contrary to certain representations by COLPAI, the Golden Baggers Group, of which I am a member, do not accept their proposals. The Golden Baggers have throughout the consultation raised significant objections.

1. The School Hall is situated unnecessarily close to the boundary. On this boundary are mature trees and shrubs which are part of a green corridor in this area of the City.

The wall supports numerous climbing plants and forming a green wall. This planting along with trees and shrubs adjacent to the allotments, and running along the south side of Hatfield, create a green, bio-diverse habitat for numerous birds. Species observed here include blue tits, coal tits, goldfinches and greenfinches as well as robins and blackbirds, sparrows and less frequently small wrens. These birds feed in the allotments, circulate in the trees and climbing shrubs, and nest nearby. There is also recorded evidence of bats in the area of the allotments and adjacent trees and shrubs.

2. Trees and shrubs play an important role in greening this iconic modernist architectural development.
3. The allotments are gardened by a wide range of residents, from children to the elderly. This shared interest, as the RHS has reported, has significant benefits in terms of health, wellbeing and community cohesion, while allowing residents to grow their own vegetables and fruit.
4. Any plans to situate trees temporarily in the allotments will deprive many from the benefits of gardening the allotments for several seasons while adding too much shade to the area.
5. Current studies are recognising the threats posed globally to mature trees by urban development. While the COLPAI scheme will include tree planting, established wildlife and biodiversity benefit from mature trees rather than newly planted trees which take several years to become established and to develop crowns with ample cover. Newly planted trees often struggle to survive and thrive in urban landscaping. Felling mature trees harms the biodiversity habitats of insects. Established trees are very efficient in countering pollution and noise, as well as drawing excess carbon dioxide from the atmosphere. Large, mature trees have been identified as providers of crucial habitat resources for many species.
6. The loss of these mature trees and mature shrubs on the boundary to the new school and its Hall will irreparably damage the wildlife and biodiversity of the estate as well as deplete the numerous benefits of mature trees in this urban setting. Biodiversity at Golden Lane has been carefully nurtured over several years in conjunction with City Gardens, who advised residents on how to support the City's Biodiversity Action Plan (BAP). BAP's mission is to 'produce a set of objectives and actions to support the wider City community in delivering strategically planned biodiversity networks for both the City and Greater London, taking into consideration both local and national priorities.' Felling these trees would cause significant harm to the existing biodiversity networks.
7. This proposed discharge to absolve COLPAI from any responsibility to keep these trees and to protect them during demolition and building runs directly counter to current recognition of the significance of the contributions of trees in urban environments as well as its own planning applications. At the present moment, there is an increasing recognition of the importance of mature trees and of tree planting. The Mayor of London is backing London's bid to become A National Park City. Research at the University of Exeter emphasises the important health benefits, for inner city children and adults, of mature and established planting. The residential block on the east side of the site will densify the population of this corner of the City, making the preservation and care of these existing trees an urgent necessity. Moreover, trees and developed tree canopies have royal support today - Prince Harry has emphasised 'without trees we won't survive'.

https://www.exeter.ac.uk/news/university/title_622600_en.html.

I also bring to your attention that many of the mature climbing plants on the green wall have their roots in my garden at [REDACTED]

Thank you for your kind attention and I look forward to hearing from you.

Sincerely,

Deborah Cherry
[REDACTED]

On 16 Nov 2018, at 22:23, Anna Parkinson <[REDACTED]> wrote:

Dear Simon and Catherine

Please see attached my formal objection to the application pursuant to condition no. 5 of the following applications

P2017/2961/FUL (ISLINGTON COUNCIL)

17/00770/FULL (CITY OF LONDON)

<Discharge of Condition 5 pursuant to planning permission.pdf>

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

From: Deborah Tyler <[REDACTED]>

Sent: 18 November 2018 20:28

To: simon.greenwood@islington.gov.uk

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: P2107/2961-FUL Discharge of Condition no. 5

How sad to see that despite the planning condition to retain the mature trees on this site, the developers now insist most must be removed.

It must be the duty of the planning authorities to ensure that redevelopment works with what is already there. Trees can take some years to mature and every effort should be made to retain them. If for reasons based on tested expertise this truly proves impossible then it is vital to ensure trees that are removed are replaced by strong healthy trees as nearby as possible. Can you ensure this happens?

Trees are a huge asset in improving air quality, in providing shade in hot summers, and for their aesthetic value. These trees have been greatly loved by the community. Reassurance is needed that there will still be as many trees on the site, even if they are newly planted in slightly different places to accommodate the new buildings.

Deborah Tyler
[REDACTED]

Sent from my iPad

From: kate and martin <[REDACTED]>

Sent: 18 November 2018 20:47

To: simon.greenwood@islington.gov.uk

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Discharge of Condition no. 5 pursuant to planning permission P2017/2961/FUL
(ISLINGTON COUNCIL) – Planning Officer: Simon Greenwood 17/00770/FULL (CITY OF LONDON)
– Planning Officer: Catherine Linford 16 November 2018 OBJECTION

Kate Sandle - [REDACTED], Golden Lane Estate Objection to Condition 5 proposals

I have just heard about this planning condition application at the eleventh hour.

I am not surprised to see that the concerns of Golden Lane Residents have yet again been ignored. What I am surprised about is that no public notice of this submission of proposals to clear Condition 5 have been made clear to the public considering the strength of concerns highlighted during the original planning consultation process.

I object to this application but understand that my objection will be ignored.

The loss of MATURE trees and mature planting at the site's boundary with the community allotments is unnecessary and will severely affect the amenity, and any future enjoyment these trees could give to the school children that could have looked out on them. More importantly it will destroy the biodiversity of this green oasis which will probably never re-establish to the same extent with new smaller trees and minimal planting. Established green routes for birds will be lost in the time it takes to build this project and replant.

The usual excuses seem to have been listed in the report when trees are seen as unimportant and a problem on building sites. No major effort seems to have been explored, to find an engineering solution, there is always a way if the will is there. IT IS EASY IN REPORTS LIKE THIS TO COME UP WITH THE USUAL EXCUSES WHY A TREE SHOULD GO!

I have little more to say, it is very depressing times when even a few sad trees cannot be saved. I will miss their golden colours in the autumn and the first signs of spring they give us. I know there are no planning policies that deal with emotion so there goes!

Kate Sandle

From: Paul Drinkwater <[REDACTED]>

Sent: 18 November 2018 17:41

To: simon.greenwood@islington.gov.uk

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>; editorial@citymatters.london

Subject: Destruction of Trees on Golden Lane Estate (Ref: P2107/2961-FUL Discharge of Condition no. 5)

Dear Mr Greenwood,

Ref: P2107/2961-FUL Discharge of Condition no. 5

I would like to object in the strongest possible terms to the destruction of the valuable mature trees bordering the North East corner of the Golden Lane Estate by its allotments.

Back in July, a condition was agreed that all attempts would be made to retain the trees. These trees are valued by residents as:

1. There are few green spaces either within Golden Lane Estate, or indeed around the heavily polluted Islington / City border. The trees form a backdrop of award-winning allotments that are much much enjoyed and a source of wellbeing for the Community.
2. The trees will form an important barrier between the service access and residents in Hatfield House. Hatfield House residents are justifiably angry that a service road and bins are being squeezed in right next to their building. Retaining the trees to mask the sight, noise and smells is the very least that can be done to mitigate this.
3. The trees are currently a precious home to a wide variety of wildlife which would be devastated by the loss of the trees. I have observed and enjoyed bats, squirrels, bees and numerous bird species in the area.

I am angry at the undemocratic and underhand attempt to push through the destruction of the trees and breach the planning condition. I would like an adequate explanation as to why:

1. The trees cannot be maintained as per the planning condition, despite the promise made back in July, and all the options that you have investigated to be faithful to this promise.
2. The wishes of [over 877 people who recently signed the petition](#) requesting the retention of the trees has been ignored.
3. The deadline for response has been announced so late and so quietly, giving residents or those who took part in the survey no notice or chance to respond.
4. The promised 'consultation' has been deliberately opaque. With repeated requests for documentation from the Golden Lane Baggers withheld until after an application to destroy the trees was submitted.
5. COLPAI is incorrectly claiming that the Golden Lane Baggers support the application. They do not and to state that they do so is clearly misrepresentation.
6. You are ignoring your obligations under The London Plan which states "*The Mayor will work with all relevant strategic partners to protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure. This multifunctional network will secure benefits including, but not limited to, biodiversity; natural and historic landscapes; culture; building a sense of place; the economy; sport; recreation; local food production; mitigating and adapting to climate change; water management; and the social benefits that promote individual and community health and well-being.*"

Yours sincerely,

Paul Drinkwater



cc: City Matters

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

From: Rachel Wheeler [REDACTED] >
Sent: 18 November 2018 22:44
To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Subject: P2107/2961-FUL Discharge of Condition no. 5

Dear Ms Linford,

I was extremely disappointed to learn that there has been an application to fell the mature trees on the boundary of the COLPAI site. I was under the impression that this issue was resolved in the summer, after a local campaign demonstrated the importance of these trees.

The whole project seems to be being rushed through, presumably because of the pressure that the developers are under with the school already opened and taking pupils. However, I urge you to consider carefully the impact of some of these decisions on the long term future of the project and local community.

I have always found it surprising that considering the site is being used for a school, the resource that these mature trees offer has not been harnessed to enhance the scheme with respect to reducing air pollution, providing greenery, shade and habitat. Their removal is in direct contradiction to the Mayor of London's pledge to improve air quality, particularly around schools. Now, with the building work imminent, these mature trees offer a natural screen against some of the inevitable impact of the COLPAI building site, such as noise and dust, as well as protection for the neighbouring community allotment project.

Please listen to the local community, who are supportive of the brief, but desperate to see the project done well in a way that enhances and adds to our local community rather than damages parts of it. I urge you to consider carefully and seek out the information for whether any approach can be found to maintain some or all of these mature trees.

Yours

Rachel

Resident of [REDACTED] and member of the Golden Baggers allotment group

sincerely
Wheeler

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

From: susanne levin <[REDACTED]>

Sent: 18 November 2018 16:51

To: simon.greenwood@islington.gov.uk

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: P2107/2961-FUL Discharge of Condition no. 5

Dear Simon,

We object utterly to the idea of taking down these trees - especially in these days of such high pollution and we need every little help we can get to breathe.

Apart from that it seems like madness to take down such beautiful and mature trees that give joy to so many and is so valuable for children to have around (compared to asphalt).

Best wishes,

Susanne Levin and Matthew Bell

[REDACTED]

Discharge of Condition no. 5 pursuant to planning permission

P2017/2961/FUL (ISLINGTON COUNCIL) – Planning Officer: Simon Greenwood

17/00770/FULL (CITY OF LONDON) – Planning Officer: Catherine Linford

18 November 2018

OBJECTION

I object to the City of London's plans to cut down the mature trees on the boundary of the Golden Lane Estate and the COLPAI development. This is an unnecessary and tragic loss which could be avoided with more careful and considered construction methods.

This morning the Guardian reported that parents are now unhappy about sending their children to schools where pollution is high.

https://www.theguardian.com/environment/2018/nov/18/air-pollution-top-factor-parents-choice-city-schools?CMP=Share_iOSApp_Other

The City of London is one of the worst polluted areas of London. The school would have been more use if it had been located in an area which needs a school, like Canonbury where there is less pollution.

But as the misguided decision to build the school on this site has now been made the City needs to do all it can to enhance and protect the environment for the children that might be attending this school. Otherwise prospective parents are going to look elsewhere and send their children to schools in areas which are less polluted.

The City also had a duty of care for its present residents and needs to consider the children who will be living on the Golden Lane Estate during the construction period. Mature trees like these will protect them and their homes from the dust and unbearable noise which they will have to endure for the next two years.

I live in Bowater House opposite the Denizen building site and I know how much noise and dust this construction site has created. The plants on our balcony are covered in layers of black now. I dread to think what this has done to our children's lungs. If the City really cares about its children, those that live here now and those that will attend their new school, then they need to do all they can to protect these trees.

Yours sincerely

Emma Matthews

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■■■■■■■■■■
■■■■■■■■■■

From: Holger Mattes >
Sent: 18 November 2018 19:41
To: simon.greenwood@london.gov.uk; Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Cc: Phoebe Urwin >
Subject: Objection to the felling of trees forming part of Golden Lane Estate

Dear Mr. Greenwood and Ms. Linford,

As leaseholder residents of [REDACTED] we strongly object to the proposed felling of a row of mature trees forming part of the Grade II listed Golden Lane Estate. We attach a photograph of these trees from today showing their utmost importance to our visual and acoustic amenity (they are inhabited by plenty of birds in spring and summer), which we enjoy since almost a decade.

There are only a handful of trees on the estate, which would otherwise appear barren and quite dead. In this light, the proposal to remove more than 60% of existing trees on the listed estate is completely unreasonable and reckless. The trees now light-headedly endangered by shortsighted project-managers would be much enjoyed by the future school kids and residents of the tower.

The trees will also soften the juxtaposition of the old and new buildings. It would be a serious mistake to remove these for logistical reasons, which can be mitigated in an intelligent way, or to make some negligible savings on construction.

We really hope this can be prevented.

Sincerely,

Holger Mattes & Phoebe Urwin
[REDACTED]



From: William Pimlott <[REDACTED]>

Sent: 18 November 2018 10:18

To: simon.greenwood@islington.gov.uk; Linford, Catherine
<Catherine.Linford@cityoflondon.gov.uk>

Subject: Trees around Baggers Allotment

Dear Simon and Catherine,

Please do not fell these trees which are a wonderful community asset.

Best wishes,

William Pimlott

From: Nigel Smith <[REDACTED]>

Sent: 18 November 2018 17:42

To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Objection 17/00770/FULL (CITY OF LONDON)Discharge of Condition no. 5 pursuant to planning permission

Dear Catherine Linford

Discharge of Condition no. 5 pursuant to planning permission

P2017/2961/FUL (ISLINGTON COUNCIL) – Planning Officer: Simon Greenwood

17/00770/FULL (CITY OF LONDON) – Planning Officer: Catherine Linford

18 November 2018

OBJECTION

I object to this application on a great number of grounds.

I live (and have done for the last 15 years) on the top floor of [REDACTED] immediately overlooking the allotment and trees in question and am fortunate to have another flat immediately below - again absolutely directly opposite the trees in question I am thus particularly familiar with the amenity these trees give to the central area of the Golden Lane Estate

Condition no. 5 was attached to the permission dated 19 July 2018 in order to protect the interests of the Golden Lane residents who had made a number of representations during the original planning consultation period and had carried out a successful campaign including press coverage and an online petition with over 1000 signatures.

Wildlife Amenity

The allotment and the trees in question are a rare urban haven for wildlife

I will not reiterate wildlife observations made by other residents except to say the singing of blackbirds during summer nights when the roar of the City traffic has subsided is of exquisite and great emotional pleasure.

I have a country cottage and I were well acquainted with the characteristics of bats. I have observed feeding bats in these trees in the allotment on numerous summer evenings.

Their local environment will, in effect, be totally removed. I doubt if they will stay around and another incremental diminution to our amenities will be effected

Urban air pollution and the provision of City trees

The Mayor of London is planting trees and London Borough of Islington may be giving permission for their removal (!)

Urban trees are now widely believed to be beneficial in filtering urban pollutants and with the growing awareness of air pollution the removal of trees is most foolhardy - to say the

very least

Architecture and Planning issues

As an Architect and resident of the Estate I was involved in the preparation of the Golden Lane Listed Building Management Guidelines and as a professional I am also familiar with Listed Building Status and also designated Conservation Areas - both of which apply (or will shortly) to the Golden Lane Estate

As a Conservation area the City of London has a **DUTY** to both 'preserve and enhance' the qualities of conservation areas. Acquiescing to the unnecessary removal of trees is an abdication of this duty

The listed building guidelines require all adjacent developments to be cognizant of the special qualities of The Golden Lane Estate. The removal of these trees is in contradiction to this responsibility

These trees currently provide a visual embankment or barrier between the Golden Lane Estate and the new development the kitchens and meeting hall of which 'protrude' into the very heart/centre of the Estate in an unfortunate fashion

The trees currently screen this cumbersome junction and thus the removal will be detrimental to the environmental and amenity qualities of the Golden Lane Estate

These qualities are supposed to be **protected** by the City of London

Tree preservation orders

I was under the impression that all trees with a trunk diameter in excess of 150 mm located within designated Conservation Areas were automatically treated as if they had tree protection status. The applicants have made no serious efforts whatsoever to make amendments to the scheme to accommodate the existing trees

Previous opaque assurances made to us by the City that the trees would be retained now appears to be reneged on with the City appearing to support the applicant's submission

Support

I would support the concerns expressed by residents in emails during consultation on the original clause 5 removal application - particularly those made by Anna Parkinson

Technical Details submitted to discharge this condition:

The information presented to discharge this condition is not new information. The drawings accompanying the submission were all prepared prior to the planning application and this demonstrates that the applicant has made no attempt to mitigate the effect of the proposed site operations on the tree roots, in particular:

The applicants have failed to explore engineering solutions which looked at cantilevering out a slab from piles and beams deeper into the site to avoid the tree roots.

They have failed to look into relocation of the proposed service trench. The surface water drainage pipes and the gas pipe could be relocated. Why were any alternatives dismissed?

They have failed to look into anything other than a deep scaffold for construction of what is effectively a single storey building.

They have failed to consider the boundary treatment and retention of the existing established plants and climbers on the wire fence which currently form an effective screen to the building site.

There is no new arboriculturalist's report on the effect of pruning back the trees to enable the building work to be done. The report submitted with the application is the one originally submitted and refers only to the retention of one tree.

In Conclusion

The applicants are behaving duplicitously in seeking to overturn planning condition without presenting any substantive additional supporting information

Condition 5 was made to address legitimate environmental and amenity issues affecting the 500 flats on the Golden Lane Estate which make use of the garden allotments and enjoy the immediately adjacent trees

These trees, very significantly, contribute to this 'green oasis' which operates as a very important social and visual amenity to all residents

The applicants have made no substantive argument to overturn the requirements of

condition 5

I urge you to reject this submission

[Nigel Smith](#)

[REDACTED]

Tel:

Mobile:

email:

[REDACTED]

Monday 19 November 2018

Discharge of Condition 5 pursuant to planning permission P2017/2961-FUL

OBJECTION

I object to this application on a number of significant grounds.

The condition was attached to the permission in order to protect the interests of the Golden Lane Baggers who had made a number of representations during the original planning consultation period and had carried out a successful campaign including press coverage and an online petition with over 1000 signatures.

The Golden Lane Baggers have since been represented in discussions with Mark Lowman, COL and ISG and also at the community consultation meetings organised on behalf of COLPAL.

There was good intent to help save the trees that border the Golden Lane Baggers allotments, one of the thriving community and social projects on the Estate.

The Golden Lane Baggers have now been informed that as a consequence of ISG reports and surveys, the trees will need to be felled and that this felling is scheduled for early December.

The Golden Lane Baggers have been given little time to respond to this decision. Indeed some documents requested around the discharge of condition 5 have only been forwarded today, deadline day, to the Golden Lane Baggers chair person.

It is important to register the Golden Lane Baggers dissatisfaction and frustration in the lack of quality of consultation and transparency by the developers and contractors.

It is important to register the Golden Lane Baggers frustration at ISG lack of creative thought in trying to address and resolve the problem. In all their reports and surveys, there is no evidence of ISG understanding the problem and trying to find a way round it. Their efforts seem to be just about building a case for felling the trees, no doubt the easiest option. There is no consideration of alternative proposals, only the reinforcement of their current plan which endangers the trees in the first place.

At such a crucial time in this city's development with such urgent concern for the environment, sustainability and air pollution, amongst many other issues, the loss of 4 trees is yet another sacrifice to the developer at significant cost to the quality of the local habitat; a rich resource for nesting birds and we believe roosting and foraging bats. It also has a huge impact on the community gardening project, trees being replaced with bin stores and kitchen extractor fans for the new school hall.

So, I am objecting. I trust everyone is informed about the significant role trees play in the urban environment and mitigating against air pollution. Four trees may not seem a lot, but the impact of their loss on the local habitat is huge. It is also compounded by the recent loss of the Hawthorn and wildlife garden by Bernard Morgan developers, another development bordering the Golden Lane Estate.

The Golden Lane Baggers feel that not enough has been done by the developers and contractors to help save nor protect these trees during this redevelopment. These trees have stood for 30 years or more and have been part of the landscape and grounds for a generation of school children of the Richard Cloudesley School. They deserve some respect. They should continue to play their part for the next generation of schoolchildren.

Bev Bytheway
Founder
Golden Lane Baggers

From: Tim Godsmark <[REDACTED]>
Sent: 19 November 2018 16:47
To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>
Cc: Tim Godsmark <[REDACTED]>
Subject: Application 18/01141/MDC

Dear Ms Linford,

I object to this application in a personal capacity and on behalf of the Golden Lane Resident's Association.

These mature trees form an important green buffer between the proposed buildings and the existing Golden Lane Estate, especially the allotment boxes which are an award winning community project. They provide a wildlife habitat for birds including blackbirds, robins, blue tits, coal tits, great tits and finches. They are also part of the habitat of the many bats that have been recorded in the immediate area in a recent survey.

There is no reason why the trees need to be removed and it appears that this is being done because it is easier to do so rather than explore any alternatives. The plans that accompany the application date back to May 2018, before the scheme as a whole received approval and before this condition was approved. As the approval relates to the 'protection' of the trees the presumption in the approval is that the trees are retained. The fact that the information submitted dates to before the approval indicates that the applicants have not seriously tried to keep the trees and never had any intention of doing so.

The reason that the trees need to be removed is, according to the applicant team, because of the size of the pile caps and a trench carrying a rainwater drain. Both of these reasons are things that could be quite easily modified. It is certainly possible to build relatively close to trees and, speaking as an architect, I have done so having designed a two storey building including a first floor sports hall on piled foundations within 3 metres of a row of mature lime trees which were not harmed.

Lastly I would like to object most strongly how the COLPAI team have been attempting to mislead the community. On several occasions we were assured that the trees would be preserved and that they were doing everything they could to retain them. As the drawings have not been updated to achieve this in the past 6 months they have clearly not been straight with us and as this involves Council officers I intend to write to the Town Clerk and the Chair of the Professional Standards Committee to notify them of my disquiet and make a formal complaint.

I would ask that this application be refused and that the applicants together with their structural and mechanical and electrical engineers be asked to meet on site with community representatives to resolve this.

Regards,

Tim Godsmark
Chair Golden Lane Estate Residents' Association

[REDACTED]

From: Duncan & Allison Parkes <[REDACTED]>

Sent: 19 November 2018 12:43

To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Objection to the Colpai developer's application to fell mature trees at the edge of the Golden Baggers allotments.

Dear Catherine

Please accept this as my very strong objection to the Colpai developer's application to fell mature trees at the edge of the Golden Baggers allotments.

Promising to replace mature trees with smaller immature specimens is not a solution or an answer. At a time when London has a crisis with pollution and the world has a crisis with global warming, such actions are extremely short-sighted.

I add to this the loss of wildlife habitat - the birds/insects from these trees use them as part of a corridor across to the trees lining Fann St and into the Barbican Wildlife Garden. We are attempting to encourage the red-listed House Sparrow to further colonise and removing such green-routes disrupts their flight pathways. This also applies to the bats which also feed in the area.

There is also the loss of further greenery which aids in the provision of general good health and well being that such trees provide, in a highly urbanised environment.

Kind Regards

Allison Parkes

[REDACTED]

From: Alex Mosey <[REDACTED]>

Sent: 19 November 2018 10:00

To: simon.greenwood@islington.gov.uk

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Saving the Trees: P2107/2961; 17/00770

Islington Planners

Ref: P2107/2961-FUL Discharge of Condition no. 5

City Planners

Ref: 17/00770/FULL Discharge of Condition no. 5

Good morning,

I am writing to express my concern at the needless destruction of the four mature trees along the edge of COLPAI's development site.

In my experience of working at construction law firms, the Strategic Forward Planning and Major Projects Authority at Cabinet Office, and at the construction law faculty of King's College London - I am aware of the consistent inclusion of such provisions to destroy nature by developers, and the frankly lacklustre efforts to replace them once the project faces financial realities later down the line.

It would be a great show of respect were the developers to work around these parts of the local ecosystem, rather than destroy them in needless shorttermism.

Many thanks for your time,

Alex

From: Helen Fentimen <[REDACTED]>
Sent: 19 November 2018 09:05
To: simon.greenwood@islington.gov.uk; Linford, Catherine
<Catherine.Linford@cityoflondon.gov.uk>
Subject: Objection to fell Trees

Dear Sir and Madam

Despite having agreed to the condition COLPAI has applied to LONDON Borough of Islington Planning Department for permission to fell 4 mature trees and the planting along the edge of the site.

As local resident I write to object to the felling of these trees and removal of the planting.

I trust this objection will be taken into account and the application is being considered.

Yours Sincerely

Helen Fentimen

Mobile: [REDACTED]

From: Jacqueline Swanson <[REDACTED]>

Sent: 19 November 2018 10:18

To: Greenwood, Simon <simon.greenwood@islington.gov.uk>

Cc: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject: Re: P2107/2961-FUL Discharge of Condition no. 5

Dear Mr Grrenwood

I have spotted a couple of typos in my email below - for clarity have marked up in red. My apologies.

On Sun, 18 Nov 2018 at 20:25, Jacqueline Swanson <[REDACTED]> wrote:

Dear Mr Greenwood

P2107/2961-FUL Discharge of Condition no. 5

I am one of the Golden Baggers who actively campaigned to have a planning condition applied to the COPLAI development to retain the trees bordering the allotments on Golden Lane Estate, meeting with Mark Loman and other members of the COLPAI team on three occasions.

NOTE: Please find attached a document detailing correspondence between the Baggers and COLPAI representatives.

The first meeting with Mr Lowman, ISG contractor and BD Landscapes in June was positive and in fact lead to the condition being agreed by the City. The second on 18 October was an opportunity for the COLPAI team to outline the issues they faced in retaining the trees. However, there was no documentation provided at that meeting to show alternatives had been explored. The meeting was held late on a Thursday afternoon and we responded on the Monday 22 October clearly outlining our concerns, citing a number of alternative approaches that we would like to see had been explored. I don't think it was naive of us to expect that these options would have been thoroughly investigated as part of the City's obligation to met the condition, particularly as we were led to believe at the June meeting that below ground service could be rerouted.

Despite our clear concerns an application was submitted a few days later for discharge of the conditions with a cover letter which suggests that we were on board with the City's proposals or at least understanding of them. This is an intentional misrepresentation of the facts - the removal of the trees had not been previously discussed at a COLPAI liaison mtg, and there was only the one meeting already outlined with Baggers, not the several implied. We are to assume the applicant is referring to the Baggers not 'Badgers' below:

"These proposals have been discussed with residential of the Golden Lane Estate through the COPAI dialogue sessions, as well as "The Badgers" who manage the adjacent allotments. The reason for the proposed works and the resultant replacement trees have been fully explained and discussed over a series of meetings."

After the single 'consultation' meeting, despite prompting, we waited more than two weeks for the City to send what amounted to wholly inadequate documentation of the steps COLPAI had taken to retain the trees, receiving them on 5 November. At the COLPAI liaison meeting the following day Bagger representatives were surprised to learn that the application had been submitted. The COLPAI team were unable to give dates of submission. We asked if links to the planning application could be shared, and this was duly promised. There was a reluctance for the COLPAI team to discuss the documents we had received, in fact Mark Lowman made it very clear he was not prepared to discuss anything beyond mitigation and that would be best discussed at a separate meeting.

We met on the Friday morning of 9 November. At this meeting we were able to ask Mr Lowman why the documents provided earlier in the week did not show any new drawings or investigations. At this point Mr Lowman told us that **COLPAI would only spend the money investigating alternatives if instructed by the Planners**. We again asked for the planning application submission documents and link to be provided.

Naturally the Baggers tried to find the application themselves but were unable to find it on the City portal. We also repeated our requests for the documents and link to be forwarded. We **believed** that the City were intent on proper consultation and hence would expect them to send documents / link as promised. We had no idea that the City deadline for comments had already passed and that the **Islington** deadline was so very close.

COLPAI are still be to provide the information requested - fortunately on Thursday last week we were able to discover the application for ourselves only to discover that the deadline for public comment was only a couple of days hence. We feel very strongly that COPLAI have purposefully withheld information hoping to 'run out the clock'.

The level of distrust felt by residents of Golden Lane towards COLPAI is spiralling and it bodes very badly for future community relations.

That aside we have still not had a proper response to our initial concerns outlined very clearly in our email of 22 October. Surely the condition imposed places an obligation on COLPAI to explore alternative construction methods in order to retain the trees not just detail why their current design requires their removal. **I note that all of the drawings submitted are unchanged from those submitted in the original planning application BEFORE the conditions were applied.**

Naturally, as a community we want to retain the trees for all the reasons outlined in our extensive campaign in the summer. Surely the very least we can expect is that **COLPAI take the condition seriously and properly explore alternative methods of construction** eg rerouting below ground services, amending the external paving or even moving the hall be the required distance to avoid the tree roots.

I hope you will take the strong feelings of the residents into consideration before determining this condition, in particular the fact that **COLPAI has insufficiently demonstrated any effort to meet the condition and has instead merely rejected it as unworkable.**

Yours sincerely

Jacqueline Swanson

A black rectangular redaction box covering the signature of Jacqueline Swanson.

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

From: Jane Carr <[REDACTED]>

Sent: 19 November 2018 09:39

To: Linford, Catherine <Catherine.Linford@cityoflondon.gov.uk>

Subject:

Discharge of Condition no. 5 pursuant to planning permission P2017/2961/FUL (ISLINGTON COUNCIL) – Planning Officer: Simon Greenwood 17/00770/FULL (CITY OF LONDON) – Planning Officer: Catherine Linford

19 November 2018

OBJECTION

I object to this application on a number of grounds.

Condition 5 was made to address legitimate environmental and amenity issues affecting the flats on the Golden Lane Estate and the many residents, including children, that make use of the garden allotments and enjoy the immediately of the adjacent trees

These trees contribute to a 'green oasis' which which operates as a very important social and visual amenity to all residents.

The applicants have made no substantive argument to overturn the requirements of condition 5, using vague 'health and safety' reasons that have not been explained.

The applicants have behaved duplicitously in seeking to overturn planning condition without presenting any substantive additional supporting information.

I urge you to reject this submission

Jane Carr

[REDACTED]

Sent from my iPad

From: Paul O'Brien <[REDACTED]>

Sent: 19 November 2018 18:19

To: simon.greenwood@islington.gov.uk; Linford, Catherine
<Catherine.Linford@cityoflondon.gov.uk>

Subject: Objection to COLPAI application

Dear sir/madam

I understood a condition for COLPAI applied by London Borough of Islington Planning Department was refusal of permission to fell 4 mature trees and the planting along the edge of the site.

As local resident I write to object to application to fell of these trees and removal of the planting.

I trust this objection will be taken into account and the application is being considered.

Yours Sincerely

Paul O'Brien
[REDACTED]

Sent from my iPhone

CARL GARDNER



**Simon Greenwood, Islington Planning Dept.
Copy: Catherine Linford, City of London planners.**

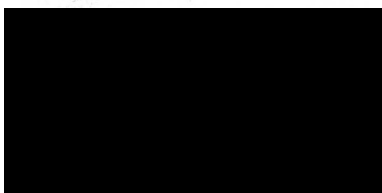
**Ref: Planning Project P2107/2961-FUL
Discharge of Condition No. 5**

20/11/2018

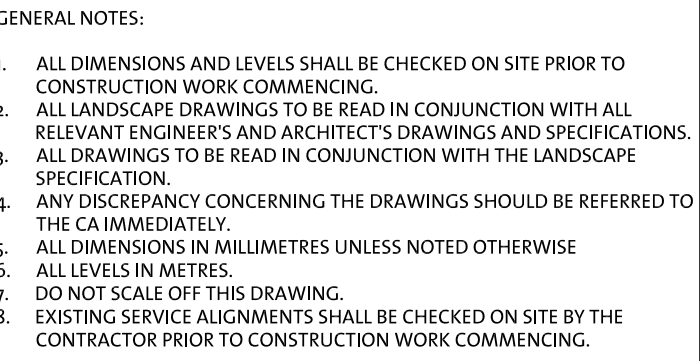
As a nearby resident, I am writing to express my opposition to the latest proposal by COLPAI to cut down the mature trees along the edge of residents' allotments, abutting the Richard Cloudesley School site, despite an agreement reached six months ago, and embodied in a condition of the above planning agreement. It seems to me COLPAI is acting in a cynical and dishonest manner, in trying to reverse this earlier decision – and one has to ask whether they ever had the intention of retaining the trees in the first place.

The trees make an attractive addition to the area – and an important natural facility for many residents of the Golden Lane Estate. I believe that Islington has the lowest ratio of parks and open green spaces of any borough in London, so every tree is valuable, both as a natural feature in itself... and as a way of taking up and storing carbon dioxide in the atmosphere, the major cause of global warming. There must be other solutions to the issues driving this callous decision -- can I suggest that they are all addressed and explored, rather than depriving the area of four of its very few mature trees?























Yours,



Carl Gardner 



ISG TO INSTRUCT CHANGES

TYPE	KEY	SPECIES	SIZE & Density	NOTES	Quantity
PM: Ornamental Planting Mix		<i>Carex 'Evergold'</i>	9/m ² (3%)	2L Pot Size	18 <small>(600+ plants)</small>
		<i>Echinacea purpurea</i> (ECH.PUR)	6/m ² (30%)	5L Pot Size	24
		<i>Hakonechloa macroa</i> (HAK.MAC)	6/m ² (30%)	5L Pot Size	24
		<i>Hebe 'Midsummer Beauty'</i> (HEB.MID)	9/m ² (30%)	2L Pot Size	36
		<i>Levensold angustifolia 'Nana Alba'</i> (LAV.ANG)	6/m ² (30%)	5L Pot Size	36
		<i>Pennisetum alopecuroides</i> (PEN.ALO)	6/m ² (3%)	5L Pot Size	12
		<i>Rudbeckia fulgida</i> (RUD.FUL)	6/m ² (30%)	5L Pot Size	24
		<i>Salvia × jamensis 'Peter Vildegron'</i> (SAL.JAM)	9/m ² (30%)	2L Pot Size	34
		<i>Stipa arundinacea</i> (STI.ARU)	6/m ² (30%)	5L Pot Size	24
		<i>Verbena bonariensis</i> (VER.BON)	9/m ² (30%)	2L Pot Size	36
PM: Shady Planting Mix		<i>Ajuga reptans</i> (AJU.REP)	9/m ² (30%)	2L Pot Size	150 <small>(500+ plants)</small>
		<i>Anemone nemorosa</i> (ANE.NEM)	9/m ² (30%)	2L Pot Size	150
		<i>Asplenium scolopendrium</i> (ASP.SCO)	9/m ² (30%)	2L Pot Size	150
		<i>Astrantia major</i> (AST.MAJ)	9/m ² (30%)	2L Pot Size	150
		<i>Dryopteris affinis</i> (DRY.AFF)	6/m ² (30%)	5L Pot Size	105
		<i>Hakonechloa macroa</i> (HAK.MAC)	6/m ² (30%)	5L Pot Size	105
		<i>Heuchera 'Plum Pudding'</i> (HEU.PLU)	9/m ² (30%)	2L Pot Size	150
		<i>Liriope muscari</i> (LIR.MUS)	6/m ² (30%)	5L Pot Size	105
		<i>Luzula nivea</i> (LUZ.NIV)	6/m ² (30%)	5L Pot Size	105
		<i>Vinca minor 'Alba'</i> (VIN.MIN)	9/m ² (30%)	2L Pot Size	150
Bulb Planting		<i>Galanthus nivalis</i> UNDERPLANTING TO VIN MIN	TOPSIZE 150/m ²		166 <small>(16.6m²)</small>
		<i>Hyacinthoides non-scripta</i> UNDERPLANTING TO LIR.MUS & DRY.AFF	TOPSIZE 150/m ²		350 <small>(35m²)</small>

- (1) 75mm depth of Ornamental Grade Bark Mulch required for all tree, shrub, herbaceous, groundcover and climber planting areas
- (2) 50mm depth Ornamental Grade Bark Mulch required in areas of limited build-up (roof terraces, existing tree planting)
- (3) Refer to Topsoil Depths and Amelioration Plan: COL-BDL1-ZZ-L-004 for topsoil/subsoil depths
- (4) Rebuild tree root barriers by GreenBlue Urban (or equal and approved) to perimeter of tree pit for trees planted in/adjacent hard landscape
- (5) Aeration/irrigation systems by GreenBlue Urban (or equal and approved) required to all tree planting
- (6) Underground geying systems by Platipus (or equal and approved) required to all tree planting

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REGISTERED IN ENGLAND, NO.6739137

TITLE
Soft Landscape Layout Plan

Status: Stage 4	Drawn: EG	Checked: RB
Scale: 1:200 @ A1	Date: 22.03.2018	Approved: RB

Drawing & Revision Number:
COL-BDL-L1-ZZ-DR-L-0003

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Committee:	Date:
Planning and Transportation	29 January 2019
Subject: 1-2 Broadgate London EC2M 2QS Demolition of the existing buildings and construction of a building arranged over two basement levels, lower ground, upper ground and 12 upper floors plus rooftop plant to provide flexible retail, leisure and mixed retail/leisure uses (Class A1/A3/A4/D2/Sui Generis) at lower levels (Basement to 2nd floor), restaurant (Class A3) at 7th floor level and office (Class B1) at upper floor levels (3rd to 12th floor); hard and soft landscaping works; outdoor seating associated with ground level retail and other works incidental to the development. (78,020sq.m GEA)	Public
Ward: Bishopsgate	For Decision
Registered No: 18/01065/FULEIA	Registered on: 11 October 2018
Conservation Area:	Listed Building: No

Summary

The site is part of the Broadgate Estate and is situated immediately to the west of Broadgate Circle and to the east of Finsbury Avenue and north of Eldon Street. To the north is Exchange Square, to the east is the 'Fulcrum' and 100 Liverpool Street which is currently under construction and will be completed in early 2020.

The site is 0.7 hectares. It was built in the late 1980's as part of Phase 1-4 of the Broadgate development. 1-2 Broadgate are two separate buildings capable of use as a single entity. From the exterior, they read as a single building. The site is close to the proposed entrance to the Elizabeth line station.

The proposal, which is accompanied by an Environmental Statement, seeks to redevelop the building for office, retail and leisure use. A single building would be constructed. The new building would comprise of two basements, lower ground, upper ground and twelve upper floors with roof top plant. The highest part of the building would be 74.5m AOD. The proposal would provide new step-free pedestrian routes from Liverpool Street station through to

Finsbury Avenue Square and Eldon Street via a new 'L-shaped' retail arcade. This would improve permeability and legibility both within and around the Broadgate Campus at a key location in proximity to Liverpool Street and Moorgate Stations.

The site is subject to a Certificate of Immunity from listing issued on 11th October 2018 under the Planning (Listed Buildings and Conservation Areas) Act 1990. The issuing of the certificate confirms the Secretary of State does not intend to list the building for a period of 5 years.

One objection has been received from The Twentieth Century Society. They consider that the existing building is of historic and architectural interest as the only remaining building from the early phases of the Broadgate development as well as considering that the proposed building is unsympathetic to the character of the remaining elements of the Broadgate landscaping and public realm and the setting of 1 Finsbury Avenue (Listed Grade II).

The Mayor of London has been consulted and has issued a Stage One response which is supportive except for outstanding strategic planning issues that will need to be resolved before the application is referred back at Stage Two.

The scheme would provide an employment led mixed use development which would support the economic policies of the London Plan, and Local Plan in a highly accessible location.

The proposed building is considered to enhance the street scene compared to the existing building. It would have a strong sense of architectural integrity.

The proposals are considered not to have a detrimental impact on the settings of listed buildings, and conservation areas in the vicinity.

The proposal overall is to be welcomed subject to conditions and to a Section 106 and CIL agreement being entered into to cover the matters set out in the report.

Recommendation

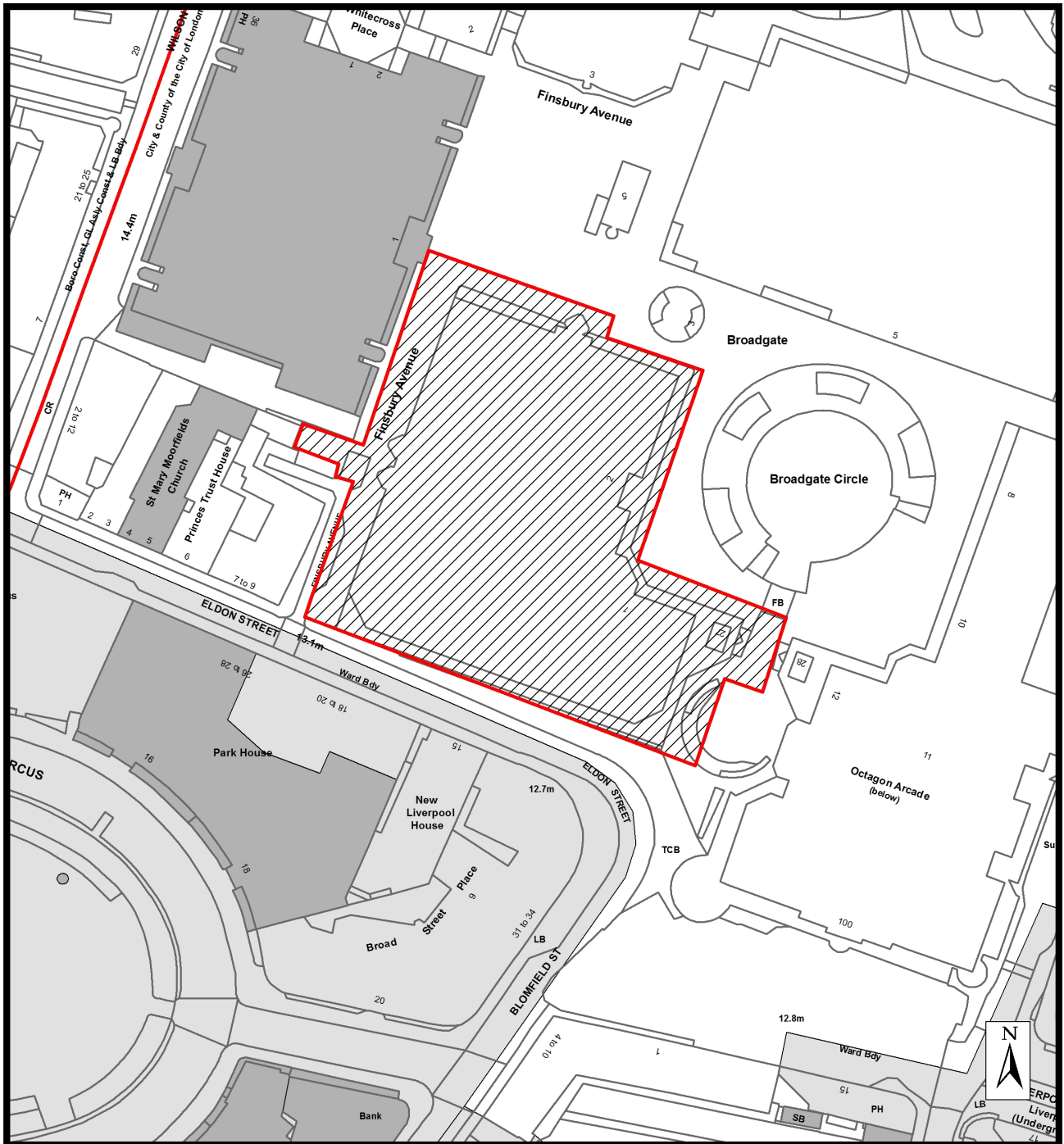
(1) That you authorise the Chief Planning Officer to determine the above application for the above proposal in accordance with the details set out in the attached schedule subject to:

(a) the Mayor of London being given 14 days to decide whether to allow the Corporation to grant planning permission as recommended, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008);

(b) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

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

Site Location Plan



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ADDRESS:

1-2 Broadgate

CASE No.

18/01065/FULEIA

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



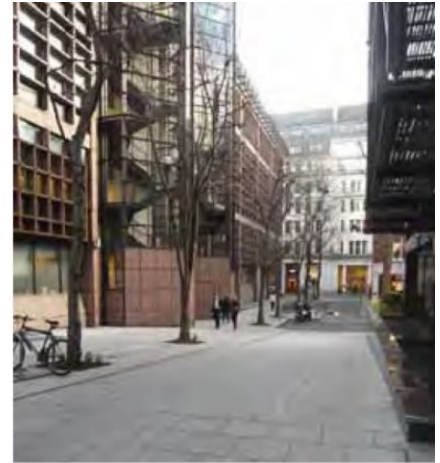
DEPARTMENT OF THE BUILT ENVIRONMENT



1-2 Broadgate (left) and 100 Liverpool Street (right) framing the Fulcrum, prior to work commencing on 100 Liverpool Street



View east along Eldon Street



View south along Finsbury Avenue



One Broadgate entrance from Broadgate Circle



1-2 Broadgate from Finsbury Avenue Square

Main Report

Environmental Statement

1. The application is for EIA development and is accompanied by an Environmental Statement (ES). The ES is a means of drawing together, in a systematic way, an assessment of a project's likely significant environmental effects. This is to ensure that the importance of the predicted effects and the scope for reducing them are properly understood by the public and the competent authority before it makes its decision.
2. The Local Planning Authority must take the Environmental Statement into consideration in reaching its decision as well as comments made by the consultation bodies and any representations from members of the public about environmental issues as required by the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
3. The duties imposed by regulation 26 of the EIA Regulations require the local planning authority to undertake the following steps:
 - a. To examine the environmental information;
 - b. To reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to at (a) above, and where appropriate, their own supplementary examination;
 - c. To integrate that conclusion into the decision as to whether planning permission is to be granted; and
 - d. If planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.
4. The local planning authority must not grant planning permission unless satisfied that the reasoned conclusion referred to at paragraph 3(b) above is up to date.

The draft statement attached to this report at Appendix A sets out the conclusions reached on the matters identified in regulation 26. It is the view of the officers that the reasoned conclusions set out in the statement are up to date.
5. Representations made by anybody required by the EIA Regulations to be invited to make representations and any representations duly made by any other person about the environmental effects of the development also forms part of the environmental information before your Committee.
6. The Environmental Statement is available in the Members' Room, along with the application, drawings, relevant policy documents and the representations received in respect of the application.

Site

7. The site is part of the Broadgate Estate and is situated immediately to the west of Broadgate Circle and to the east of Finsbury Avenue and north of Eldon Street. To the north is Finsbury Avenue Square, to the east is the 'Fulcrum' and 100 Liverpool Street, currently under construction and will be completed in early 2020.
8. The site is 0.7 hectares. The present building was built in the late 1980's as part of Phase 1-4 of the Broadgate development. 1-2 Broadgate can be regarded as two separate buildings, or as a single entity: the intention was that the buildings could be let separately or to a single tenant. From the exterior, they read as a single building.
9. The existing buildings have basement, lower ground, ground and seven uppers storeys (54.7 AOD).
10. The existing buildings provides 40,484sq.m (GEA) of office (Class B1) floorspace, 311sq.m of retail (Class A1 and A3) floorspace comprising two units at lower ground and ground level and 1,423sq.m of gym (Class D2) floorspace at lower ground level.
11. There are conservation areas close to the site, Finsbury Circus to the west, New Broad Street to the south and Bishopsgate to the east. Listed buildings in the vicinity include Liverpool Street Station (Grade II) to the east, 1 Finsbury Avenue (Grade II) to the north-west, the Great Eastern Hotel (Grade II) to the east, 76-80 Old Broad Street to the south-east, Park House and Garden House (Grade II) to the south and St Mary Moorfields (Grade II) to the west.
12. The site lies partly in the background of Protected View 9A.1, King Henry VIII's Mound, of the Mayor's London View Management Framework (LVMF).
13. The site is close to the eastern entrance of the Elizabeth line station on Liverpool Street.

Relevant Planning History

14. The site is subject to a Certificate of Immunity from listing, issued on 11th October 2018 under the Planning (Listed Buildings and Conservation Areas) Act 1990. The certificate confirms the Secretary of State does not intend to list the building for a period of 5 years.
15. A previous Certificate of Immunity from listing for the whole of Phase 1-4 was granted in 2013.

Proposal

16. The proposal seeks to demolish the existing buildings. A single building would be constructed which would comprise of two basements, lower ground, upper ground and twelve upper floors with roof top plant. The highest part of the building would be 74.5m AOD.
17. The proposed floorspace of the building would be 74,178sq.m of which 44,889sq.m would be office (Class B1). The retail & leisure (Class A1/A3/A4/D2/Sui generis) floorspace would be 21,351sq.m. The

applicant seeks flexibility for a mixed retail and leisure use to be located within certain areas of the lower floors of the development. In the Basement (02), on the Lower Ground Floor, and on Levels 1 and 2 a total of 11,247sq.m of floorspace is proposed (Class A1/A3/A4/D2/Sui generis). On the Upper Ground Floor and Lower Ground Floor a total of 7,112sq.m of floorspace is proposed (A1/A3/A4). In the Basement (01) and Lower Ground Floor a total of 2,029sq.m is proposed (Class D2/Sui generis) and in the Lobby of the Lower Ground Floor and Level 7 a total of 963sq.m is proposed (Class A3).

18. The Retail Statement sets out the proposed minimum/maximum floorspace within each category. A minimum of 6,000sq.m of shop (Class A1) floorspace is proposed to ensure that there would be a core retail offer within the proposed development. Minimum floorspace areas are proposed for restaurant, drinking establishment, leisure and competitive socialising (Class A3, A4, D2 and Sui generis) to provide flexibility to switch between these uses, while ensuring an appropriate mix across the whole development. [All floorspace figures GIA].
19. The proposal would provide new step-free pedestrian routes from Liverpool Street station through to Finsbury Avenue Square and Eldon Street via a new 'L-shaped' retail arcade. This would greatly improve permeability and legibility both within and around the Broadgate Campus at a key location in proximity to Liverpool Street and Moorgate Stations.

Consultations

20. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with by condition and Section 106 agreement.
21. The Mayor of London supports the land use principles and design. He raises points which he wanted addressed before the application is referred back to him at stage two referral. These issues include carbon reductions, including the maximisation of the use of photovoltaics; heat pumps; efficiency of the boiler; connection to the district heating network; size and layout of the energy centre; energy efficiency measures; cycle hire memberships for all employees of the first occupiers of the land uses proposed; increased short-stay cycle parking; a full construction logistics plan and seeks further discussions with respect to the Broadgate Campus/Liverpool Street public space masterplan and a wayfinding strategy.
22. Historic England advises that they do not wish to comment on this proposal.
23. The Royal Borough of Kensington and Chelsea, London Borough of Richmond upon Thames, London Borough of Lambeth, London Borough of Hammersmith & Fulham and London Borough of Southwark have no objection to the proposal.

24. The City of Westminster does not wish to comment on the proposal.
25. The London Borough of Tower Hamlets has no objection to the proposal. They have raised some points regarding the EIA which have been addressed by the applicant.
26. The Environment Agency have no comment on the application.
27. Natural England have no objection to the proposal.
28. Crossrail confirm that do not wish to make any comments on the application.
29. Thames Water has made detailed comments on waste water and water supply infrastructure capacity, surface water drainage and sewers. They state that they *"have identified an inability of the existing water Sunetwork infrastructure to accommodate the needs of this development proposal"* and recommend a condition to determine whether the water supply and infrastructure has sufficient capacity to cope with additional demand. Conditions and informatives are included on the schedule.
30. The Twentieth Century Society object to the scheme. They state, *"1-2 Broadgate is the only remaining building from the early phases of the Broadgate development that has not been demolished or substantially altered. These earlier phases of development were built between 1985 and 1987, and designed by Group 2 at Arup Associates, led by Peter Foggo. Foggo's team also completed the masterplan for the entire scheme, with the later phases 5-12 being designed by Chicago based practice Skidmore, Owings and Merrill. Broadgate was internationally acclaimed upon completion and has been described as England's most important post-war commercial development.*

In 2011 English Heritage considered all of the buildings constructed in phases 1-4 of the Broadgate development to be worthy of listing at Grade II in recognition of its outstanding quality and more than special architectural and historic interest. (This recommendation was not adopted by the Secretary of State). Erosion of the legibility of Broadgate as a group has resulted in a lessening of the remaining buildings' architectural and historic interest, however the Society still considers 1-2 Broadgate to be a non-designated heritage asset, and the wider complex including landscaping and public art to be an area of historic character. Broadgate has been praised as being a successful development of the 1980s office boom period, a character of building which is rapidly being lost in the City of London.*

The above proposals seek consent to demolish 1-2 Broadgate, which the Society is opposed to in light of the building's historic and architectural interest. We also consider the proposed new building to be unsympathetic to the character of the remaining elements of Broadgate landscaping and public realm, including the Broadgate Circle and Fulcrum Sculpture by Richard Serra. Broadgate was widely celebrated for its unprecedented provision of public space and leisure facilities within a speculative office development, and for the numerous commissions for new public artworks.

Broadgate's designer Peter Foggo was also responsible for 1 Finsbury Avenue, located adjacent to the site. Designed and built earlier than Broadgate, the relationship between these two buildings reflects the level of prosperity and resulting development of the fringes of the City of London during the late 1970s and 80s. 1 Finsbury Avenue is listed at Grade II and we consider the proposed new building to be harmful to the setting of this listed building.

The Society considers 1-2 Broadgate to be a non-designated heritage asset worthy of preservation. Its historical significance is part of the history of the City of London's development in the post-war era. Broadgate has been widely celebrated for the quality of its design and has served as inspiration for many similar projects nationwide and further afield. We object to the demolition of 1-2 Broadgate and to the harm proposed by the new building to the character of the wider Broadgate development, and to the setting of 1 Finsbury Avenue". These issues are considered later in this report.

Policy Context

31. The development plan consists of the London Plan and the Local Plan.
32. The Mayor of London has prepared a draft new London Plan which is a material consideration to be taken into account. The London Plan, draft London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the draft Local Plan as it is at an early stage prior to adoption.
33. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL and City CIL.
34. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

Considerations

35. The Corporation, in determining the planning application has the following main statutory duties to perform:-
36. To have regard to the provisions of the development plan, so far as material to the application, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) Town & Country Planning Act 1990);
37. 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);
38. To pay special attention to the desirability of preserving or enhancing the character or appearance of the Finsbury Circus Conservation Area and the Bishopsgate Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990), which adjoin the site;

39. 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); in this case the duty is to have special regard to the desirability of preserving the settings of listed buildings.
40. The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings.
41. In respect of sustainable development the NPPF states at paragraph 10 that 'at the heart of the Framework is a presumption in favour of sustainable development.' For decision-making this means 'approving development proposals that accord with an up-to-date development plan without delay...'.

Principal Issues

42. The principal issues in considering this application are:
 - The economic benefits of the scheme;
 - Impact on retail;
 - Impact on the public realm including provision;
 - The appropriateness of the bulk, massing and design of the proposals;
 - The impact of the proposals on the London skyline including on views in the London Views Management Framework;
 - The impact of the proposal on heritage assets;
 - Servicing, Transport and impact on public highways;
 - The impact of the proposal on nearby buildings and spaces, including environmental impacts such as daylight and sunlight, wind microclimate, solar glare and energy and sustainability; and
 - The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

Economic Issues and Need for the Development

43. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating J45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.

44. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
45. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
46. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
47. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.
48. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
49. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity.

50. The proposed development would result in an additional 4405sq.m GIA of additional high office (Class B1) floorspace and increased supporting uses.
51. Increasing the office and retail & leisure floorspace would complement the core business function of the City. Enhanced and extended office accommodation in this highly accessible location would complement the core business function of the City by taking advantage of the substantial public transport improvements created by Crossrail, which would accord with Local Plan policy CS5, North of the City Key City Places strategy.

Retail and Other Uses

52. The retail & leisure (Class A1/A3/A4/D2/Sui generis) floorspace would be 21,351sq.m and allocated as set out in the proposal section.
53. The site is not within a designated Principal Shopping Centre (PSC), although the Eldon Street frontage lies opposite part of the Liverpool Street PSC and the Moorgate PSC is also nearby. It is therefore in an edge-of-centre location for the purposes of the sequential approach set out in the NPPF, London Plan Policy 4.7 and Local Plan Policy CS20. The site is also part of a Retail Link, which connects the PSC's and where a mix of retail uses is encouraged, as set out in Local Plan Policy DM 20.2.
54. Given the edge-of-centre location, the applicant has undertaken a sequential assessment and a retail impact assessment. The sequential assessment found that any retail units currently available within the Liverpool Street and Moorgate PSCs are small, with a maximum size of approximately 200sq.m and are therefore not suitable or viable for the retail element of the proposed development. While there are other development sites in these PSCs, they are not considered to be available because the sites are under construction and are not being marketed.
55. The Retail Statement states that the retail within the proposed development would be generally complementary to the City's existing retail offer and would not directly compete with the type of retailing found in the existing PSCs. Accordingly, the retail impact assessment identifies a low level of trade diversion from the City's PSC's, ranging from 0.4% from Leadenhall Market up to 2.6% from Cheapside. It indicates that a very high proportion of trade draw (90%) would come from a multitude of other centres across the South East and East Anglia, thereby diluting the impact on any one centre. This reflects the accessibility of the site to a range of commuters and visitors, particularly via Liverpool Street Station.
56. The cumulative impact of the proposed development, together with other retail schemes in the vicinity, is forecast to comprise around 16% trade diversion from Liverpool Street PSC and 13% from Moorgate PSC. However, given that the site is adjacent to these PSCs, it is likely that there would also be a beneficial impact on existing retailers who

may gain new trade if the proposed development attracts a wider catchment population.

57. It is relevant to note that the draft Local Plan (November 2018) proposes to combine the Liverpool Street and Moorgate PSCs into a single PSC making the application site central within the new combined PSC. While the draft Local Plan carries relatively little weight at this stage, it is a material consideration in the determination of applications.
58. Part of the evidence base for the draft Local Plan was a 2017 Retail Needs Assessment, which identified significant retail demand in Moorgate/Liverpool Street due to the improved connectivity arising from the Elizabeth Line, the increase in the local workforce and proximity to attractions such as Old Spitalfields Market. The proposed development would make an important contribution towards meeting the forecast need for 44,500sq.m of additional retail floorspace up to 2036 in a combined Moorgate/Liverpool Street PSC.
59. It is welcome that the development proposals would increase permeability and legibility through the site and into the wider Broadgate campus and 100 Liverpool Street development to the east.
60. It is considered that the scheme provides a very accessible new retail offer which does not result in the loss of offices and increases the attractiveness of the commercial City to occupiers. It complies with the sequential and retail impact tests set out in adopted retail policies, would not have any significant adverse impact on existing retail centres and is in line with the emerging Local Plan.

Design Approach

61. The buildings that constitute the Broadgate Estate are incrementally being re-designed resulting in a series of architecturally complementary individuals rather than a single campus architectural approach. This is welcomed and results in a richer, more diverse architectural grain more integrated in to its wider setting but respectful of the original masterplan layout for Broadgate.
62. The design for 1-2 Broadgate is different from recent schemes.
63. The design approach of 1-2 Broadgate is of a dynamic stacked and interlocking composition of horizontal blocks cascading down in scale and stepping away from the south, east and north elevations to reduce the apparent visual bulk of the building. The stacked block concept is enhanced by the rich and dynamic use of colour for each horizontal slice with earthy and autumnal hues becoming lighter in colour on the upper storeys. The result is an eye-catching, vibrant and convincing architectural statement. To create a calm backdrop to St Paul's in the view from King Henry VIII's mound in Richmond Park, the upper storeys are of a subdued grey.
64. The provision of recessed loggias, balconies, set-backs and deep window reveals provide depth and modelling reducing the apparent bulk of the building and visual interest in street level views. In addition, the building line of the Eldon Street elevation is stepped in three planes

which in oblique street level views reflects the tighter urban grain of buildings along Eldon Street. In this respect the building is considered to relate appropriately to its setting. The larger openings of the lower three retail storeys are successful in visually anchoring the building creating a strong hierarchy of base, middle and top. The new pedestrian routes through the shopping mall are conveyed successfully architecturally.

65. Further modelling is provided by the extruded metal coloured fins providing a rich texture and grain. The bold use of colour is considered appropriate to the building's setting and reflects the rich diversity of colours on buildings in the immediate area.
66. The roof level plant is screened from upper level views by horizontal louvres resulting in an appropriate visual termination to the building.
67. The roofs provide roof terraces with planting with greenery cascading over the sides so as to be appreciated from street level.
68. In comparison with the inactive, inward looking office facades of the existing building, the scheme provides retail frontages on all elevations creating vibrancy which would transform the area resulting in substantial enhancement of the public realm.
69. The existing building is a large island block with permeability whereas the proposed scheme provides new generously scaled east-west and north-south routes (including in to Liverpool Street station) at lower ground and ground floor levels enlivened by retail frontages. This would represent a substantial enhancement to the urban grain and permeability of the area.

Public Realm

70. The new routes are provided through vibrant shopping frontages substantially improve pedestrian permeability and enhance connectivity increasing pedestrian choice and the quality of the public realm within Broadgate and its relationship to its wider townscape.
71. The west elevation of Finsbury Avenue would be marginally narrower by 1.5m which is not considered harmful to the character of the Broadgate Estate or to impede pedestrian movement. This would involve the replacement of the existing eleven trees with mature specimens and uniformity of paving materials to create a more coherent linear avenue character. This is not considered to harm the character of Finsbury Avenue especially as the Broadgate Estate is characterised by narrow approaches between surrounding streets and the public spaces of the Estate.
72. The Finsbury Avenue pocket park would be re-landscaped with six new trees and a green living wall at the western end. The landscaping scheme would provide an area of tranquillity emphasizing the Pegasus statue as a focal point.
73. To mitigate the level changes of the pedestrian ramp along Eldon Street, new planters would provide welcomed soft at a height not to obstruct views into the retail units.

74. The public realm provided by the development would enhance the character of the plan form of Broadgate which is identified as an Undesignated Heritage Asset.

Height and Bulk

75. The scheme rises to a height of 74.5m AOD similar to 5 Broadgate, Exchange House and 201 Bishopsgate. 100 Liverpool Street is 10 metres lower. In this respect the height is generally appropriate to Broadgate and in key London wide views such as from Gabriel's Wharf on the Southbank and King Henry's VIII's Mound in Richmond minimising its impact in views of St Pauls Cathedral.
76. The building steps back at upper levels to reduce its apparent bulk from surrounding street level views. The building steps down towards the east to align with the height of 100 Liverpool Street as well as to protect sunlight reaching Broadgate Circle. The upper storeys are set back to create a more appropriate shoulder height to Eldon Street and to protect sunlight reaching Finsbury Avenue Square to its north.

Twentieth Century Society

77. The Twentieth Century Society has objected on the grounds that they consider that the existing building is of historic and architectural interest as the only remaining building from the early phases of the Broadgate development as well as considering that the proposed building is unsympathetic to the character of the remaining elements of the Broadgate landscaping and public realm including the setting of the 1 Finsbury Avenue (Listed Grade II).
78. The site is subject to a Certificate of Immunity from listing.
79. The existing is a large inward-looking building with no pedestrian permeability and very few retail units to enliven the public realm. The existing building contributes little to the surrounding area. The replacement building is of a convincing and high-quality design, offering significant wider public benefits that enhance the character, appearance and function of the Broadgate Estate, the surrounding area as well as the plan form of the Estate which is identified as an undesignated heritage asset.

Setting of Listed Buildings

80. The impact of the proposal on surrounding listed buildings have been assessed and no harm to their setting was found. A number of listed buildings are located in close proximity of the site.

Roman Catholic Church of St Mary Moorfields

81. This mid terraced listed (Grade II) building lies to the west of the site. In the key view's eastwards, 100 Liverpool Street presents a prominent backdrop in views of the listed building. The proposed development would be of a similar scale and height, albeit closer to the Church. However, the impact is not considered to harm the setting of the listed building given the diverse contrast in building heights and character in the surrounding area.

1 Finsbury Avenue

82. This recently listed (Grade II) building is to the north west of the site framing the western side of Finsbury Avenue Square. The scheme would frame the southern side of the square and would be a prominent neighbour. Although of significant scale, the scheme would not harm the setting of the listed building which would stand its ground alongside the proposed scheme.

Park House and Garden House

83. These listed (Grade II) buildings are located on the opposite side of Eldon Street and form part of the northern side of Finsbury Circus in a terrace of fairly uniform height. The proposal would not harm the setting of these listed buildings. The backdrop of the Eldon Street elevation of these listed buildings in views to the east is characterised by the larger scale of 100 Liverpool Street. Albeit located closer to the listed Eldon Street elevation, the proposal would not visually overwhelm or harm the setting of the listed building.

Setting of Conservation Areas

84. The site is in close proximity to a number of conservation areas both within the City and the London Boroughs of Islington and Hackney.

Finsbury Circus Conservation Area

This Conservation Area is located directly to the south of the site. The upper storeys would be visible above the skyline of the buildings framing the north east side of the Circus. In this view the scheme would be seen against a backdrop of the taller permitted developments of 2-3 Finsbury Avenue tower and the consented towers in Hackney. The mature plane trees framing the Circus would significantly screen the building in street level views in both summer and winter. Given the backdrop of new developments and the mature tree canopy the proposal is not considered to harm the character and appearance of the Finsbury Circus Conservation Area.

New Broad Street Conservation Area

85. This Conservation Area lies to the south east of the site. The main impact is the effect on the view's northwards along Blomfield Street on the western side of the Conservation Area. In this view, the proposal would be visible in the foreground of 5 Broadgate and would serve to calm the visual prominence of 5 Broadgate and create a richer urban grain. The proposal is not considered to harm the character and appearance of the Conservation Area.

Bishopsgate Conservation Area

86. This Conservation Area is located to the east of the site. In key views westward from the western end of the Bishopsgate Conservation Area on Liverpool Street, the scheme would be largely obscured by the similar scaled 100 Liverpool Street development and would not adversely affect the character and appearance of this Conservation Area.

Other Conservation Areas

87. The impact of the scheme on other Conservation Areas is considered minimal. By reason of its distance and height it would be wholly or largely concealed in views from Bank Conservation Area in the City, Sun Street Conservation Area in London Borough of Hackney or from the Bunhill and Finsbury Square Conservation Area in the London Borough of Islington.

Non-designated Heritage Assets

88. The building forms part of Broadgate Estate built pursuant to a Masterplan of the 1980's and combined extensive public spaces framed by large office buildings. The City of London in its determination of the 5 Broadgate development (10/00904/FULEIA) in 2010 identified the Broadgate Estate as an Undesignated Heritage Asset by reason of its plan form. The enduring legacy of the original Masterplan lies in the inter-relationship of public spaces between the buildings and the considered location of public art and sculpture rather than most of its individual buildings. In particular there is a relationship between the principal car free spaces of Broadgate Circle, Finsbury Avenue Square, Exchange Square and the Octagon and the network of pedestrian routes which link these spaces and interconnect with the surrounding areas.
89. The proposed development essentially follows the line of the existing building. The new pedestrian routes proposed build upon and enhance the essential qualities of the plan form of Broadgate. The stepped massing of the building is intended to protect sunlight levels entering Broadgate Circle, the Fulcrum space and Finsbury Avenue Square and the slightly narrower width of Finsbury Avenue resulting from the extended footprint westwards of the scheme is in the spirit of the distinctive character of Broadgate of intimately scaled pedestrian routes opening on to Squares and Circles. The public realm and landscaping enhancements provided by the scheme strengthen the distinctive qualities of the plan form of Broadgate. The proposal is considered to enhance and reinforce the status of Broadgate as an undesignated heritage asset.

Public Art

90. As part of the development it would be necessary to relocate the existing 'Rush Hour' sculpture from its current position within Finsbury Avenue Square. The sculpture is required to be relocated due to the colonnade line along the northern elevation conflicting with the current location of the sculpture.
91. It is proposed for the sculpture to be relocated to an alternative location within the Broadgate campus, with a final location yet to be determined. It is proposed that a planning obligation within the Section 106 agreement would require details of its removal, storage and relocation back onto the Estate prior to occupation.
92. As part of the re-modelling works proposed to the Pocket Park, the 'Bellerophon Taming Pegasus' would be repositioned to increase the

prominence of the sculpture and ensure it better relates to the space. The sculpture would be placed upon a new plinth made of matching granite and physically connected to the seating in the park to enhance the sense of place.

Fire Brigade Commemorative Plaque

93. An existing plaque located on the southwest elevation of the building is to be removed and re-integrated within the development. The plaque was installed in 2012 in memory of three members of the London Fire Brigade who lost their lives fighting a fire near the Site in 1951, formerly The Old Warehouse, part of Broad Street Station Goods Depot. The re-instatement of the plaque could be secured by condition.

London View Management Framework

94. The London View Management Framework (LVMF) is a key part of the Mayor's strategy to preserve London's character and built heritage. It explains the policy framework for managing the impact of development on key panoramas, river prospects and townscape views. The LVMF provides Mayoral Supplementary Planning Guidance (SPG) on the management of 27 strategically important views designated in the London Plan. It elaborates on the policy approach set out in London Plan policies 7.10, 7.11 and 7.12 and came into effect on 16 March 2012. London Plan policy requires that development should not cause adverse impacts on World Heritage Sites or their settings and that new development should not harm and where possible should make a positive contribution to the characteristics and composition of strategic views and their landmark elements.
95. The site falls within the King Henry VIII's Mound, Richmond Protected Vista of the LVMF and impacts on a number of the identified Assessment Points. These have been assessed and the impact on the following assessed points in particular:

King Henry VIII's Mound, Richmond Park (9A)

96. This view focusses on St Paul's Cathedral and though it is located some ten miles away is considered to be a unique view of the Cathedral. The view is experienced from a single Assessment point (9A.1) and a Protected Vista is included from that point.
97. From this viewpoint the scheme would be visible in the foreground of 5 Broadgate as a backdrop in the existing built forms of the western towers of the Cathedral. The scheme would be no higher than 5 Broadgate and would not erode any open sky in the view. The scheme would have a finer grained facade texture than 5 Broadgate and would diminish the bulk and visual impact of 5 Broadgate in the view.
98. The proposal is considered to accord with the guidance for this view (para 176 of the LVMF). The proposal would exceed the threshold plane (52.1m AOD) of the Wider Setting Consultation Area of the Protected Vista. However, for reasons outlined in the preceding paragraph it would be viewed against the existing built form (5

Broadgate) and would preserve or enhance the viewer's ability to recognise and appreciate the dome of the Cathedral.

Hungerford Footbridges (17B.1, 17B.2)

99. The view focuses on St Paul's Cathedral and there are two Assessment Points with a kinetic one between both Assessment points.
100. The upper storey of the proposed development would just be visible on the skyline between City Tower and the Unilever House roof extension to the left of the northern western tower of the Cathedral. The proposal would result in a very small amount of sky being encroached above the existing building in the view but no higher than either Unilever House or City Point. The extent of sky being encroached upon is considered to have a negligible impact on the setting of the Cathedral. It would not detract from the Cathedral as a Strategically Important Landmark (SIL).
101. The proposal is considered to be in accordance with the guidance for this view (paras 304 to 305 of the LVMF). In particular, the setting of St Paul's Cathedral is preserved, and the development accords with the existing characteristics and composition of the view.

Other LVMF views

102. The proposed development when compared with the scale of towers in the immediate area is relatively modest in height and as such would be concealed in views from Waterloo Bridge (15B); Gabriel's Wharf (16B.1); Tower Bridge (10A); City Hall (25A) and London Bridge (11B) and would not adversely affect other LVMF views.

Other Local Views (non LVMF)

103. There are a number of other local views which have been assessed, some of which are discussed in the paragraphs relating to the impact on nearby Conservation Areas.
104. In the case of the impact on Finsbury Square, the proposal would be seen in the foreground of the existing and permitted towers of the City cluster. The views to the south from Finsbury Square would be transformed in the future as other permitted towers in the City and adjoining London Boroughs are constructed. Therefore, the proposal would not harm the quality of these views.
105. The scheme would result in a strong visual backdrop to both Broadgate Circle and Finsbury Avenue Square as well as a backdrop framing the Fulcrum sculpture. In all of these views, the development would appropriately frame these spaces and features and would not harm their settings or the character of the Broadgate Estate.
106. The scheme would be concealed in key views from the Honourable Artillery Company grounds or from Bunhill Fields.

St. Paul's Cathedral and the Tower of London World Heritage Site

107. The proposal would not harm views of or the setting or significance of St. Paul's Cathedral. The proposal does not fall within the St. Paul's

Heights policy area and would not adversely affect key views of the Cathedral or harm the setting or significance of the St. Paul's Conservation Area.

108. The proposal would be concealed in key identified views of the Tower of London World Heritage Site by virtue of the cluster of tall towers to the south east. In this respect the Outstanding Universal Value of the World Heritage Site would not be harmed.
109. The GLA has confirmed that the proposal would accord with the London Plan and LVMF and none of the relevant boroughs have commented.

Overshadowing & Solar Glare

110. The Environmental Statement assesses the potential impact on overshadowing and solar glare using British Research Establishment (BRE) guidelines.
111. Using a three-dimensional (3D) computer model of the site and its surrounding context, the baseline levels of shadow for the existing situation have been analysed and compared to the levels of shadow to the surrounding public realm areas (Finsbury Avenue Square and Broadgate Circle) with the development in place. The assessment has been undertaken for the 21st March (Spring Equinox), 21st June (Summer Solstice) and 21st December (Winter Solstice).
112. The assessment identifies that as the site is located in a very dense urban context, where taller densely positioned buildings already exist, the obstruction angles between properties are in excess of 39.4° and as a result, the sunlight availability on 21st March is limited due to the lower height of the sun at this time of year.
113. The development would not give rise to any noticeable additional overshadowing within Broadgate Circle throughout the spring and summer months. The largest recorded change in the area that receives at least 2 hours of direct sun is on the 21st March. The proposed development causes less than a 10% reduction from the former value and so a BRE adherent position is achieved.
114. As existing, Finsbury Avenue Square does not satisfy the recommendations of the BRE Guidelines which requires 50% of its area to receive at least 2 hours of sunlight on 21st March. This is not unusual in very dense urban environments as the sun does not rise above 39.4°. As such, even relatively modest buildings, particularly in the context of the City of London, obstruct the access of sunlight to open spaces.
115. The 21st April, 21st May and 21st June sun on ground assessments demonstrate that between 60-79% of Finsbury Avenue Square would receive at least two hours of sunlight during the spring and summer months. This indicates that large areas of the square would continue to receive good sunlight amenity at the times of year when people are more likely to seek to sit and dwell in direct sunlight.

116. The transient shadow drawings demonstrate that Finsbury Avenue Square currently receives sunlight to the majority of its area between 11am- 4pm on the 21st June. The same is achieved with the development in place albeit. There would be no material reduction in sunlight at this time of year.
117. The transient shadow analysis for December demonstrates there is no perceptible effect to Finsbury Avenue Square which is to be expected given the low trajectory of the sun at this time of year. The March assessment demonstrates there is a reduction in sunlight for a 2-hour period, which occurs between 12-2pm.
118. There is an effect to Finsbury Avenue Square at the Spring Equinox however, further assessments have illustrated that this effect is short lived. By April 21st, over 60% of the space would continue to receive at least 2 hours of sunlight which increases to 79% during the height of summer.
119. An assessment of solar glare has been undertaken at two different positions along Eldon Street. The overall conclusion is that the limited glare effects that could result are negligible adverse and not significant.
120. The development does not result in any significant impacts in relation to overshadowing or solar glare and is therefore in accordance with policy.

Sustainability & Energy

121. The applicant has submitted an Energy Strategy and a Sustainability Statement including a BREEAM New Construction 2014 pre-assessment.
122. The applicant has provided evidence to show that this development was registered under the BREEAM 2014 criteria on 20th March 2018 – three days before the final BREEM 2014 registration deadline of 23rd March 2018. Assessment against the 2018 criteria for the City’s priorities: energy, water, pollution and materials has been provided. This shows a number of credits which are “difficult” or “unachievable”. All possible efforts should be made to attain the “difficult” credits in particular those associated with air quality.
123. The development is on target to achieve a BREEAM rating of “Excellent” for the office element and “Very Good” for the retail/leisure element. A condition is added to the schedule requiring a post construction BREEAM assessment and confirmation of the development’s final performance against BREEAM new construction 2018 criteria for the City’s priorities of energy, water and pollution.
124. It is proposed that photovoltaic panels and a water heat pump (WSHP) are integrated into the design. The WSHP would upgrade waste heat from offices for re-use by the retail/leisure elements via energy efficient heat exchangers.
125. The Energy Strategy is currently predicting a 19.57% reduction in carbon dioxide over the 2013 Building Regulations. The non-office

elements which make up approximately 30% of the total net internal area of the development are to be finished as shell only. As a result, the energy efficiency improvements on fit-out items have been limited to Building Regulations compliance only. This has the effect of reducing the overall carbon dioxide reduction for the whole Development. When excluding the non-office elements, the Development achieves a carbon reduction of 28.10% relative to 2013 Building Regulations. This would result in a short fall of 15.3% carbon emission savings. This falls short of the London Plan target of 35% improvement over 2013 Building Regulations.

126. The GLA have commented that the proposed carbon dioxide savings fall short of the target set out in London Plan Policy 5.2 and draft London Plan SI2. They recommend that the applicant should consider the scope for additional measures aimed at achieving further carbon reductions including the maximisation of the use of photovoltaics. They would require further information in relation to the heat pumps; efficiency of the boiler; connection to the district heating network; size and layout of the energy centre and energy efficiency measures.
127. Further improvements are expected to be achieved as part of the fit-out of the non-office elements, resulting in a greater overall reduction in carbon dioxide emissions for the final occupied Development. It is therefore proposed for an updated Energy Strategy to be submitted via the Section 106 agreement to identify and record any further improvements that can be achieved to carbon dioxide reduction.
128. If the on-site carbon emission reduction has not been achieved, the shortfall would need to be offset either by implementation of carbon reduction measures elsewhere or through payment of a carbon offsetting contribution as part of the Section 106 agreement.
129. The sustainability statement addresses climate change adaptation and sustainable design, in particular low and zero carbon technology, climate change resilience, air quality, light pollution, land contamination, conserving water resources, sustainable drainage, waste management, green roof terraces, urban greening and biodiversity. The proposed range of climate change adaptation and sustainable design measures are considered to be acceptable.

Wind Microclimate

130. The potential wind effects of the development have been assessed. A wind tunnel assessment has been undertaken to assess the effect of the development on the wind microclimate including a cumulative assessment of any impacts with other surrounding developments in place.
131. The assessment identifies that wind conditions with the development in place would range from 'sitting' to 'standing' based on the Lawson Comfort Criteria. The development does not create any wind conditions that are unsuitable for the surrounding public realm, with the overall effect of the development determined as negligible.

132. The assessment identified that some of the external terraces located at Levels 8,10 and 12 would experience 'standing' conditions during the Summer season. For these areas to be comfortable to be used for outdoor seating and as external amenity for the offices then some additional screening is required to be installed on the terraces.
133. It is proposed that four screens be positioned on the terraces in the locations identified within the wind assessment. These screens would be a minimum of 1.5m wide and 3m tall to provide sufficient screening and would be designed to form items of furniture integrated into the overall design of the terraces.
134. The report concludes the wind effects around the site would be suitable for the stated activity.

Transport, Servicing & Parking

135. The site records the highest possible Public Transport Accessibility Level (PTAL) of 6b.
136. No car parking is proposed.
137. A total of 743 long stay cycle parking spaces would be accommodated within the proposed development. This includes 617 office (Class B1) use long stay cycle parking spaces and 126 spaces for the shop (Class A1) uses. The provision comprises:
 - Office (Class B1) provision: 602 cycle spaces provided by two tier cycle stackers and 34 accessible cycle spaces, totalling 636 spaces;
 - Shared lobby cycle parking provision: 33 lockers for folding bicycles;
 - Shop (Class A1) provision: 64 cycle spaces provided by two tier cycle stackers, 4 accessible cycle spaces, 6 lockers for folding bikes, totalling 74 spaces.
138. The adopted London Plan requires 625 long stay spaces and the draft London Plan requires 724 long stay spaces, therefore the provision of 743 spaces exceeds both.
139. The adopted London Plan would require 253 short stay parking spaces which is not possible due to the curtilage of the building and the heavy pedestrian flows, it is not suitable or desirable to provide more short stay spaces in the public realm around the development.
140. Ten additional short stay cycle parking spaces would be provided on Finsbury Avenue where there is a suitable space which would not impede pedestrian flow. The existing 26 spaces provided here would be retained as part of the scheme.
141. Showers, changing facilities, lockers and drying facilities are included within the proposals.
142. The basement allows cyclists and other workers who use the changing facilities provided in this development to access the office space from the basement using the lifts, which ensures that travelling to work using an active mode of travel is quick and convenient.

143. The development would lead to a predicted hourly increase in the AM peak of 506 pedestrians and it is expected that almost half the uplift (228) would be from people using the Elizabeth line.
144. At the narrowest point on Eldon Street, an increase in pedestrians is expected. The predicted increase is 273 trips in the AM peak and 286 in the PM peak, which is considered acceptable.
145. The proposals include an improvement to the existing ramped access at the corner of Finsbury Avenue and Eldon Street that would be widened from 2.0 metres to 3.5 metres, which is welcomed.
146. A survey of pedestrian movements was undertaken using TfL's Pedestrian Comfort Level Assessment (PCL). The site is already a busy pedestrian location with a PCL score D in the busiest locations. This scheme does not improve the area to a PCL score of A or B, but it is expected to improve the current conditions from a D to a C in some locations.
147. The pedestrian analysis incorporates other approved new developments and it is considered that a thorough investigation has been completed.
148. The Section 278 would provide for improvements to the footway and it is recommended that widening the footway on Eldon Street is explored.
149. Multiple entrances to the building are provided, which would help to relieve any pedestrian congestion around the building entrances.
150. Construction traffic would have to access the site via Eldon Street and a management plan would be required. It is estimated that the earliest start would be Q2 2020 and would be a 4-year demolition and rebuild (earliest occupation Q1 2024).
151. Servicing is proposed to use the existing Broadgate gyratory accessed from Broad Lane and this arrangement is considered satisfactory.
152. A total of six loading bays are provided, which comprises two 10 metre bays, two 8 metre bays and two 6 metre bays
153. The site has a very good, off street basement 'gyratory' facility with plenty of capacity to service the building from the loading bays. A delivery and servicing plan (DSP) would be secured as part of the Section 106 agreement. The DSP would be reviewed and assessed annually (and then as agreed in the Section 106) by the City Transport Planners, where opportunities to consolidate deliveries would be noted and implemented where possible.
154. The waste storage and collection facilities comply with the requirements of the Communities Facilities Manager.

Stopping up/Dedication of land as public highway

155. No stopping up or dedication of land as public highway is required for this development.

Access

156. The development would achieve a good level of inclusive design with step free circulation and level entrances. Revolving doors with adjacent power assisted pass doors are proposed for the office entrances. Level access would be provided to the retail & leisure uses.
157. A platform lift would be located to the west of the existing steps adjacent to the Fulcrum sculpture. This would provide step-free access to the upper ground level.
158. No parking spaces for sole use by people with disabilities are proposed. The only location an accessible parking space could be provided would be at basement level within the wider gyratory serving the whole of Broadgate South. As this area is shared with the delivery and servicing vehicles for the building, a route from any parking space could not be provided at this level without utilising back of house servicing routes. As the nearby public transport and sustainable transport modes are all fully accessible, as well as there being two existing accessible parking spaces on Eldon Street (in front of the building) that the lack of a parking space is considered acceptable in this instance.

Archaeology

159. The site is in an area of archaeological potential situated just to the north of the Roman and medieval City Wall. It is in the Upper Walbrook Valley and there is potential for Roman remains, including burials and evidence of land reclamation, environmental remains associated with the Walbrook river and post medieval structures.
160. An Historic Environment Assessment setting out the archaeological potential and impact of the proposed building has been submitted with the application.
161. The construction of existing and previous basements and building foundations on the site will have affected the extent of survival of remains. Archaeological potential is highest outside the existing building basement, with moderate and low potential elsewhere. The existing building has a basement which covers most of the site. There is also evidence of a basement and foundations of a previous building on the site. The proposed building would have a deeper basement which would extend across the entire site and remove any surviving archaeological remains.
162. Archaeological evaluation is proposed which would confirm the findings of the archaeological assessment, provide more information on archaeological survival and help design an appropriate mitigation strategy.
163. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

Planning Obligations and Community Infrastructure Levy

CIL and Planning Obligations

164. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
165. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
166. The planning obligations and CIL contributions are set out below.

Mayoral CIL and planning obligations

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
Mayoral Community Infrastructure Levy payable	J1,637,150	J1,571,664	J65,486
Mayoral planning obligation net liability*	J1,579,820	J1,579,820	J3,500
Total liability in accordance with the Mayor of London's policies	J3,216,970	J3,151,484	J68,986

Net liability on the basis of the CIL charge remaining unchanged and subject to variation.

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	J2,455,725	J2,332,939	J122,786
City Planning Obligation Affordable Housing	J654,860	J648,311	J6,549
City Planning Obligation Local, Training, Skills and Job Brokerage	J98,229	J97,247	J982
Carbon Reduction Shortfall (as designed) Estimate*	J538,380	J538,380	J0

Evaluation and Design S278	J50,000	J50,000	J0
City Planning Obligation Monitoring Charge	J3,250	0	J3,250
Total liability in accordance with the City of London's policies	J3,800,444	J3,666,877	J133,567

*carbon shortfall to be confirmed on completion subject to carbon reduction of the as built development.

City's Planning Obligations

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

- Highway reparation and other highways obligations
- Delivery and servicing management plan
- Travel plan
- Local training, skills and job brokerage strategy (construction)
- Local procurement
- Carbon Offsetting
- Utility connections
- Public access through routes and retail areas
- S278 agreement and evaluation and design
- Pocket park works and access arrangements
- Start-up - incubator accommodation
- Cycle hire membership
- Relocation of public art

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

Monitoring and Administrative Costs

169. A 10 year repayment period would be required whereby any unallocated sums would be returned to the developer 10 years after

practical completion of the development. Some funds may be set aside for future maintenance purposes.

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

Site Specific Mitigation

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

Conclusion

172. The proposal is in substantial compliance with the development plan policies that relate to it.
173. The proposal supports the strategic objective of the Corporation to promote the City as the leading international financial and business centre. It would provide an employment led mixed use development which supports the economic policies of the London Plan and City of London Local Plan and would provide an increase in high quality floor space as well as a range of retail facilities in a highly accessible location.
174. The proposed building is considered to make a more positive contribution to the street scene than the existing building. It would result in a building with a strong sense of architectural integrity when compared with the existing inward looking office facades.
175. The proposals do not have a detrimental impact on the setting of listed buildings, Conservation Areas and non-designated heritage assets in the vicinity or on the LVMF views.
176. It is concluded that the scheme should be granted subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.

Background Papers

Internal

Memo - Air Quality Officer 21/11/2018

Memo - Lead Local Flood Authority 13/11/2018

Memo - Department of Markets and Consumer Protection 29/10/2018

External

Letter - Historic England 2/11/2018

Letter - London Borough of Tower Hamlets 22/11/2018

Letter - The Royal Borough of Kensington and Chelsea 20/11/2018

Letter - London Borough of Richmond upon Thames 20/11/2018

Letter - London Borough of Lambeth 8/11/2018

Letter - City of Westminster 24/10/2018

Email - Thames Water 7/11/2018

Design & Access Statement – October 2018

Environmental Statement Non -Technical Summary - October 2018

Environmental Statement Volume 1: Main Report – October 2018

Environmental Statement Volume 2: Townscape, Built Heritage and Visual Impact Assessment – October 2018

Environmental Statement Volume 3: Technical Appendices – October 2018

Energy Statement – October 2018

Sustainability Statement – October 2018

Planning Statement - October 2018

Statement of Community Involvement - October 2018

Retail Statement - October 2018

Transport Assessment - October 2018

Existing Plans – (00) P001 Rev P01; (00)_P011 Rev P01; (00)_P012 Rev P01; (00)_P013 Rev P01; (00)_P014 Rev P01; (00)_P015 Rev P01; (00)_P016 Rev P01; (00)_P017 Rev P01; (00)_P018 Rev P01; (00)_P019 Rev P01; (00)_P020 Rev P01; (00)_P021 Rev P01; (00)_P201 Rev P01; (00)_P202 Rev P01; (00)_P203 Rev P01; (00)_P204 Rev P01; (12)_P021 Rev P01; (12)_P201 Rev P01.

Letter - London Borough of Hammersmith 30/10/2018

Letter with officers' report – Mayor of London 3/12/2018

Water Memo: Stage 1 consultation GLA 16/11/2018

Energy Memo: Stage 1 consultation GLA 16/11/2018

Email – Crossrail 29/10/2018

Letter – Thames Water 6/11/2018

Email – DP9 6/12/2018 & 1 8/12/2018

Letter – Hilson Moran rec'd 11/12/2018

Letter - Environment Agency 13/11/2018

Letter – Twentieth Century Society 14/11/2018

Letter – Natural England 7/11/2018

Letter – London Borough of Southwark 13/12/2018

Annex 7 Updated Historic Environment Assessment - MOLA September 2018

Addendum and attached drawings 8 January 2019; Concept Site Investigations, Factual Report, November 2018.

Appendix A

REASONED CONCLUSIONS ON SIGNIFICANT EFFECTS

Reasoned Conclusions

Following examination of the environmental information a reasoned conclusion on the significant effects of the proposed development on the environment has been reached and is set out in the report and as summarised in the Conclusions section of the report.

Appendix B

London Plan Policies

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

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

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

Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.

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

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

Policy 4.7 Support a strong, partnership approach to assessing need and bringing forward capacity for retail, commercial, culture and leisure development in town centres.

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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

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

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

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

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

Policy 6.1 The Mayor will work with all relevant partners to encourage the closer integration of transport and development.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.5 Contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

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

Policy 7.3 Creation of safe, secure and appropriately accessible environments.

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

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 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an

unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria set out in this policy.

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.

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

Policy 7.11 Development will be assessed for its impact on the designated view if it falls within the foreground, middle ground or background of that view.

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

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

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

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

Policy 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

Relevant Local Plan Policies

CS1 Provide additional offices

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

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

CS4 Seek planning contributions

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

CS5 Meet challenges facing North of City

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

CS10 Promote high quality environment

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

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

CS18 Minimise flood risk

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

CS20 Improve retail facilities

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

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.

DM1.5 Mixed uses in commercial areas

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that

would adversely affect the character, appearance or amenities of the buildings or area will be resisted;

- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.3 Roof gardens and terraces

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

DM10.8 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.

DM15.1 Sustainability requirements

- 1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.
- 2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:

- a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
- a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
 - b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
 - c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
 - d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.
2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;

- b) pedestrian environment and movement;
- c) cycling infrastructure provision;
- d) public transport;
- e) the street network.

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

DM16.3 Cycle parking

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

2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.

2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.

2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.

3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

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

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.

DM17.2 Designing out construction waste

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;
- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

DM18.1 Development in Flood Risk Area

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:

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

DM18.2 Sustainable drainage systems

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

DM18.3 Flood protection and climate

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

DM20.2 Retail links

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

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.

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.

DM12.4 Archaeology

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

SCHEDULE

APPLICATION: 18/01065/FULEIA

1-2 Broadgate London EC2M 2QS

Demolition of the existing buildings and construction of a building arranged over two basement levels, lower ground, upper ground and 12 upper floors plus rooftop plant to provide flexible retail, leisure and mixed retail/leisure uses (Class A1/A3/A4/D2/Sui Generis) at lower levels (Basement to 2nd floor), restaurant (Class A3) at 7th floor level and office (Class B1) at upper floor levels (3rd to 12th floor); hard and soft landscaping works; outdoor seating associated with ground level retail and other works incidental to the development. (78,020sq.m GEA)

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five 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 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this

condition are incorporated into the development before the design is too advanced to make changes.

- 3 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.
REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.

- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.
- 6 Unless otherwise agreed in writing with the Local Planning Authority, archaeological evaluation shall be carried out in accordance with the Written Scheme of Investigation for Evaluation, MOLA, dated October 2018.
Reason: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.
- 7 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policy of the Local Plan: DM12.4.
- 8 No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

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

- 9 No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.
Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works have the potential to impact on local underground water utility infrastructure.
- 10 No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.
- 11 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: rainwater harvesting systems, attenuation systems, rainwater pipework, flow control devices, pumps, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 7.2 l/s from no more than three distinct outfalls, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 390m³;
(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
(c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 12 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) A Lifetime Maintenance Plan for the SuDS system to include:
- A full description of how the system would work, it's aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 13 Prior to any plant being commissioned and installed in or on the building an Air Quality Report shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail how the finished development will minimise emissions and exposure to air pollution during its operational phase and will comply with the City of London Air Quality Supplementary Planning Document and any submitted and approved Air Quality Assessment. The measures detailed in the report shall thereafter be maintained in accordance with the approved report(s) for the life of the installation on the building.
REASONS: In order to ensure the proposed development does not have a detrimental impact on air quality, reduces exposure to poor air quality and in accordance with the following policies: Local Plan policy DM15.6 and London Plan policy 7.14B.
- 14 The pass doors shown adjacent to or near to the office entrances on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 15 Provision shall be made for disabled people to obtain access to the offices and to each retail unit via their respective principal entrances without the need to negotiate steps and shall be maintained for the life of the building.
REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: DM10.8.
- 16 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.

- 17 Permanently installed pedal cycle storage and lockers shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 743 pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.
- 18 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 19 One shower for every ten long stay cycle parking spaces must be provided and maintained throughout the life of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 20 One locker per one long stay cycle parking space (743) must be provided and maintained throughout the life of the building.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 21 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 22 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of

light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.

- 23 Details of a Delivery and Servicing Management demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Delivery and Servicing Management (or any amended Delivery and Servicing Management that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.

- 24 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) and confirmation of the development's final performance against BREEAM new construction 2018 criteria for the City's priorities of energy, water and pollution shall be submitted as soon as practicable after practical completion.

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

- 25 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
- (b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
- (c) details of a typical bay of the development;
- (e) details of the ground floor office and retail entrances;
- (f) details of soffits, hand rails and balustrades;
- (g) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
- (h) details of the integration of cleaning equipment, cradles and the garaging thereof;

(l) details of all ground level surfaces including materials to be used;

(j) details of external surfaces within the site boundary including hard and soft landscaping;

(k) details of the planting on the roof terraces.

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.

- 26 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.

REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.

- 27 No doors, gates or windows at ground floor level shall open over the public highway.

REASON: In the interests of public safety

- 28 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.

REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.

- 29 Unless otherwise agreed by the Local Planning Authority all servicing must take place within the internal servicing area. No deliveries must be made from the public highway.

REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Local Plan: DM16.5.

- 30 No cooking shall take place within any Class A1, A3 or A4 unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.

REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

- 31 (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be

determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.

(b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

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

- 32 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.

- 33 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.

REASON: In order to protect commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7.

- 34 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

REASON: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3

- 35 No live or recorded music shall be played that it can be heard outside the premises or within other premises in the building.
REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 36 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 37 The roof terraces shall not be used or accessed between the hours of 22.00 on one day and 08.00 on the following day other than in the case of emergency.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 38 No amplified or other music shall be played on the terraces.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 39 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 40 All Parish Markers and commemorative plaques on the existing building shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated and retained for the life of the building on the new building in accordance with detailed specifications including fixing details which shall be submitted to and

approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.

REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.

- 41 The total floorspace areas for the following uses hereby approved within the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification shall be limited to a maximum:

- a. Class A3: 4,400sq.m
- b. Class A4: 2,200sq.m
- c. Class D2: 3,300sq.m
- d. Mixed retail/leisure (Sui Generis): 2,200sq.m

REASON: To maintain the vibrancy of the retail link in accordance with the following policy of the Local Plan: DM20.2.

- 42 No less than 6,000 square metres (net internal area) of floorspace shall be used for the purposes that would fall within Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

REASON: To maintain the vibrancy of the retail link in accordance with the following policy of the Local Plan: DM20.2.

- 43 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: (00)_P110 Rev P01; (00)_P111 Rev P01; (00)_P112 Rev P01; (00)_P113 Rev P02; (00)_P114 Rev P01; (00)_P115 Rev P01; (00)_P116 Rev P01; (00)_P117 Rev P01; (00)_P118 Rev P01; (00)_P119 Rev P01; (00)_P120 Rev P01; (00)_P121 Rev P01; (00)_P122 Rev P01; (00)_P123 Rev P01; (00)_P124 Rev P01; (00)_P125 Rev P01; (00)_P126 Rev P01; (00)_P127 Rev P01; (00)_P211 Rev P01; (00)_P212 Rev P01; (00)_P213 Rev P01; (00)_P214 Rev P01; (00)_P301 Rev P01; (00)_P302 Rev P01; (00)_P303 Rev P01; (00)_P304 Rev P01; (20)_P401 Rev P01; (20)_P402 Rev P01; (20)_P403 Rev P01; L-S-001-18169-GA01 Rev PL02; L-S-002-18169-GA02 Rev PL01; L-S-010-18169-PH10 Rev PL02; L-S-050-18169-PTR50 Rev PL01; L-DE-401-18169-D01 Rev PL01; L-DE-402-18169-D02 Rev PL01; Written Scheme of Investigation for Evaluation - October 2018.

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 Thames Water advises that:

Waste Comments

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning

02035779483 or by emailing
wwriskmanagement@thameswater.co.uk. Application forms should
be completed on line via www.thameswater.co.uk/wastewaterquality

The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large->

site/Planning-your-development/Working-near-or-diverting-our-pipes.
Should you require further information please contact Thames Water.
Email: developer.services@thameswater.co.uk

- 3 The Markets and Consumer Protection Department () must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
 - (b) Installation of engine generators using fuel oil.
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site and compliance with the Construction (Design and Management) Regulations 2007; the Environmental Services Department should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
 - (d) Alterations to the drainage and sanitary arrangements.
 - (e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments (including the Offices, Shops and Railway Premises Act 1963); in particular:
the identification, encapsulation and removal of asbestos in accordance with a planned programme;
provision for window cleaning (internal and external) to be carried out safely.
 - (f) The use of premises for the storage, handling, preparation or sale of food.
 - (g) Use of the premises for public entertainment.
 - (h) Approvals relating to the storage and collection of wastes.
 - (i) The detailed layout of public conveniences.
 - (j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
 - (k) The control of noise from plant and equipment;
 - (l) Methods of odour control.

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

Noise and Dust

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

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

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

(d) Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

Air Quality

(e) Compliance with the Clean Air Act 1993
Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

Boilers and CHP plant

(f) The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(g) All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

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

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

Standby Generators

(j) Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

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

Cooling Towers

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

- 5 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the

City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 6 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 7 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 8 The Department of the Built Environment (Transportation & Public Realm Division) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City. Early discussion with the Department of the Built Environment Transportation and Public Realm Division is recommended to ensure the design of the building provides for the inclusion of street lighting.
 - (c) The need for a projection licence for works involving the construction of any retaining wall, foundation, footing, balcony, cornice, canopy, string course, plinth, window sill, rainwater pipe, oil fuel inlet pipe or box, carriageway entrance, or any other projection beneath, over or into any public way (including any cleaning equipment overhanging any public footway or carriageway). You are advised that highway projection licences do not authorise the licensee to trespass on someone else's land. In the case of projections extending above, into or below land not owned by the developer

permission will also be required from the land owner. The City Surveyor must be consulted if the City of London Corporation is the land owner. Please contact the Corporate Property Officer, City Surveyor's Department.

(d) Bridges over highways

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

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

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

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

(i) Carriageway crossovers.

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

- 9 The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The following list is not exhaustive:

(a) Fire precautions and certification:

London Fire Brigade, Fire Prevention Branch
5-6 City Forum
City Road
London EC1N 2NY

(b) Public houses, wine bars, etc.

City of London Corporation
Trading Standards and Veterinary Service
PO Box 270
Guildhall
London EC2P 2EJ

(c) Employment agencies:

Employment Agencies Licensing Office
Department of Employment
Exchange House
60 Exchange Road

Watford, Herts WD1 7HH

(d) Inflammable materials (e.g., petroleum)

London Fire Brigade, Petroleum Department
5-6 City Forum
City Road
London EC1N 2NY

(e) Works affecting Transport for London operational land and structures:

Borough Integration and Partnerships
Transport for London
Windsor House
42-50 Victoria Street
London, SW1H 0TL

(f) Works in proximity to the line of the CrossRail project:

Cross London Rail Links Limited
Portland House
Bressenden Place
London, SW1E 5BH

(g) Works affecting railway operational land and structures:

Planning Surveyor
Railtrack
355 Euston Road
London NW1 3AG

- 10 The provisions of Part 3, Class V, of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 2015 will permit changes of use between office (B1), retail (A1/A3/A4), leisure (D2) and sui generis uses in the areas shown on the approved drawings for a period of ten years from the date of this permission.

Background Papers

Letter - Historic England 2/11/2018

Letter – Twentieth Century Society 14/11/2018

Letter with officers' report – Mayor of London 3/12/2018



Historic England

LONDON OFFICE

Mr Michael Blamires
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3707

Our ref: P00983710

2 November 2018

Dear Mr Blamires

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**1-2 BROADGATE LONDON EC2M 2QS
Application No. 18/01065/FULEIA**

Thank you for your letter of 24 October 2018 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. However, if you would like detailed advice from us, please contact us to explain your request.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/>

Yours sincerely

Rosie Clements
Business Officer
E-mail: rosie.clements@historicengland.org.uk



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.



Michael Blamires
Department of the Built Environment
City of London

Sent by email: PLNComments@cityoflondon.gov.uk

14 November 2018

Our ref: 10 07 04

Dear Michael Blamires,

18/01065/FULEIA 1-2 Broadgate

The Twentieth Century Society has been notified of the above application. The application seeks permission for the demolition of the existing buildings at 1-2 Broadgate and the construction of a new building on the site. The Society wishes to **object** to the above application and our comments are set out below.

1-2 Broadgate is the only remaining building from the early phases of the Broadgate development that has not been demolished or substantially altered. These earlier phases of development were built between 1985 and 1987, and designed by Group 2 at Arup Associates, led by Peter Foggo. Foggo's team also completed the masterplan for the entire scheme, with the later phases 5-12 being designed by Chicago based practice Skidmore, Owings and Merrill. Broadgate was internationally acclaimed upon completion and has been described as England's most important post-war commercial development.

In 2011 English Heritage considered all of the buildings constructed in phases 1-4 of the Broadgate development to be worthy of listing at Grade II* in recognition of its outstanding quality and more than special architectural and historic interest. Erosion of the legibility of Broadgate as a group has resulted in a lessening of the remaining buildings' architectural and historic interest, however the Society still considers 1-2 Broadgate to be a non-designated heritage asset, and the wider complex including landscaping and public art to be an area of historic character. Broadgate has been praised as being a successful development of the 1980s office boom period, a character of building which is rapidly being lost in the City of London.

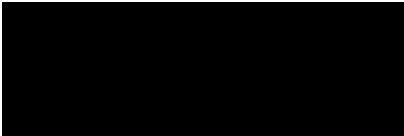
The above proposals seek consent to demolish 1-2 Broadgate, which the Society is opposed to in light of the building's historic and architectural interest. We also consider the proposed new building to be unsympathetic to the character of the remaining elements of Broadgate landscaping and public realm, including the Broadgate Circle and Fulcrum Sculpture by Richard Serra. Broadgate was widely celebrated for its unprecedented provision of public space and leisure facilities within a speculative office development, and for the numerous commissions for new public artworks.

Broadgate's designer Peter Foggo was also responsible for 1 Finsbury Avenue, located adjacent to the site. Designed and built earlier than Broadgate, the relationship between these two buildings reflects the level of prosperity and resulting development of the fringes of the City of London during the late 1970s and 80s. 1 Finsbury Avenue is listed at Grade II and we consider the proposed new building to be harmful to the setting of this listed building.

The Society considers 1-2 Broadgate to be a non-designated heritage asset worthy of preservation. Its historical significance is part of the history of the City of London's development in the post-war era. Broadgate has been widely celebrated for the quality of its design and has served as inspiration for many similar projects nationwide and further afield. We object to the demolition of 1-2 Broadgate and to the harm proposed by the new building to the character of the wider Broadgate development, and to the setting of 1 Finsbury Avenue.

I trust that these comments are of use to you. Please do not hesitate to contact me if you have any further queries.

Yours sincerely,



Grace Etherington

Caseworker

Twentieth Century Society

Remit: The Twentieth Century Society was founded in 1979 and is the national amenity society concerned with the protection, appreciation, and study of post-1914 architecture, townscape and design. The Society is acknowledged in national planning guidance as the key organisation concerned with the modern period and is a constituent member of the Joint Committee of the National Amenity Societies. Under the procedures set out in *ODPM Circular 09/2005*, all English local planning authorities must inform the Twentieth Century Society when an application for listed building consent involving partial or total demolition is received, and they must notify us of the decisions taken on these applications.

GREATER LONDON AUTHORITY

Development, Enterprise and Environment

Michael Blamires

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

Department: Planning

Your reference: 18/01065/FULEIA
Our reference: GLA/4687/01/AP
Date: 3 December 2018

Dear Mr. Blamires

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008.

1-2 Broadgate, City of London

Local planning authority reference: 18/01065/FULEIA

I refer to the copy of the above planning application, which was received from you on 5 November 2018. On 3 December 2018, the Mayor considered a report on this proposal; reference GLA/4687/01. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 51 of the above-mentioned report; but that the possible remedies set out in that paragraph of this report could address these deficiencies.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

If your Council resolves to refuse permission it need not consult the Mayor again (pursuant to Article 5(2) of the Order), and your Council may therefore proceed to determine the application without further reference to the GLA. However, you should still send a copy of the decision notice to the Mayor, pursuant to Article 5 (3) of the Order.

Please note that the Transport for London case officer for this application is Gavin McLaughlin, e-mail GavinMcLaughlin@tfl.gov.uk, telephone 020 3054 7027.

Yours sincerely



John Finlayson

Head of Development Management

cc Unmesh Desai, London Assembly Constituency Member
 Nicky Gavron, Chair of London Assembly Planning Committee
 National Planning Casework Unit, DCLG
 Lucinda Turner, TfL
 Tim Holtham, DP9 Ltd, 100 Pall Mall, London SW1Y 5NQ

planning report GLA/4687/01

3 December 2018

1-2 Broadgate

in the City of London

planning application nos. 18/01065/FULEIA

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Demolition of existing buildings and construction of a building arranged over two basement levels, lower ground, upper ground and 12 upper floors plus rooftop plant to provide flexible retail, leisure and mixed retail/leisure uses, restaurant; hard and soft landscaping works; outdoor seating associated with ground level retail and other works incidental to the development.

The applicant

The applicant is **Bluebutton Properties UK Limited** and the architect is **Allford Hall Monaghan Morris**.

Strategic issues summary

Principle of development: In view of the proposed development's contribution to the wider strategic functions of the CAZ, with the delivery of new office, retail and leisure floorspace, the principle of development is strongly supported in strategic planning terms in line with London Plan Policies 2.10 and 2.11 and draft London Plan Policies SD4 and SD5; an affordable housing contribution should be made as per the tariff established within the City of London Corporation Planning Obligations SPD (paragraphs 15-18).

Urban, heritage and inclusive design: The approach to design is supported and the proposed development would not harm the conservation areas and other heritage assets in the vicinity or impact on strategic views. The proposed building would be in the background of St. Paul's Cathedral, but would be consistent with the height of other nearby buildings in this view. In terms of heritage, the impact would be localised and neutral (19-25).

Climate change: The carbon dioxide savings for the domestic element fall short of the London Plan and draft London Plan targets; therefore, the applicant must explore additional measures aimed at achieving further carbon reductions. The approach to flood risk management is broadly supported; however, the surface water strategy does not comply with London Plan Policy 5.13 and draft London Plan Policy SI13 (paragraphs 26-32).

Transport: The following are required: a Crossrail contribution in the S106 agreement; Cycle Hire memberships for all employees of the first occupiers of the land uses proposed; increased short-stay cycle parking; and, a full construction logistics plan (CLP). Further discussions with respect to the Broadgate Campus/Liverpool Street public space masterplan and a wayfinding strategy are also required (paragraphs 34-47).

Recommendation

That the City of London Corporation be advised that the application does not yet comply with the London Plan and draft London Plan for the reasons set out in paragraph 51 of this report. However, the resolution of these issues could lead to the application becoming compliant with the London Plan and draft London Plan.

Context

1 On 5 November 2018, the Mayor of London received documents from the City of London Corporation notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 9 December 2018 to provide the Corporation with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make. This report sets out information for the Mayor's use in deciding what decision to make.

2 The proposed scheme would be referable to the Mayor under Category 4 of the Schedule to the Order 2008:

- **Category 4:** *"Development in respect of which the local planning authority is required to consult the Mayor by virtue of a direction given by the Secretary of State under article 10(3) of the GDPO."*

3 Once the City of London Corporation has resolved to determine the application, if it is minded to grant permission it is required to refer it back to the Mayor for his decision as to whether to direct refusal or allow the Corporation to determine it itself.

4 The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 has been taken into account in the consideration of this case.

5 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

6 The application site is approximately 0.7 hectares and is located on the southern side of Finsbury Avenue Square with frontage onto Eldon Street to the south, Finsbury Avenue to the west and Broadgate Circle to the east. The site is currently occupied by an office building (with some retail and leisure use), which is located within the southwest corner of the Broadgate Campus.

7 The site is located within the Central Activities Zone and falls within the Protected Vista from Assessment Point 9A.1: King Henry's Mound (Richmond Park) to St. Paul's Cathedral. There are Grade II listed buildings in proximity, including Roman Catholic Church of St Mary Moorfields, Park House and Garden House and 1 Finsbury Avenue. The site is not in a conservation area, but Finsbury Circus Conservation Area, New Broad Street Conservation Area and Bishopsgate Conservation Area are nearby.

8 The site is highly accessible by public transport, with Liverpool Street station in proximity providing national rail and underground services on the Central, Metropolitan, Circle and Hammersmith & City lines, as well as 17 bus routes. Docklands Light Railway and Waterloo & City line services are within walking distance at Bank station, as are Northern line services and additional national rail services and bus routes at Moorgate station. From 2019, Elisabeth Line services will also serve Liverpool Street, with an entrance located immediately south of the site on Liverpool Street itself.

9 The site therefore records the highest possible public transport accessibility level (PTAL) of 6b. The nearest section of the Transport for London Road Network (TLRN) is the A10, Bishopsgate, which is just over 250 metres to the east.

Details of the proposal

10 Full planning permission is sought for the demolition of the existing building and the redevelopment of the site to provide a 12-storey building (plus two basement levels, lower and upper ground and roof plant level), comprising: 44,889 sq.m. of office floorspace; 7,112 sq.m. of flexible retail floorspace (A1/A3/A4); 2,029 sq.m. of flexible leisure floorspace (D2/SG); 11,247 sq.m. of flexible and retail floorspace (A1/A3/A4/D2/SG); and, 963 sq.m. of restaurant floorspace (A3).

Case history

11 GLA officers had pre-application discussions on this scheme on 24 July 2018. The advice report (pre-application report reference number GLA/4687) issued by GLA officers concluded that the principle of a mixed-use development at the scale proposed was supported in strategic terms in view of its contribution towards increasing office, retail and leisure space within the CAZ. However, any future planning application would need to address the issues raised in this report on urban and inclusive design, sustainable development/climate change mitigation, and transportation as part of the application submission to ensure compliance with the London Plan and draft London Plan.

Strategic planning issues and relevant policies and guidance

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the City of London Local Plan (January 2015), and the 2016 London Plan (Consolidated with Alterations since 2011).

13 The relevant issues and corresponding policies are as follows:

- Central Activities Zone *London Plan; CAZ SPG;*
- Mix of uses *London Plan;*
- Heritage and urban design *London Plan; Shaping Neighbourhoods: Character and Context SPG; London View Management Framework SPG;*
- Inclusive design *London Plan; Accessible London: Achieving an Inclusive Environment SPG;*
- Sustainable development *London Plan; Sustainable Design and Construction SPG; Mayor's Environment Strategy;*
- Transport *London Plan; Mayor's Transport Strategy;*
- Crossrail *London Plan; Mayoral Community Infrastructure Levy; and, Use of planning obligations in the funding of Crossrail and the Mayoral Community infrastructure levy SPG*

14 The following are relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance.
- Draft London Plan (consultation draft December 2017 and minor suggested changes August 2018), which should be taken into account on the basis explained in the NPPF.

Principle of development

15 London Plan Policies 2.10 and 2.11 and Policies SD4 and SD5 of the draft London Plan support the provision of office, retail and entertainment uses in the Central Activities Zone. The site is currently occupied by a building providing offices at the upper levels, with retail and a gym at ground and basement level. The proposed development would deliver 66,240 sq.m. (GIA) of modern commercial floorspace across various use classes, including office, retail and leisure. The quantum of floorspace proposed equates to uplift of 24,804 sq.m., with increased provision across

all the existing uses. More efficient floorplates would also be provided, hence an increase in employment density would be enabled. The applicant has submitted a retail impact assessment, which demonstrates that the retail development proposed would not cause harm to the vitality and viability of existing established town/shopping centres in the surrounding area.

16 To support the vibrancy and vitality of the CAZ, London Plan Policies 2.11 and 4.3 also promote the inclusion of housing in the mix of uses. Paragraph 4.17 of the London Plan, nevertheless, allows a degree of flexibility with respect to the provision of mixed uses in the CAZ - in recognition of the fact that it may not always be suitable to provide housing on-site. Having considered the characteristics of this scheme, which would help to sustain an important cluster of CAZ business activity, GLA officers accept an absence of on-site housing in this case. Under these circumstances, contributions to off-site housing/affordable housing are normally sought as a planning obligation as per the tariff established within the City of London Corporation Planning Obligations SPD.

17 In order to address the requirements of London Plan Policy 4.3, an affordable housing contribution should therefore be made as per the tariff established within the City Corporation Planning Obligations SPD. The associated financial contribution should be secured by way of the Section 106 agreement and full details should be provided before the Mayor considers the proposal at Stage 2.

18 In view of the proposed development's contribution to the wider strategic functions of the CAZ, with the delivery of new office, retail and leisure floorspace, the principle of development is strongly supported in strategic planning terms in line with London Plan Policies 2.10 and 2.11 and draft London Plan Policies SD4 and SD5.

Urban, heritage and inclusive design

19 Policies contained within chapter seven of the London Plan and chapter 3 of the draft London Plan, specifically look to promote development that reinforces or enhances the character, legibility, permeability and accessibility of neighbourhoods. It sets out a series of overarching principles and specific design policies related to site layout, scale, height and massing, internal layout and visual impact as ways of achieving this.

20 The scheme is well thought out and generally responds positively to its immediate context in terms of ground floor layout and massing arrangement. The proposal improves significantly on the form and quality of the existing building, with stepped massing at the upper levels and high levels of active frontage at ground level, with retail activity along Eldon Street and Finsbury Avenue as well as facing on to Finsbury Avenue Square. The proposed development would also significantly improve permeability across the Broadgate Campus, providing easy links to existing and future transport services and public spaces that are nearby.

21 The proposed materials would be consistent with the palette evident in the surrounding area. The Corporation's planning officers should seek to secure a high quality of design through conditions linked to facade details and additional material specification.

Heritage

22 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to conservation areas, for all planning decisions "special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area". Regarding listed buildings, all planning decisions should "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". The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should

be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting.

23 As set out in paragraph 7 of this report, there are designated heritage assets within the vicinity of the site. The applicant has submitted a Townscape, Built Heritage and Visual Impact Assessment within the Environmental Statement, which considers the proposals' impact on heritage assets. Having analysed this assessment, and having regard to the statutory duty in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the relevant paragraphs in the NPPF, GLA officers consider that the impact from the proposed development would be localised and would have neutral effects on local heritage assets given that it is a replacement building with similar massing and height. There would be no harm to the significance of heritage assets and proposal therefore accords with London Plan Policy 7.8 and Policy HC1 of the draft London Plan.

London View Management Framework (LVMF)

24 The site sits within the background of London View Management Framework Protected Vista 9A.1 King Henry VIII's Mound (Richmond Park) – St. Paul's Cathedral. The Townscape, Built Heritage and Visual Impact Assessment, however, demonstrates that the proposed development would sit in the same position as the existing building and have a similar height to 5 Broadgate, which is to the right of the Cathedral in the view. Given the proposed height and siting of the building, the development would preserve the viewer's ability to recognise and appreciate the dome of the Cathedral and, therefore complies with London Plan Policy 7.12 C and draft London Plan Policy HC4.

Inclusive design

25 London Plan Policy 7.2 and Policy D3 of the draft London Plan seek to ensure that proposals achieve the highest standards of accessible and inclusive design. Access routes, entry points, and movement within the building and the across the site have been designed to be accessible in line with draft London Plan Policy D3 and London Plan Policy 7.2. Accessible WC facilities would also be provided in appropriate numbers and locations. This inclusive approach has also been incorporated into the design of the proposed pocket park.

Climate change

Energy strategy

26 The applicant has submitted an energy assessment in accordance with London Plan Policy 5.2 and draft London Plan Policy SI2. An on-site reduction of 363 tonnes of CO₂ per year in regulated emissions compared to a 2013 Building Regulations compliant development is expected, which is equivalent to an overall saving of 20%. The carbon dioxide savings fall short of the target set out in Policy 5.2 of the London Plan and draft London Plan SI2. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions, including the maximisation of the use of photovoltaics.

27 Further information is also required in relation to the heat pumps; efficiency of the boiler; connection to the district heating network; size and layout of the energy centre; and, energy efficiency measures. The applicant has confirmed that £ 514,637 will be paid into the borough's offset fund; this amount should be updated following additional on-site measures.

28 Full details of the outstanding issues relating to energy have been provided directly to the applicant and the Corporation.

Flood risk, sustainable drainage and water efficiency

29 A brief flood risk assessment (FRA) has been submitted as part of the drainage strategy; however, insufficient evidence has been provided to demonstrate that the approach to flood risk management for the proposed development complies with London Plan Policy 5.12 and draft London Plan Policy SI12. The applicant should therefore commit to assessing sewer and groundwater flooding risks in further detail and adopting suitable flood resistance and resilience measures where necessary.

30 The surface water drainage strategy addresses the drainage hierarchy, and notes that rainwater harvesting and green roofs would be possible options; however, only attenuation tanks are proposed as the main SuDS measure. This approach does not comply with London Plan Policy 5.13 and draft London Plan Policy SI13, as it does not give appropriate regard to the drainage hierarchy. Further details on how SuDS measures at the top of the drainage hierarchy, including rainwater harvesting and green roofs, would be included in the development should be provided as well as additional attenuation storage volume calculations and exceedance information.

31 The proposed development generally meets the requirements of London Plan Policy 5.15 and draft London Plan Policy SI5. The applicant should make a stronger commitment to water harvesting and reuse, to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.

32 Full details of the outstanding issues relating to flood risk and sustainable drainage have been provided directly to the applicant and the Corporation.

Green infrastructure

33 London Plan Policies 5.10, 5.11 and 7.21 seek to retain existing trees of value, or mitigate their loss, and require developments to incorporate urban greening measures. Draft London Plan Policies D1, G1, G5 and G7 embed urban greening measures into the planning process. There are currently 14 trees on, or adjacent to, the application site, which have been assessed as Category B or C. Of this total, 13 trees would be removed to accommodate the proposed development, and 16 replacement trees—11 mature and 5 multi-stemmed—would be planted. Other greening measures proposed, include green roof terraces, green walls and planters. This approach is supported in this instance given the site's location within a highly urbanised location.

Transport

Trip generation and transport impact

34 The local area is receiving significant strategic transport investment, including London Underground improvements at Bank and Moorgate stations and the introduction of Elisabeth line services from 2019. The trip generation associated with the development is therefore unlikely to result in a site-specific impact on London's strategic walking, cycling, public transport and highway networks. Due to improvement works at Liverpool Street rail and bus stations, bus route 214 is currently not serving Eldon Street. Further significant changes to the local bus network are expected in 2019, subject to public consultation. Whilst the exact future service patterns are currently unclear, TfL is likely to recommence services along Eldon Street. If any Section 278 works are agreed with the City of London Corporation, TfL should be re-consulted.

35 The trip distribution assumes 90% of rail users will use the new internal route to Liverpool Street. To ensure accuracy this should be reviewed, with consideration given to the location of the new station entrance being directly accessible by crossing Eldon Street and soon becoming a major landmark at street level. Similarly, the Pedestrian Comfort Level (PCL) analysis provided for Eldon

Street should be reviewed to ensure pedestrian safety at the site's main frontage. The application also suggests that 18% of trips generated at the new development would be cycling trips. That mode share, which assumes that all long-stay cycle parking at the new development would be full every day, has also been used in the trip generation analysis of cumulative impacts caused by other local developments. The trip generation should therefore be reviewed bearing in mind the above observation. Finally, the approach taken to determine the development's impact on rail trips across all services at Liverpool Street should also be verified using census data to understand the origin of trips.

Site and surroundings

36 The cycling and servicing accesses to the development are satisfactory. Servicing vehicles would not access the site from the Transport for London Road Network (TLRN) and the shared servicing yard serving Broadgate South to the north would provide opportunities for consolidation and re-timing to reduce freight impacts. Cyclists would access the development from a shared space on Finsbury Avenue.

Healthy Streets

37 The direct walking route proposed from Liverpool Street station, which would be continuously flat with no level changes, is welcomed. Twenty-four-hour public access (all year round) to all new pedestrian routes established across the site should be secured by the City Corporation. In addition, the applicant should provide wayfinding for this site including, Legible London signage, which should be secured through the Section 106 agreement.

38 The applicant and City Corporation should investigate robust traffic calming measures and restricting vehicle access on Eldon Street, which would free up new space for pedestrians and help to reduce the dominance of vehicles on London's streets in accordance with draft London Plan Policy T2. This could be timed to apply at only certain times of day if some servicing access needs to be maintained. Further discussions on this matter should take place prior to determination.

39 It is also noted that the applicant is currently developing a masterplan for the streets in the surrounding vicinity, and ongoing discussion with TfL about how public realm improvements could mitigate the impact of additional demand from this development is welcomed.

Deliveries and servicing

40 Servicing for the development is proposed via an existing basement access from Broad Lane, which vehicles can enter an underground servicing area which would be shared with the rest of the Broadgate campus. Approximately 250 servicing trips per day are forecast.

41 The general servicing strategy for the development is satisfactory and the location of vehicular access off the TLRN is welcomed in accordance with draft London Plan Policy T7. The draft Deliveries and Servicing Plan (DSP) is satisfactory in principle and this should be secured by condition to enable monitoring and enforcement.

Construction

42 A full construction logistics plan (CLP) should be submitted and secured by condition. It should follow new TfL guidance (available from <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight>). Although this guidance sets out the need for the CLP to be in two parts; outline and full, the full part of the CLP is required pre-commencement as it is necessary to mitigate construction impacts and manage risks at the outset of the development process.

43 Construction access directly from Eldon Street or Bishopsgate A10 will not be supported. The Construction Management Plan (CMP) submitted with the application must therefore be revised as requested by TfL. TfL also may not support any construction access during morning, lunchtime and evening peak hours which in the City of London should be considered 7-9.30am, 12-2pm and 4-7pm.

Car and cycle parking

44 The proposed development is car-free, which is welcomed in accordance with draft London Plan policy T6. Given the wide range of step-free public transport available within close walking distance, including Crossrail once it opens, the absence of disabled parking is considered acceptable.

45 A total of 743 long-stay cycle parking spaces would be provided, including 34 accessible spaces and 33 foldable bike lockers. This accords with the London Plan and draft London Plan standards. The applicant has provided empirical evidence in the application on the availability and current usage of public cycle parking across the Broadgate Campus (including sites further north), which shows crowding and capacity issues, with all the short-stay cycle parking full sometimes during the day. However, only 10 short-stay cycle parking spaces are proposed on Finsbury Avenue, compared to the draft London Plan minimum requirement of 121 spaces. This is unacceptable and should be increased, as short-stay cycle parking in the City of London is already under acute pressure. Once confirmed, all cycle parking should be secured by condition, discharged in consultation with TfL and designed and delivered in accordance with the London Cycle Design Standards.

Cycle hire

46 Due to the proximity of Cycle Hire docking stations at Finsbury Circus, Liverpool Street and Moorfields, Moorgate and the lack of short-stay cycle parking provision, the City of London Corporation should consider securing Cycle Hire membership for all employees of the first occupiers of the land uses proposed through the section 106 agreement and, if secured, the travel plan. This would help encourage cycling in accordance with draft London Plan Policies T2 and T5.

Crossrail S106 contribution

47 The proposed development is in the Crossrail Central London Charging area as identified in the Crossrail SPG. Therefore, the appropriate Crossrail contribution based on the uplift in floorspace should be secured in the Section 106 agreement. The quantum of uplift must be confirmed prior to determination.

Local planning authority's position

48 City Corporation planning officers have engaged in pre-application discussions with the applicant, and it is understood that officers are supportive of the principle of development.

Legal considerations

49 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Corporation must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision to approve the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Corporation under Article 6 of the Order to refuse the application. Should the Corporation resolve to refuse the application, there is no requirement to

consult the Mayor again. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

50 There are no financial considerations at this stage.

Conclusion

51 London Plan and draft London Plan policies on CAZ, LVMF, heritage, urban and inclusive design, climate change and transport are relevant to this application. Whilst the principle of the development is supported, the application does not comply with the London Plan and draft London Plan. The following changes might, however, lead to the application becoming compliant with the London Plan and draft London Plan:

- **Principle of development:** In view of the proposed development's contribution to the wider strategic functions of the CAZ, with the delivery of new office, retail and leisure floorspace, the principle of development is strongly supported in strategic planning terms in line with London Plan Policies 2.10 and 2.11 and draft London Plan Policies SD4 and SD5.
- **Heritage, urban and inclusive design:** The approach to design is supported and the proposed development would not harm the conservation areas and other heritage assets in the vicinity or impact on strategic views. The proposed building would be in the background of St. Paul's Cathedral, but would be consistent with the height of other nearby buildings in this view. In terms of heritage, the impact would be localised and neutral.
- **Climate change:** The carbon dioxide savings fall short of the target set out in Policy 5.2 of the London Plan and draft London Plan SI2. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions, including the maximisation of the use of photovoltaics. Further information is also required in relation to the heat pumps; efficiency of the boiler; connection to the district heating network; size and layout of the energy centre; and, energy efficiency measures.
- **Transport:** The following are required: a Crossrail contribution in the S106 agreement; Cycle Hire memberships for all employees of the first occupiers of the land uses proposed; increased short-stay cycle parking; and, a full construction logistics plan (CLP). Further discussions with respect to the Broadgate Campus/Liverpool Street public space masterplan and a wayfinding strategy are also required.

For further information, contact the GLA Planning Team:

Juliemma McLoughlin, Chief Planner

020 7983 4271 email juliemma.mcloughlin@london.gov.uk

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020 7983 4178 email nick.ray@london.gov.uk

Andrew Payne, Case Officer

020 7983 4650 email andrew.payne@london.gov.uk

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Committee:	Date:
Planning and Transportation	29 January 2019
Subject: Stonecutter Court 1 Stonecutter Street London EC4A 4TR Demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the building for offices (Class B1) at part ground and first to thirteenth floors, retail /offices (Class B1, A1, A3) at podium level, retail at part ground floor (Class A1/A3) and associated delivery bay, cycle parking facilities, together with ancillary plant at basement and lower basement levels; the laying out of a replacement private open space, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and the erection of a screen to be attached to the south west flank of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the Public House with an access to the new open space for means of escape purposes (33,528sq.m GIA).	Public
Ward: Farringdon Within	For Decision
Registered No: 18/00878/FULMAJ	Registered on: 6 September 2018
Conservation Area:	Listed Building: Grade II

Summary

Applications have been made for:

- Planning permission for: Demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the

building for offices (Class B1) at part ground and first to thirteenth floors, retail /offices (Class B1, A1, A3) at podium level, retail at part ground floor (Class A1/A3) and associated delivery bay, cycle parking facilities, together with ancillary plant at basement and lower basement levels; the laying out of a replacement private open space, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and the erection of a screen to be attached to the south west flank of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the Public House with an access to the new open space for means of escape purposes (33,528sq.m GIA).

- Listed building consent for: Works of alteration incidental to the demolition of buildings immediately adjoining and adjacent to the Hoop and Grapes Public House, including new retaining walls, restraining fixings and works incidental to the laying out of a new open space as part of the construction of a new building above the retained basements of 1 Stonecutter Street.

This report deals with the considerations for both applications.

The development involves:

- The demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House;
- The erection of a new office building constructed on the retained lower basement of 1 Stonecutter Street providing ground, podium and 13 upper stories;
- The use of the building for offices (Class B1) at part ground and first to thirteenth floors; retail/offices (Class B1/A1/A3 at podium level; retail at part ground floor (Class A1/A3) and associated delivery bay and cycle parking facilities, together with ancillary plant at basement and lower basement levels;
- The laying out of a replacement open space, which would be accessible to the public, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and
- The erection of a screen to be attached to the south west flank wall of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the public house with an access to the new open space for means of escape purposes.

The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre.

The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents.

The design and increased height of the proposed building is considered to be acceptable and would form a coherent architectural composition with appropriate and high-quality facing materials. The design of the overall scheme allows for the incorporation of a generous amount of greening at ground level and on the terraces at the top of the building. The change to the location and configuration of the open space in terms of its appearance and character is acceptable and welcomed. The development would not have adverse impacts either on local or longer distance views or on the settings of the Hoop and Grapes, other nearby listed buildings, or the Fleet Street Conservation Area.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 421 long stay cycle parking spaces, 46 short stay cycle parking facilities, and associated facilities would be provided.

The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, or wind on surrounding areas.

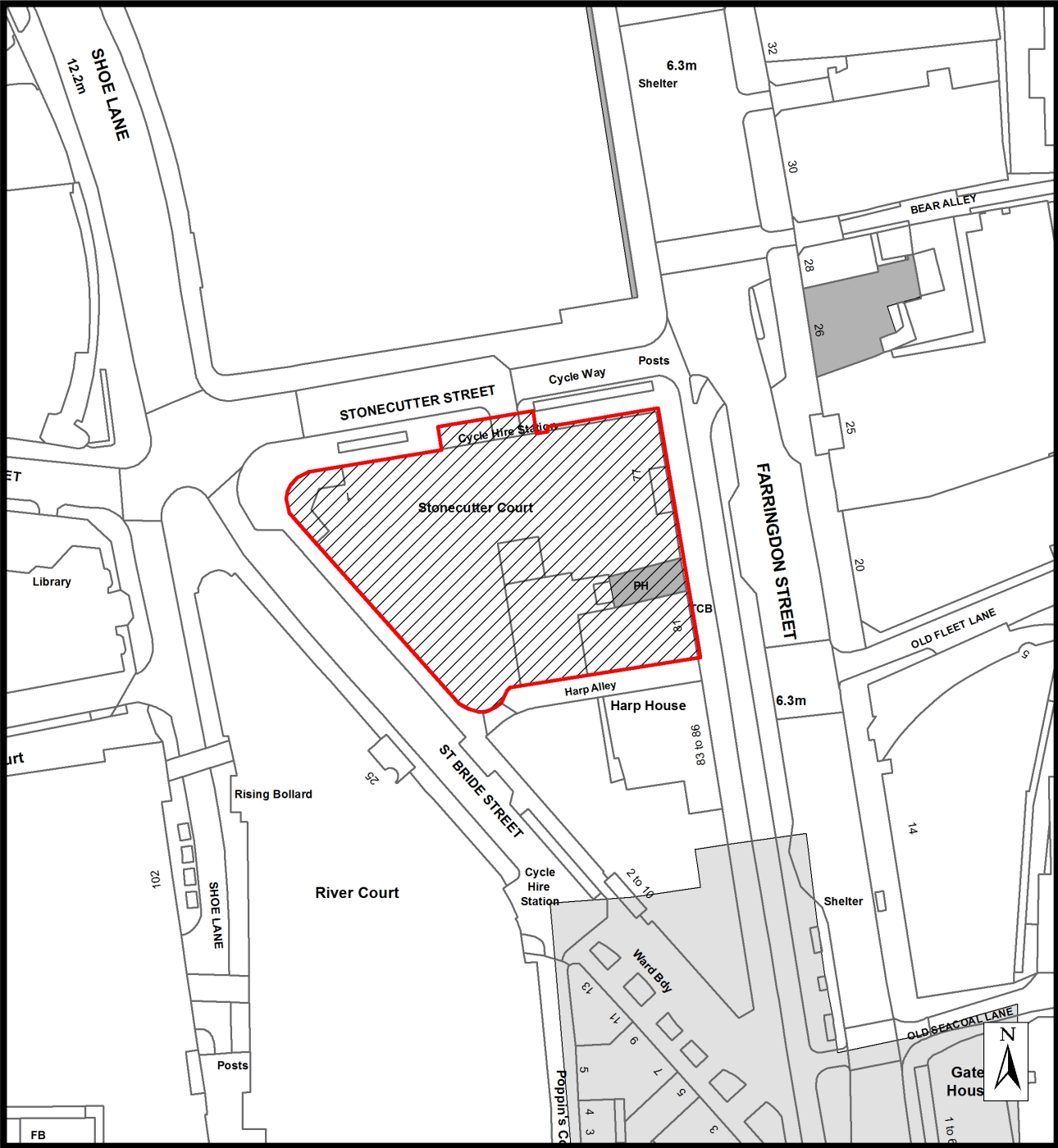
The scheme would provide significant benefits through the CIL and S106 for improvements to the public realm, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general payment there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.

In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account, it is recommended that planning permission is granted as set out in the recommendation and the schedules attached.

Recommendation

- (a) Planning permission be GRANTED for the above proposal in accordance with the details set out in the attached schedule;
- (b) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.





Site Location Plan



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ADDRESS:
Stonecutter Court, 1 Stonecutter Street

CASE No.
18/00878/FULMAJ

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



DEPARTMENT OF THE BUILT ENVIRONMENT





Main Report

Site Location and Current Buildings

1. The site is enclosed by the recently pedestrianised Stonecutter Street to the north; Farringdon Street to the east, which is a designated red route and part of the cycle super highway; Harp Alley to the south; and St Bride Street to the west.
2. The site does not fall within a conservation area, but the Fleet Street conservation area is located close to the south. The Grade II listed Hoop and Grapes public house fronting Farringdon Street is included within the site boundary. 26-27 Farringdon Street (Grade II) is located directly across Farringdon Street from the site and is the only listed building within the vicinity, the setting of which would be directly affected by the proposed development.
3. The site is currently occupied by three buildings and an open space. Two of the buildings, 75-79 and 81-82 Farringdon Street date from 1990-1994 and occupy most of the street block bounded by Farringdon Street, Stonecutter Street, St Bride Street and Harp Alley. These buildings have a restrained post-modern appearance and are both faced in high quality materials. 75-79 Farringdon Street is the larger of the two with frontages to Farringdon Street, Stonecutter street and St Bride Street. The building is clad in limestone and is characterised by multiple punched windows set between giant order round-headed windows, with prominent cornices at its upper levels. 81-82 Farringdon Street is smaller and includes a banded brown brick facing above and below its stone base and upper stories and incorporates design motifs from its larger neighbour. Between these two buildings is the listed Hoop and Grapes public house and a small private publicly accessible open space behind accessed from Harp Alley that forms the southern boundary of the site. This was a former burial ground for St Bride's Church.
4. Immediately to the north of the site is the newly constructed Goldman Sachs headquarters building at Plumtree Court. To the south of the site is the Fleet Street Conservation Area.
5. The nearest stations are Farringdon, approximately 200m to the north; Chancery Lane, to the northwest; and Blackfriars, to the south. The site is highly accessible by public transport and has a Public Transport Accessibility Level of 6b.

Proposal

6. Applications have been made for:
 - Planning permission for: Demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the

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- Listed building consent for: Works of alteration incidental to the demolition of buildings immediately adjoining and adjacent to the Hoop and Grapes Public House, including new retaining walls, restraining fixings and works incidental to the laying out of a new open space as part of the construction of a new building above the retained basements of 1 Stonecutter Street.

7. This report deals with the considerations for both applications.

8. The development involves:

- The demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House;
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- The erection of a screen to be attached to the south west flank wall of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the public house with an access to the new open space for means of escape purposes.

Consultations

9. The views of other City of London departments have been taken into account in considering the scheme and detailed matters will be covered under conditions and the Section 106 agreement. These include

matters relating to environmental controls such as noise, fume extract and ventilation, controls during construction activities, and security matters.

10. The GLA states that:

I refer to your letter received on 2nd October 2018 consulting the Mayor of London on the above planning application, which is referable under Category 4(1) of the Schedule to the Order 2008 (in this case the City of London is required to consult the Mayor because the proposal exceeds the development threshold plane of the strategic views of St Paul's Cathedral from Primrose Hill, Greenwich Park and Blackheath Point). I have assessed the details of the application and given the scale and nature of the proposals, conclude that the proposal would not be discernible within the protected strategic viewing corridors. Therefore, it is concluded that the proposals does not raise any strategic planning issues.

I note that Transport for London's issues regarding the application have been addressed separately in a letter to the City of London.

Therefore, under article 5(2) of the above Order the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

11. TfL have stated that:

The application is broadly acceptable to TfL Planning subject to:

- TfL should be consulted on the discharge of the Construction Management Plan, Delivery Servicing Plan and any landscaping conditions due to the close proximity of the Transport for London Road Network (TLRN).
- Further details on landscaping proposals on Farringdon Street are required prior to determination, including impacts on existing trees which are TfL assets, and a S278 agreement with TfL.
- All 36 short stay cycle parking spaces proposed should be in the public realm. 10% of the long stay cycle parking should be suitable for larger vehicles. Cycle parking should be secured by condition and discharged in consultation with TfL.
- A cycling ramp should be added to the steps proposed in Harp Alley to address a level change there, as otherwise cycling access from the west will be difficult.
- The servicing vehicle entrance should also be made accessible to cyclists as another alternative access for those arriving from the west.
- Disabled parking should be provided on-site and the step free accessibility of local bus stops should be checked using TfL's Accessible Bus Stop guidance, to demonstrate how the journey of a

wheelchair user from those stops to the site would be safe and step free.

- The City of London should secure a S106 obligation to fund Cycle Hire memberships for the all employees of the first occupiers of the land uses proposed.
- Crossrail S106 contribution is required in accordance with the Crossrail SPG.

12. In response to the submitted Transport Assessment Addendum TfL have stated that:

- TfL welcomes the applicant's clarification that no TfL trees on Farringdon Street will be removed or impacted on.
- We request further information on the location and concept of design of the cycle ramp in accordance with London Cycling Design Standards (LCDS). Clarification on the number of cycle parking spaces for larger cycles should be provided.
- The principle of not providing alternative access for cyclists at the servicing vehicle entrance is comprehensible from a safety point of view. We therefore have no further comments in this regard.
- We note that construction vehicles will access the site from St Bride Street rather than Farringdon Street. The principle of construction vehicle activities taking place away from the TLRN is supported. Full details of construction logistics should be provided as part of the Construction Logistics Plan (CLP) secured by condition and to be discharged by the City of London in consultation with TfL.
- The applicant should ensure that the Travel Plan promotes the use of Cycle Hire and that Cycle Hire memberships should be offered to all employees of the first occupiers as a Travel Plan requirement, and thereafter as decided by the Travel Plan coordinator in accordance with Travel Plan targets, i.e. at least three years.

13. City Transportation have commented as follows:

Stonecutter Street Entrance levels

The proposed design has been reviewed by officers working on the Shoe Lane area enhancements who have confirmed their acceptance of the proposals. Works to reprofile the highway would be undertaken as part of the S278 works.

Servicing Arrangement

A delivery and servicing plan (DSP) has been submitted to support the application.

The proposals involve the relocation of the servicing access from Stonecutter Street to St Bride Street. The principle of relocating the servicing entrance is welcomed in line with improvements to the Stonecutter Street streetscape

An addendum to the DSP has been submitted to demonstrate that smaller vehicles (<6m), which will account for the majority of vehicle movements, are able to enter and exit the service yard in a forward gear.

The DSP details how a goods in manager will be appointed to manage deliveries, and that all deliveries would be pre-booked. The submission of a DSP prior to occupation should be secured by planning obligation.

The measures to be included in the DSP are considered sufficient mitigation to ensure vehicles having to reverse into the loading area would not unduly impact highway safety.

Cycle Parking

The proposed cycle parking provision is considered acceptable and the provision of space for adapted bicycles is welcomed. 421 long stay cycle parking spaces, and 46 visitors' spaces are proposed (36 internally and 10 within the open space). The proposed provision of cycle parking exceeds the existing London Plan standards. To ensure the cycle parking is truly accessible, all doors on the access to the parking area should be automated, push button or pressure pad operated as per the London Cycle Design Standards 8.2.1.

The provision of changing facilities is important in encouraging the uptake of active travel and more broadly to facilitate healthy lifestyles for people working in the City. The provision of 519 lockers (>1 per each cycle parking space) is acceptable. The provision of 35 showers for the 421 cycle parking spaces translates to one shower for each 12 spaces. We consider one shower for every ten the desired minimum which is supported by the Draft New London Plan. Overall, the proposed cycling and changing facilities have been well-thought-out and so the shortfall in shower provision is considered acceptable.

Section 278 Agreement

The s278 agreement should cover the following;

- Highway improvements to streets surrounding the site, including the continuation of improvements to Stonecutter Street in place of the existing crossover which is to be removed. A commuted sum for the maintenance of the materials in this area should be secured.*
- Kerbside survey to understand parking demand and potential options for relocation of motorcycle parking.*
- Improvements to Farringdon Street require a S278 signed with TfL.*

Security – *The applicant was made aware that all security measures, including HVM, must be included within the curtilage of the development in order to comply with local plan policy DM3.2 and this is reflected in the addendum to the Design and Access statement. Given that the occupier of the building, and therefore the required level of HVM, is unknown at this stage, detailed proposals have not been provided. A low-level*

approach with the ability to incorporate high-level security measures in the future has been adopted.

Construction Logistics Plan (CLP) - An Outline CLP has been submitted in support of the application. The CLP has been reviewed by the City's Logistics Engineer who had no concerns in principle but was conscious of the fact the area will have undergone significant change before the project is likely to commence. Ongoing discussions with the City's highways team during the development of the DLP and CLP would be encouraged.

Subject to the conditions and obligations detailed herein being secured, I have no objection to the proposals.

14. The Lead Local Flood Authority, Environmental Health and Thames Water have recommended conditions.
15. The London Boroughs of Tower Hamlets, Camden, Southwark, Lambeth, and the Royal Borough of Greenwich have responded to the consultation and do not wish to make any comments.
16. No comments have been received from Historic England.
17. A representation has been received on behalf of Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited (attached). They have stated that *'Our clients are in support of the overall principle of the redevelopment of these buildings, however there are some elements of the proposed development which we would like to comment on. These include: traffic movements during construction and operational stages of development; building operations using the proposed loading bay on St Bride Street; relocation of motorcycle parking from St Bride Street to Stonecutter Street; cooling towers and plume abatement coils; the provision of terraces on floors 8, 10 and 12; and the provision of retail units on Stonecutter Street.'*

Policy Context

18. The development plan consists of the London Plan and the Local Plan. The draft Local Plan is at consultation stage, and while it is a material consideration it has limited weight.
19. The Mayor of London has prepared a draft new London Plan which is a material consideration to be taken into account. The London Plan, draft 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.
20. There is relevant supplementary planning guidance in respect of the City of London's "Protected Views" SPD of January 2012, Fleet Street Conservation Area SPD, and the Planning Obligations SPD. There is relevant Mayoral supplementary planning guidance in respect of Sustainable Design and Construction, London View Management

Framework, Accessible London, Control of Dust and Emissions during Construction and Demolition, and Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL.

21. Government Guidance is contained in the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG).

Considerations

22. 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, any local finance considerations so far as material to the application, and other material considerations. (Section 70(2) 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);

23. 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).
24. In respect of sustainable development the NPPF states at paragraph 10 that 'at the heart of the Framework is a presumption in favour of sustainable development.' For decision-making this means 'approving development proposals that accord with an up-to-date development plan without delay...'.
25. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Principal Issues

26. The principal issues in considering this application are:

- The economic benefits of the scheme;
- Impact on retail and the public realm;
- The appropriateness of the bulk, massing and design of the proposals;
- The impact of the proposals on the London skyline including on views in the London Views Management Framework;
- The impact of the proposal on heritage assets;
- Servicing, Transport and impact on public highways;
- The impact of the proposal on nearby buildings and spaces, including environmental impacts such as daylight and sunlight, wind microclimate, solar glare, energy and sustainability; and

- The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

Economic Issues and Need for the Development

27. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £45 billion in economic output (as measured by Gross Value Added), equivalent to 13% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 450,000 people.
28. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
29. Alongside changes in the mix of businesses operating in the City, the City's workspaces are becoming more flexible and able to respond to changing occupier needs. Offices are increasingly being managed in a way which encourages flexible and collaborative working and provides a greater range of complementary facilities to meet workforce needs. There is increasing demand for smaller floor plates and tenant spaces, reflecting this trend and the fact that a majority of businesses in the City are classed as Small and Medium Sized Enterprises (SMEs).
30. The National Planning Policy Framework establishes a presumption in favour of sustainable development and places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
31. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and policies 2.11 and 4.3 provide for exemptions from mixed use development in the City in order to achieve this aim.

32. The London Plan projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
33. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs. The Local Plan recognises the benefits that can accrue from a concentration of economic activity and seeks to strengthen the cluster of office activity.
34. The proposed development would provide 32,236sq.m GIA of B1(a) office floorspace (an increase of 13,342sq.m GIA), further consolidating the nationally significant cluster of economic activity in the City and contributing to its attractiveness as a world leading international financial and business centre. This amount of floorspace would contribute towards meeting the aims of the London Plan for the CAZ. The development would accommodate approximately 2000 office workers.
35. The proposed development includes large floor plates, which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2.

Provision of office accommodation

36. The provision of a substantial office building in this location meets the aims of policy CS7 in delivering 32,236sq.m of office floorspace, which is an additional 13,342sq.m.
37. The proposed development would add a substantial amount of B1 office floorspace to the City's office stock, which is supported in accordance with Local Plan Policy CS1. This additional floorspace will make a significant contribution towards meeting the Local Plan's overall office floorspace targets to 2026 and the draft Local Plan's targets to 2036.

Provision of retail accommodation

38. The site is not within a designated Principal Shopping Centre (PSC) or Retail Link as defined in Local Plan policy DM20.1, but the Fleet Street PSC is located close by to the south of the site.
39. An additional 1292sq.m of retail floorspace (Class A1 or Class A3) in addition to the existing public house is proposed. This would be split over six units, with four units fronting Farringdon Street; one unit facing the proposed open space; and a pavilion on the corner of Harp Alley and Farringdon Street.

40. The retail units would help to enliven the public realm at street level and would be of benefit to workers, residents and visitors. The proposal would comply with Local Plan policy DM20.3, which supports retail outside of the PSCs where it would help form an active frontage, provide amenity to City workers, residents and visitors and enhance vibrancy.

Design of the New Building

Bulk, mass and Height

41. The design responds to the significantly changed architectural context of the site's immediate surroundings since the construction of the neighbouring buildings. This context includes the River Court development at 120 Fleet Street that extends northwards along St Bride Street where it rises 10 storeys high; 1 New Street located immediately west of the site across Shoe Lane is 19 storeys tall; and the newly constructed Plumtree Court building on the north side of Stonecutter Street is 10 storeys high. The cumulative impact of these changes has been to raise the general scale of development in this locality. These developments are of a larger scale both in height and bulk when compared to the existing office buildings on the site. The proposals respond to this changed setting with a single large office building on the site with the Hoop and Grapes retained, and a new small pavilion building provided within a reconfigured open space.
42. The proposed 13 storey building responds to the scale of its recently constructed neighbours and its massing has been determined by the need to conform to the London View Management Framework (LVMF), which has required cut backs on the north eastern side, and to create an appropriate architectural response to its immediate surroundings. Further set-backs have been introduced to Farringdon Road to accord with the height of the neighbouring Plumtree Court building's street frontage and the presence of the Hoop and Grapes, and at the rear to respond to the comparative narrowness of St Bride Street. The building's overall height rises east to west and south-eastwards to north-westward to a peak opposite 1 New Street, the tallest building within the immediate locality.

Architectural Treatments and Appearance

43. The proposed building would have a consistent design language across all four of its elevations. The base treatment of the building varies in height from two to three storeys due to the fall in gradient from west to east across the site, the base being double height on the St Bride Street frontage and triple height on Farringdon Street. The main entrance would be located midway along Stonecutter Street with secondary entrances to the south from the open space, and at the north-west corner at the junction of Stonecutter Street and St Bride Street.

44. The ground floor would generally be treated in a combination of planar and shopfront glazing to Farringdon Street and diagrid glazing – a geometric, faceted arrangement of glazing panels – to Stonecutter Street intended to contribute towards a distinct identity for the building. This faceted diagrid theme would be extended to the pattern that would be used to embellish the piers that would frame the glazing. The carved appearance of these light-coloured reconstituted stone columns would reference the Stonecutter Street name. The quality and design of these elements would be secured by condition. An extended louvred screen along part of the St Bride Street frontage and Harp Alley concealing a bin store, a UKPN substation, and building ventilation systems would be enlivened with a three-dimensional geometric pattern laser cut into the arrangement of louvre blades. A reconstituted stone cornice would wrap around the perimeter of the building to create a clear visual demarcation between the base and the upper floors of the building.
45. Above this cornice an arrangement of glazing set between alternating stone mullions and narrower aluminium mullions would be employed to form the “middle” section of the facade. Stone transoms would provide visual divisions between floors. The glazing to the uppermost levels of the building, forming its “top” would have a plainer appearance comprising areas of unitised glazing set between vertical aluminium fins within a larger scale arrangement of brushed aluminium columns. The building would turn the acute corner at the junction of Stonecutter Street and St Bride Street with an arrangement of curved diagrid glazing rising full height above the cornice up to the 13th floor level, this feature responding to the tallest element of 1 New Street opposite. On the southern façade the diagrid glazing treatment would also be employed to create an upper level corner feature incorporating an open terrace from the 10th up to the 13th level. An extensive rooftop plant enclosure finished in brushed aluminium louvres would be located at the top of the building, set back sufficiently from the parapet of the 13th floor to be largely out of sight from street level.
46. The open terraces formed where the building sets back at its upper levels and the treatment of ground floor areas would provide an opportunity to introduce an extensive amount of greenery to the building to meet the Mayor of London’s Urban Greening Factor for a development of this size.
47. The proposed building seeks to ease the dramatic change in scale between it and the Hoop and Grapes by means of a subtle visual transition in the architecture of the base element of the new building. The height of the Farringdon Street cornice line has been made to coincide with the parapet level of the Hoop and Grapes to create an impression of the former terrace parapet line along the street. The glazing line of the new building also steps outward in the bays closest to the public house, to almost meet the building line of the public house to provide a gentler transition between the two buildings. Similarly, on its southern side where the buildings abut, the sub-parapet column spacing of the new building initially responds to the spacing of the windows of the Hoop and Grapes where the two buildings adjoin before

this spacing widens in increasing increments to a dimension more appropriate to its true scale. The projection of the public house slightly forward of 1 Stonecutter Street would also assist in highlighting the presence of the public house and accommodating the transition between the two buildings.

Hoop and Grapes, Open Space and Retail Pavilion.

Significance of the Hoop and Grapes Public House

48. The Hoop and Grapes at 80 Farringdon Street, is a five storey Grade II listed building originally built around 1720 as part of a terrace of similar housing and was converted to public house use around 1832. Most of the terrace was damaged beyond repair in the war leaving the Hoop and Grapes as one of only three of these buildings to survive the war between Stonecutter Street and Harp Alley. By 1961 the Hoop and Grapes was the only one to remain and was abutted on both sides by larger buildings constructed in the post-war period. These post-war buildings were themselves demolished in the 1990s to construct the buildings currently on the site.
49. The significance of the Hoop and Grapes is derived from its historic and architectural interest as a public house adapted from an early 18th century townhouse abutting the Fleet River prior to it being buried underground. It also forms an important remnant of the early streetscape of this part of the City. The building's immediate and wider setting has been considerably altered since the war with the loss of its terrace setting and the subsequent development of neighbouring buildings of an appreciably greater scale. The pattern of development along this section of Farringdon Street is stylistically diverse comprising large post-war office buildings almost exclusively of a scale many times greater than the Hoop and Grapes. The loss of the rest of the terrace of which the Hoop and Grapes was once part has long changed the way the public house is experienced from Farringdon Street, so that the Hoop and Grapes is now appreciated as a survival of a historic streetscape whose scale has been long surpassed. Therefore, although the setting of the Hoop and Grapes is now subject to further change, it is not considered that its significance is diminished.
50. On its south side the building would be the entrance to a new open space, the flank wall of the Hoop and Grapes would be exposed and finished in brickwork. A green wall would be established here to enliven the new open space, provide visual relief to the street, and concealing the required structural buttressing to support this end of the building.

Open Space and Retail Pavilion

51. The open space located behind the Hoop and Grapes would be relocated and changed in character and function in the current proposals. Although an open space has endured here from before

1750, the exact location and nature of the space has changed markedly over time. The Hoop and Grapes was originally constructed on open ground that had once been an overflow burial ground for St Bride's Church. The residual area of the burial ground later became a drill ground and a small area of open ground remained behind the pub until the Second World War. This area became open space located behind the buildings constructed in the immediate post war period, entered from Stonecutter Street and Farringdon Street. When these buildings were redeveloped to construct the buildings currently on the site, the space was moved southwards and entered from Harp Alley taking on its current configuration and extent. The existing space tends to be perceived as a beer garden to the pub and this impression deters many from making use of it.

52. In the current proposals, the open space would be relocated eastwards towards Farringdon Street and given a more public character with greenery and seating, to provide some relief from the busyness of Farringdon Street. The existing open space is 204sq.m. The proposed open space would be larger than the existing open space and would be 231sq.m. The public house would retain its existing separate small beer garden area at the rear of the public house. The open space would be owned and maintained by the applicant, but would be publicly accessible. The opening hours would be agreed through the S106 agreement but it is proposed that as a minimum it would be accessible to the public from 8am to dusk Mondays to Fridays as the existing open space is. The open space would be step free. Landscape details and materials would be agreed by condition.
53. The space would work in conjunction with a new single storey retail pavilion on the site, that would be constructed south of the Hoop and Grapes at the corner of Harp Alley. The pavilion would be of lightweight metal construction and extensively glazed with a green roof and would partially shelter the open space from the traffic noise of Farringdon Street. The pavilion has been designed to work with the Hoop and Grapes to create a visual composition that integrates the smaller scale of these two structures into the surrounding context of development of significantly greater scale. The rear of the open space would additionally be enlivened by a second retail unit incorporated within the new Stonecutter Court building which would extend around the rear of the space closing its western end.

Impact on the significance and setting of neighbouring Listed Buildings

54. The impact of the scheme on the Grade II listed Hoop and Grapes has been described above. The proposals would have a minor impact on the significance and setting of two other listed structures in the vicinity: 26-27 Farringdon Street (Grade II), and Farringdon Street Bridge and its associated southern pavilions (Grade II).
55. 26-27 Farringdon Street is an attractive former commercial building dating from 1886 which although an appreciably larger building than the Hoop and Grapes is the only other remaining pre-war scale building in this part of the street. Its neighbouring building's now exceed it in

height by 3 storeys to the north and 7 storeys to the south. The scale of development along this part of Farringdon Street is such that the increased scale of building on the Stonecutter Court site would not further diminish the setting of either the Hoop and Grapes or 26-27 Farringdon Street because they are already perceived as isolated reminders of the street's former scale. Farringdon Street Bridge (opened in 1869) spans the street one street block to the north. The bridge carries Holborn Viaduct across Farringdon Street between a pair of pavilions situated at the east and western bridgeheads. From Stonecutter Street the bridge is seen to cross Farringdon Street at high level with the southern pavilions glimpsed between the modern buildings fronting Farringdon Street. The current proposals do not change this relationship and create no adverse impacts on the setting of the bridge or its pavilions when it is seen from the south, from the north, or in views from the bridge itself.

Impact on the Significance of the Fleet Street Conservation Area

56. The site is located outside of, but close to, the Fleet Street Conservation Area, the southern extremities of St Bride Street and Farringdon Street being included within the designated area. The increased scale of the proposed building would make it more visible when seen from within the conservation area looking northwards into Farringdon Street in the vicinity of Ludgate Circus. Although there are locations within the conservation area in New Bridge Street where the new building would be seen as part of the backdrop to buildings within the conservation area, the new building would be seen as another of the new large scale developments located to the north of the conservation area.
57. The view northwards from this area is not identified as one of the Views and Vistas specified in the Fleet Street Conservation Area Character Summary and Management Strategy (Feb 2016) that make a strong contribution to the character of the conservation area. The presence of Stonecutter Court in views from the conservation area would not have a negative impact on the significance of the area.

London Views Management Framework

58. The London View Management Framework (LVMF) provides a London wide policy framework to protect and manage strategically important views of London and its major landmarks. The site falls within a number of the LVMF policy areas seeking to protect views of St Paul's Cathedral from designated viewpoints. These are from: Primrose Hill (View 4A.1), Greenwich Park (5A.2), and Blackheath Point (6A.1).
59. The proposed building has been designed to fall outside of the Viewing Corridor protecting the view of the Cathedral from Primrose Hill. From this location it would be seen to the south of the Cathedral's western towers clear of the Cathedral and partially obscured behind an existing building. In views from Greenwich Park and Blackheath Point the scheme, if discernible at all, would form part of the general pattern of background development seen behind the Cathedral. In other LVMF

River prospect Views from Gabriel's Wharf (Viewpoints 16B.1 & 16B.2) and Millennium Bridge (Viewpoint 13A.1), the uppermost parts of the proposed building would be seen as part of the backdrop to the views without any detriment to the main focus or other specified landmarks visible within these views.

St Paul's Heights

60. The site falls outside of the St Paul's Heights policy area.

Design Conclusion

61. The design and increased height of the proposed building is considered to be acceptable in its current context and would form a coherent architectural composition with appropriate and high-quality facing materials. The design enables the incorporation of a generous amount of greening at ground level and on the terraces at the top of the building. The change to the location and configuration of the open space in terms of its appearance and character is acceptable and welcomed. The development would not have adverse impacts either on local or longer distance views or on the settings of the Hoop and Grapes, other nearby listed buildings, or the Fleet Street Conservation Area.

Urban Greening

62. Three terraces are proposed facing Farringdon Street, three smaller terraces would face onto St Bride's Street and one terrace would face Harp Alley. All of these terraces would provide outdoor space for the proposed offices.
63. Open space is proposed in the south east corner of the site on the corner of Harp Alley and Farringdon Street. It is proposed that the pavilion would have an extensive green roof. It is proposed that four existing Hornbeams in the existing open space would be felled. These trees are category C trees (trees low quality with an estimated life expectancy of at least 10 years, or young trees with a stem diameter below 150mm), which are only visible from the area immediately surrounding the open space. As a result their loss would not have a detrimental impact on the character of the wider area. These trees would be replaced with three Spaeth's Alders, which would be clustered in the open space. Four black locusts would be planted on Stonecutter Street near the office entrance.
64. An extensive green roof is proposed on the main building. This has been designed to encourage biodiversity and would contain 24 species of wildflowers and herbs. It is proposed that the flank wall of the Hoop and Grapes Public House, facing the open space, would be planted with climbing plants and a space to the rear of the public house would be planted to create a green wall.
65. The proposals for greening on and around the development are welcome and accord with Local Plan policies DM10.2, DM10.3 and DM19.2.

Transport, Servicing, Parking and Impact on Public Highways

Stonecutter Street Entrance levels

66. The proposed design has been reviewed by officers working on the Shoe Lane area enhancements who have confirmed their acceptance of the proposals. Works to reprofile the highway would be undertaken as part of the S278 works, required through the S106 agreement.

Servicing Arrangement

67. A Delivery and Servicing plan (DSP) has been submitted to support the application. The proposals involve the relocation of the present servicing access from Stonecutter Street to St Bride Street. The principle of relocating the servicing entrance is welcomed and is in line with improvements to the Stonecutter Street streetscape. The proposed servicing area would provide one 6m loading bay and one 8m loading bay.
68. It is anticipated that the proposed development would result in approximately 55 daily servicing trips. The majority of deliveries would be carried out using small vehicles and would be able to enter and exit the loading bay in forward gear. A small number of movements, approximately 9 per day (10%), would be required by Heavy Goods Vehicles (HGVs), which would need to reverse into the loading bay.
69. The DSP details how a goods in manager would be appointed to manage deliveries, and that all deliveries would be pre-booked. The submission of a DSP prior to occupation would be secured through the S106 agreement. The DSP would include measures to re-mode deliveries into more sustainable modes such as cargo bike. The following matters relating to delivery and servicing would also be secured through the S106 agreement;
- No deliveries during the morning (07:00 to 10:00), lunchtime (12:00 to 14:00) and evening (16:00 to 19:00) peak times.
 - A banksman shall be on hand to assist with any reversing movements into the servicing area.
 - The use of a consolidation centre to reduce the number of servicing vehicles to the site. The Consolidation Centre vehicles would be able to manoeuvre in the loading bay to enable them to enter and exit in forward gear.
70. Whilst any vehicles having to reverse into the servicing area is undesirable, the use of a banksman for all reversing movements together with the reduction in the number of deliveries achieved by the use of a consolidation centre will mean that vehicles having to reverse into the loading area would not unduly impact highway safety.

Cycle Parking

71. The London Plan requires the provision of 381 long stay cycle parking spaces and 48 short stay cycle parking spaces. 421 long stay cycle parking spaces, and 46 short stay cycle parking spaces are proposed (36 internally and 10 within the open space). The proposed provision of cycle parking exceeds the existing London Plan standards in total and is considered acceptable. The provision of space for adapted cycles is welcomed. TfL have requested that all short stay spaces are provided within the public realm. Providing further cycle parking spaces in the public realm is not considered to be the best solution as this would result in a loss of open space. It is accepted that the preferred location for short stay parking is to split it between the open space and the building itself.
72. The provision of changing facilities is important in encouraging the uptake of active travel and more broadly to facilitate healthy lifestyles for people working in the City.
73. The provision of 519 lockers exceeds the number required by the standards but is considered to be acceptable. The provision of 35 showers for the 421 cycle parking spaces translates to one shower for every 12 spaces. One shower for every ten spaces is the desired minimum which is supported by the Draft New London Plan. Whilst the applicant has sought to demonstrate that 35 showers would be sufficient it is considered that the minimum number of 43 showers should be provided and this will be secured by condition.

Workplace Travel Plan

74. The submitted Workplace Travel Plan is largely acceptable. TfL have requested measures to provide cycle hire memberships through the travel plan, which has been included in an addendum to the plan. The final travel plan should focus on encouraging active travel, with targets for cycling uptake based on achieving full occupancy of cycle parking at an early date. This would be secured by condition.

Car Parking

75. The development would be car free, in line with Local Plan and London Plan requirements.

Relocation of motorcycle parking

76. The relocation of the servicing access for the building from Stonecutter Street to St Bride Street requires the removal of 10m of motorcycle parking bay. This would be subject to a separate statutory consultation and so cannot be prejudged and therefore must not be determined as part of the planning application. The relocation of the motorcycle parking will form part of the section 278 agreement for the development, secured through the S106 agreement. It is considered that the principle of the relocation is acceptable.

Waste Management

77. A dedicated waste and recycling store would be located adjacent to the loading bay. The Cleansing Team have confirmed that the waste storage and collection facilities comply with their requirements and are acceptable. The proposed loading bay would be 4.5m, which is acceptable to the Cleansing Team as

Environmental impact of proposal on surrounding area

Wind Microclimate

78. A qualitative wind comfort assessment has been carried out to analyse the likely wind conditions around the proposed development. The study identified that the surrounding streets are expected to be generally suitable for their intended use during the windiest season. Some localised areas (primarily around building entrances) would be windier than desired. In response to this design mitigation measures have been added to the design in the form of a projecting cornice, entry door setbacks, canopy details and a faceted façade design at street level to limit any down-washing experienced.
79. Given their height above ground, the proposed office terraces are prone to greater exposure of prevailing winds and experience a mixture of strolling and standing wind conditions. To mitigate against this, it is proposed that a 1.4m high balustrade, a mix of hard and soft landscaping and canopies above the terrace doors are added to the terraces.
80. The Hoop and Grapes Public House, located to the south east is expected to be well sheltered and have suitable wind conditions for continued outside amenity use.
81. Details of the design of wind mitigation measures would be secured by condition.

Daylight and Sunlight

82. The BRE guidelines consider a number of factors in measuring the impact of development on the daylight and sunlight to existing dwellings:
- Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.
 - Daylight Distribution: No Sky Line (NSL): The distribution of daylight within a room is measured by the no sky line, which separates the

areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.

- Sunlight: sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.
83. Only two neighbouring properties contain residential accommodation – 26 Farringdon Street, on the opposite side of Farringdon Street to the north east of the site; and the Hoop and Grapes Pubic House, within the site.

26 Farringdon Street

84. There is a residential property on the fourth floor of this building, which has a total of 10 windows serving three rooms, which face the site.
85. Two of these rooms are fully BRE compliant with regards to any VSC, NSL and APSH alterations.
86. The one remaining room (of unknown use) is fully VSC compliant but would experience small breaches in both NSL and APSH. The breach in NSL is marginally in excess of the recommended 20% and is unlikely to be perceptible. The breach in APSH relates only to winter sunlight and the room would experience good BRE compliant levels of sunlight throughout the year as a whole. The retained level of winter sunlight is considered to be acceptable (4% APSH throughout the winter months compared to the recommended 5%).
87. The overall affect to this property in daylight and sunlight terms is considered to be very minor.

The Hoop and Grapes

88. It is understood that the pub contains residential accommodation on the fourth floor. It is not clear whether the residential accommodation is served by windows which face the site at Stonecutter Court. For the purposes of the analysis and to demonstrate a worst-case scenario this has been assumed to be the case.

89. There are a total of two windows serving one room. The room is currently poorly lit (its existing NSL being 4% of the total room area, which means that even very small imperceptible alterations in light are likely to result in large percentage of baseline reductions). The room would experience a small absolute loss of 1.5% of the area of the room, but this represents a disproportionate reduction in percentage of baseline terms (37%).
90. In respect of VSC, one window experiences a small gain in light (and is therefore BRE compliant) and the other experiences a small loss in light. In absolute terms the loss is 4.37%, however, because of poor existing light levels the alteration is disproportionate reduction in percentage terms (56%).
91. The overall affect to this property in daylight and sunlight terms is considered to be minor.

Sunlight to the proposed open space

92. The BRE guidance recommends that for it to be appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21st March. If as a result of new development an existing garden or amenity area does not achieve this, and the area which can achieve two hours of sun on 21st March is less than 0.8 times its former value the loss of sunlight is likely to be noticeable.
93. The existing open space receives very poor levels of sunlight throughout the year. From November to February there is no direct sunlight to the open space and on 21st March the open space receives less than two hours of sunlight.
94. The proposed open space would not receive any direct sunlight between November and February. Sunlight levels on 21st March would be improved when compared with the existing scenario but this improvement would be marginal and the proposed open space would receive less than two hours of sunlight.
95. Due to the poor levels of sunlight currently experienced it is not the case that the poor levels of sunlight are being caused by the proposed development. The level of sunlight would be improved and the proposed open space is considered to be an improvement to the existing open space as it would be of a higher quality and the space would be more usable.

Energy and Sustainability

Energy consumption

96. The submitted Energy and Sustainability Strategy prepared by Hoare Lea demonstrates that this development has been designed to achieve a 19.1% improvement in carbon emissions compared with part L of the Building Regulations 2013. This would be achieved through energy efficiency measures and photovoltaic panels.

97. London Plan policy requires major development to achieve a 35% improvement in carbon emissions over part L of the Building Regulations 2013. Emerging London Plan policy is moving to a zero-carbon target for non-domestic buildings from 2019 to contribute to the ambition of a zero-carbon City by 2050.
98. As a new build there should be no significant constraints to achieving London Plan targets. Innovative solutions should be considered such as exploiting sources of waste heat in the vicinity of the site and low emissions CHP. It is recommended that the energy strategy is revisited by condition.

BREEAM

99. The submitted Energy and Sustainability statement prepared by Hoare Lea includes a BREEAM pre-assessment against the BREEAM 2014 New Construction criteria. This has now been superseded by the BREEAM 2018 criteria. The applicant has explained that by the inception of BREEAM 2018 the project had already seen significant design development in the context of the BREEAM 2014 credit criteria.
100. It is recommended that the City's standard condition is imposed that requires a post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating).

Flood Risk and Drainage

101. The site is within the City Flood Risk Area as it is at risk of surface water and sewer surcharge flooding. The uses proposed comply with the sequential test and are therefore suitable for a flood risk area. The Flood Risk Assessment prepared by Pell Frischman demonstrates that the proposed building has been designed to be resistant to flooding with any potential risk of flood water confined to the retail units facing Farringdon Street. Plant rooms are proposed in the basement and these could be vulnerable should sewer flooding enter the area.

Air Quality

102. A risk assessment of the potential impacts of the construction phase of the proposed development has been undertaken to identify appropriate mitigation measures. Provided that these measures are implemented, which will be ensured by condition, the residual impacts are considered to not be significant.
103. The proposed ventilation strategy is to intake air at roof level, where pollutant concentrations are potentially lower than at ground level, for the top three floors. For the remaining areas, air intake would be from the south façade along Harp Alley, where concentrations are likely to be lower and closer to the background concentration as this is not a road.
104. A qualitative assessment has been undertaken on the potential exposure of users of the outdoor space to ensure that they would not

be exposed to unacceptable air quality. The relevant limits are not likely to be exceeded.

105. The development would be air quality neutral according to the GLA's benchmarking assessment methodology.

Noise and Vibration

106. In City redevelopment schemes most noise and vibration issues occur during demolition and early construction phases. Noise and vibration mitigation, including control over working hours and types of equipment to be used, would be included in a Construction Management Plan to be approved by condition.
107. This would require the submission of a Construction Logistics Plan (CLP) to manage all freight vehicle movements to and from the site and, a Construction Management Plan (CMP) that includes a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development.
108. Noise levels from mechanical plant in the completed development would need to comply by condition with the City of London's standard requirement that there would be no increase in background noise levels.

Archaeology

109. The site is in an area of archaeological potential, situated outside the Roman and medieval walls and on the west bank of the now buried River Fleet. It is the site of the additional burial ground of St Brides' Church, established here by 1610. An Archaeological Risk Assessment has been submitted with the application.
110. The existing building has a double basement over most of the site which would have removed all archaeological remains. The remainder of the site has a single basement. The area of the burial ground was archaeologically excavated prior to construction of the existing building. There is potential for survival of archaeological remains relating to river deposits and low potential for human remains that may not have been revealed in the previous excavation.
111. The existing basement levels would be retained in the proposed development. There would be an impact from new foundations and it is proposed that areas of the existing basement slabs would be removed to construct new piled foundations. The groundworks in the single basement area around the perimeter of the site would have an archaeological impact.
112. Conditions are proposed to cover a programme of archaeological work and foundation design.

Security

113. The security approach allows for future-proofing the building should the occupiers require a higher level of HVM. The following types of security measures are proposed, which are all within the site:

- The main public entrances would have concrete foundations necessary for HVM bollards incorporated in readiness for fixing the bollards at the discretion of the Building Management and Occupiers.
- The loading bay would have a wedge barrier installed in addition to the secure doors when not in operation.
- The general perimeter, excluding the retail areas but including the glazed frontages would have prepared lug/fixings to the structural columns allowing for the removal of specific stone panels in the column cladding to provide access to structural fixings for external horizontal barriers to be located between the columns and within the building boundary.

Planning Obligations and Community Infrastructure Levy

CIL and Planning Obligations

114. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms and to contribute to the improvement of the City's environment and facilities. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
115. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
116. The planning obligations and CIL contributions are set out below.

Mayoral CIL and planning obligations

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
Mayoral Community Infrastructure Levy payable	£623,750	£598,800	£24,950
Mayoral planning obligation net liability*	£1,060,950	£1,060,950	£3,500
Total liability in accordance with the Mayor of London's policies	£1,684,700	£1,659,750	£28,450

*Net liability on the basis of the CIL charge remaining unchanged and subject to variation.

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	£935,625	£888,844	£46,781
City Planning Obligation Affordable Housing	£249,500	£247,005	£2,495
City Planning Obligation Local, Training, Skills and Job Brokerage	£37,425	£37,051	£374
Carbon reduction shortfall (as designed) estimate *	£254,880	£254,880	0
City Planning Obligation non-financial monitoring Charge	£2,000	0	£2,000
Total liability in accordance with the City of London's policies	£1,479,430	£1,427,780	£51,650

*carbon shortfall to be confirmed on completion subject to carbon reduction of the as built development.

City's Planning Obligations

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

- Highway Reparation and other Highways obligations
- Delivery and Servicing Management Plan
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting BRUKL Report
- Utility Connections
- Open Space Access and Management

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

Monitoring and Administrative Costs

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

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

Conclusions

121. The proposal accords with the strategic objective to ensure that the City maintains its position as the world's leading international financial and business centre.
122. The proposed retail floorspace accords with Local Plan Policy DM1.5 which encourages a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for businesses, workers and residents.
123. The design and increased height of the proposed building is considered to be acceptable in its location and would form a coherent architectural composition with appropriate and high-quality facing materials. The design of the overall scheme allows for the incorporation of a generous amount of greening at ground level and on the upper terraces. The change to the location and configuration of the open space in terms of its appearance and character is acceptable and welcomed. The development would not have adverse impacts either on local or longer distance views or on the settings of the Hoop and Grapes, other nearby listed buildings, or the Fleet Street Conservation Area.
124. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 421 long stay cycle parking spaces, 46 short stay cycle parking facilities, and associated facilities would be provided.
125. The scheme would not result in any significant adverse environmental impacts on daylight and sunlight, overshadowing, or wind on surrounding areas.
126. The scheme would provide significant benefits through the CIL and S106 for improvements to the public realm, housing and other local facilities and measures. The payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to the general payment there would be site specific measures sought in the S106 Agreement. Together these would go some way to mitigate the impact of the proposal.
127. Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
128. In this case I am of the view that the proposal accords with the Development Plan as a whole and that having taken other material considerations and local finance considerations into account, planning permission should be granted as set out in the recommendation and the schedules attached.

Background papers:

Internal

Memo, Environmental Health Officer, 31st October 2018

External

Email, London City Airport, 17th September 2018

Email, Heathrow, 24th September 2018

Email, NATS Safeguarding, 26th September 2018

Letter, London Borough of Southwark, 5th October 2018

Letter, DP9 on behalf of Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited, 9th October 2018

Letter, Royal Borough of Greenwich, 15th October 2018

Letter, London Borough of Lambeth, 5th November 2018

Letter, Greater London Authority, 13th November 2018

London Borough of Tower Hamlets, 27th November 2018

Email, Thames Water, 30th November 2018

Letter, London Borough of Camden, 21st December 2018

Documents

Pedestrian Level Wind Desk-Based Assessment, RWDI, 8th June 2018

Preliminary Ecological Appraisal, Hoare Lea, 30th July 2018

Noise Assessment Report, Hoare Lea, 1st August 2018

Air Quality Assessment, Hoare Lea, 1st August 2018

Archaeological Risk Assessment, 6th August 2018, MOLA

CIL Form, Montagu Evans, 7th August 2018

Planning Statement, Montagu Evans, 24th August 2018

Covering letter, Montagu Evans, 24th August 2018

Daylight and Sunlight Report, Point 2 Surveyors, August 2018

Historical Building Report, Pell Frischman, August 2018

Construction Logistics Plan, Pell Frischman, August 2018

Delivery and Service Plan, Pell Frischman, August 2018

Energy and Sustainability Strategy, Hoare Lea, August 2018

Flood Risk Assessment and Drainage Strategy, Pell Frischman, August 2018

Phase 1 Geotechnical and Geo-Environmental Desk Study, Pell Frischman, August 2018

Workplace Travel Plan, Pell Frischman, August 2018

Design and Access Statement, TP Bennett, August 2018

Transport Assessment, Pell Frischman, August 2018

Memorandum on Wind Mitigation Measures, RWDI, 10th October 2018

Heritage, Townscape and Visual Impact Assessment, Montagu Evans, October 2018

Construction Management Plan, GVA, 23rd November 2018

BREEAM Response to Planning Comments, Hoare Lea, 26th November 2018

Energy and Sustainability Strategy Response to Planning Comments, Hoare Lea, 26th November 2018

Delivery and Service Plan Addendum, Pell Frischman, November 2018

Landscape Proposals, Gross Max, November 2018

Transport Assessment Addendum, Pell Frischman, November 2018

Drawings

Existing

D4672 D1600 Rev 12

D4672 D1601 Rev 12

D4672 D1602 Rev 12

D4672 D1603 Rev 12

D4672 D3502 Rev 12

D4672 D1497 Rev 12

D4672 D1498 Rev 12

D4672 D1499 Rev 12

D4672 D1500 Rev 12

D4672 D1501 Rev 12

D4672 D1502 Rev 12

D4672 D1503 Rev 12

D4672 D1504 Rev 12

D4672 D1505 Rev 12

D4672 D1506 Rev 12

D4672 D1507 Rev 12
D4672 D1508 Rev 12
D4672 D2500 Rev 12
D4672 D3499 Rev 12
D4672 D3500 Rev 12
D4672 D3501 Rev 12

Proposed

D4672 D1097 Rev 13
D4672 D1098 Rev 13
D4672 D1099 Rev 14
D4672 D1100 Rev 13
D4672 D1150 Rev 13
D4672 D1101 Rev 13
D4672 D1102 Rev 13
D4672 D1103 Rev 13
D4672 D1104 Rev 13
D4672 D1105 Rev 13
D4672 D1106 Rev 13
D4672 D1107 Rev 13
D4672 D1108 Rev 13
D4672 D1109 Rev 13
D4672 D1110 Rev 13
D4672 D1111 Rev 13
D4672 D1112 Rev 13
D4672 D1113 Rev 13
D4672 D1114 Rev 13
D4672 D1115 Rev 13
D4672 D1200 Rev 13
D4672 D1201 Rev 13
D4672 D1300 Rev 13

D4672 D1301 Rev 13

D4672 D1302 Rev 13

D4672 D1303 Rev 13

D4672 D1304 Rev 13

D4672 D2300 Rev 13

D4672 D2400 Rev 12

D4672 D3100 Rev 13

D4672 D3200 Rev 13

D4672 D3300 Rev 13.

Appendix A

London Plan Policies

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

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

Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.

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

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

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

Policy 3.11 Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

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 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;

Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;

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

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

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

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

Policy 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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

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

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

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

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

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

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

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

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

Policy 6.1 The Mayor would work with all relevant partners to encourage the closer integration of transport and development.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.5 Contributions would be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

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 7.3 Creation of safe, secure and appropriately accessible environments.

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

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 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that would meet the criteria set out in this policy and, incorporate publicly accessible areas on the upper floors, where appropriate.

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.

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

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

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

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

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

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

Policy 7.21 Trees should be protected, maintained, and enhanced. Existing trees of value should be retained and any loss as the result of development should be replaced.

Relevant Local Plan Policies

CS1 Provide additional offices

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

DM1.1 Protection of office accommodation

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

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

DM1.5 Mixed uses in commercial areas

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

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

DM2.1 Infrastructure provision

- 1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.
- 2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:
 - a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply (TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
 - b) reasonable gas and water supply considering the need to conserve natural resources;
 - c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
 - d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through communal entry chambers and flexibility to address future technological improvements;
 - e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.
- 3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.
- 4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City

Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

DM3.1 Self-containment in mixed uses

Where feasible, proposals for mixed use developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.

DM3.2 Security measures

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

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

DM3.3 Crowded places

On all major developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- a) conducting a full risk assessment;
- b) keeping access points to the development to a minimum;

- c) ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, and that design considers the application of Hostile Vehicle Mitigation measures at an early stage;
- d) ensuring early consultation with the City of London Police on risk mitigation measures;
- e) providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.

DM3.4 Traffic management

To require developers to reach agreement with the City Corporation and TfL on the design and implementation of traffic management and highways security measures, including addressing the management of service vehicles, by:

- a) consulting the City Corporation on all matters relating to servicing;
- b) restricting motor vehicle access, where required;
- c) implementing public realm enhancement and pedestrianisation schemes, where appropriate;
- d) using traffic calming, where feasible, to limit the opportunity for hostile vehicle approach.

CS4 Seek planning contributions

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

CS5 Meet challenges facing North of City

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

CS6 Meet challenges Cheapside/St Paul's

To develop Cheapside and St Paul's area as the City's 'high street' and key visitor destination, increasing the amount of high quality retailing, promoting the City's unique cultural and leisure activities and heritage, and improving the pedestrian environment.

CS7 Meet challenges of Eastern Cluster

To ensure that the Eastern Cluster can accommodate a significant growth in office floorspace and employment, while balancing the accommodation of tall buildings, transport, public realm and security and spread the benefits to the surrounding areas of the City.

CS10 Promote high quality environment

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

DM10.1 New development

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

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

DM10.2 Design of green roofs and walls

- 1) To encourage the installation of green roofs on all appropriate developments. On each building the maximum practicable coverage of green roof should be achieved. Extensive green roofs are preferred and

their design should aim to maximise the roof's environmental benefits, including biodiversity, run-off attenuation and building insulation.

- 2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

DM10.3 Roof gardens and terraces

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

DM10.4 Environmental enhancement

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;

- k) lighting which should be sensitively co-ordinated with the design of the scheme.

DM10.7 Daylight and sunlight

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

CS11 Encourage art, heritage and culture

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

CS12 Conserve or enhance heritage assets

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

DM12.1 Change affecting heritage assets

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

DM12.3 Listed buildings

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

DM12.4 Archaeology

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

CS13 Protect/enhance significant views

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

CS14 Tall buildings in suitable places

To allow tall buildings of world class architecture and sustainable design in suitable locations and to ensure that they take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm at ground level.

CS15 Creation of sustainable development

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

DM15.1 Sustainability requirements

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.

2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:
 - a) BREEAM or Code for Sustainable Homes pre-assessment;
 - b) an energy statement in line with London Plan requirements;
 - c) demonstration of climate change resilience measures.
3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.
4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.
5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

DM15.2 Energy and CO2 emissions

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.
2. For all major development energy assessments must be submitted with the application demonstrating:
 - a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
 - b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
 - c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
 - d) anticipated residual power loads and routes for supply.

DM15.3 Low and zero carbon technologies

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes

should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered
3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.
4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

DM15.4 Offsetting carbon emissions

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

DM15.5 Climate change resilience

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

DM15.6 Air quality

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.

2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.
3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).
4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.
5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.
6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

DM15.7 Noise and light pollution

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

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

DM16.1 Transport impacts of development

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:
 - a) road dangers;
 - b) pedestrian environment and movement;
 - c) cycling infrastructure provision;
 - d) public transport;
 - e) the street network.
2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.
2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:
 - a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
 - b) the shortest practicable routes between relevant points.
3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street

network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.

6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.3 Cycle parking

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

2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

DM16.4 Encouraging active travel

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.

2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

DM16.5 Parking and servicing standards

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.

2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.

3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

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

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

DM18.2 Sustainable drainage systems

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

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.

DM17.2 Designing out construction waste

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;
- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

CS18 Minimise flood risk

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

CS19 Improve open space and biodiversity

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

DM19.1 Additional open space

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.
2. New open space should:
 - a) be publicly accessible where feasible; this may be achieved through a legal agreement;
 - b) provide a high quality environment;
 - c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;
 - d) have regard to biodiversity and the creation of green corridors;
 - e) have regard to acoustic design to minimise noise and create tranquil spaces.
3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

CS20 Improve retail facilities

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

DM20.4 Retail unit sizes

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.
2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

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.

SCHEDULE

APPLICATION: 18/00878/FULMAJ

Stonecutter Court 1 Stonecutter Street London

Demolition of 1 Stonecutter Street and 81 Farringdon Street, and associated works to retain the Hoop and Grapes Public House; the erection of a new building constructed on the retained lower basement and basement of 1 Stonecutter Street providing ground, podium, and 13 upper stories; The use of the building for offices (Class B1) at part ground and first to thirteenth floors, retail /offices (Class B1, A1, A3) at podium level, retail at part ground floor (Class A1/A3) and associated delivery bay, cycle parking facilities, together with ancillary plant at basement and lower basement levels; the laying out of a replacement private open space, associated pavilion (Class A1/A3) and enclosure, along with hard and soft landscaping; and the erection of a screen to be attached to the south west flank of the Hoop and Grapes Public House to be planted to provide a green wall, along with the enclosure of the yard to the rear of the Public House with an access to the new open space for means of escape purposes (33,528sq.m GIA).

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 Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.
REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by

the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

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

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

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

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

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation

scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

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

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

- 7 Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, rainwater pipework, flow control devices, pumps, design for system exceedance, blue/green roofs, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 5 l/s from each outfall and from no more than one outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 170m³;
 - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
 - (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

- 8 There shall be no construction on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during construction has been submitted to and

approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and 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 construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport construction in order that the impact on amenities is minimised from the time that the construction starts.

- 9 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.
REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 10 No development other than demolition shall take place until the detailed design of all wind mitigation measures has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.
REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 11 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating shall be submitted to and approved in writing by the local planning authority.
REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 12 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.
- 13 Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
(a) A Lifetime Maintenance Plan for the SuDS system to include:
- A full description of how the system would work, its aims and objectives and the flow control arrangements;
- A Maintenance Inspection Checklist/Log;
- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.
REASON: To improve sustainability, reduce flood risk and reduce water runoff rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.
- 14 Unless otherwise approved in writing by the Local Planning Authority, before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of

street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DM10.1.

- 15 All unbuilt surfaces shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any landscaping works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity in accordance with the following policies of the Local Plan: DM10.1, DM19.2.

- 16 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A use. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. The details approved must be implemented before the Class A use takes place.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

- 17 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.

- 18 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved

details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

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

- 19 Details of the construction, planting irrigation and maintenance regime for the proposed green wall(s)/roof(s) shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Local Plan: DM18.2, DM19.2.
- 20 All Parish Markers and commemorative plaques on the existing building shall be carefully removed prior to demolition commencing, stored for the duration of building works, reinstated and retained for the life of the building on the new building in accordance with detailed specifications including fixing details which shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works affected thereby.
REASON: In the interest of visual amenity and to maintain the historic and cultural interest of the site in accordance with the following policy of the Local Plan: DM12.1.
- 21 Prior to any signs being installed on the building a signage strategy must be submitted to and agreed by the local Planning authority setting out details of the proposed location of all signs and materials used.
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.
- 22 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.

REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.1, DM10.8, DM16.2.
- 23 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 buildings including external ground and upper level surfaces;
- (b) details of the proposed new facades of the buildings including typical details of the fenestration and entrances;
- (c) details of a typical bay of 1 Stonecutter Street;
- (d) typical details of plain and decorative stonework of 1 Stonecutter Street;
- (e) details of all ground floor elevations;
- (f) details of all office and retail entrances;
- (g) details of windows to 1 Stonecutter Street;
- (h) details of walls, railings, gates, screens, etc, bounding or within the site;
- (i) details of pavilion including, materials, elevations, entrances, glazing, roof, flues and ventilation arrangements;
- (j) details of all soffits, hand rails and balustrades;
- (k) Details of all external alterations to the adjoining Hoop and Grapes public house including junction treatment;
- (l) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;
- (m) details of plant, ductwork, ventilation and air-conditioning for the 1 Stonecutter Street Class A1 and Class A3 uses;
- (n) details of all ground level surfaces including materials to be used;
- (o) details of walkway surfaces including materials to be used;
- (p) details of external surfaces within the site boundary including hard and soft landscaping;
- (q) details of the arrangements for the provision of refuse storage and collection facilities within the curtilage of the site to serve each part of the development.

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.

- 24
- (a) The level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the window of the nearest noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation.
 - (b) Following installation but before the new plant comes into operation measurements of noise from the new plant must be taken and a report demonstrating that the plant as installed meets the design requirements shall be submitted to and approved in writing by the Local Planning Authority.

(c) All constituent parts of the new plant shall be maintained and replaced in whole or in part as often is required to ensure compliance with the noise levels approved by the Local Planning Authority.

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

- 25 The proposed office development sharing a party element with non-office premises shall be designed and constructed to provide resistance to the transmission of sound. The sound insulation shall be sufficient to ensure that NR40 is not exceeded in the proposed office premises due to noise from the neighbouring non-office premises and shall be permanently maintained thereafter.
A test shall be carried out after completion but prior to occupation to show the criterion above have been met and the results shall submitted to and approved in writing by the Local Planning Authority.
REASON: To protect the amenities of occupiers of the building in accordance with the following policy of the Local Plan: DM15.7.
- 26 A post construction BREEAM (2018) assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.
- 27 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Local Plan: DM16.1.
- 28 Within five working days of any site contamination being found when carrying out the development hereby approved the contamination must be reported in writing to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

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

- 29 Except as may otherwise be approved in writing by the Local Planning Authority, no development shall be carried out in advance of the building lines as shown on the deposited plans.

REASON: To ensure compliance with the proposed building lines and site boundaries in accordance with the following policies of the Local Plan: DM16.1, DM16.2.

- 30 The threshold of all vehicular access points shall be at the same level as the rear of the adjoining footway.

REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

- 31 Unless otherwise agreed in writing by the Local Planning Authority a minimum of 43 showers and 281 lockers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.

REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.

- 32 No doors, gates or windows at ground floor level shall open over the public highway.

REASON: In the interests of public safety

- 33 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 421 long stay spaces and 46 short stay spaces. All doors on the access to the parking area shall be automated, push button or pressure pad operated. The cycle parking

provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 34 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Local Plan: DM12.4.

- 35 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3

- 36 A clear unobstructed minimum headroom of 4.5m must be maintained for the life of the building in the refuse skip loading area as shown on the approved drawings.

REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5.

- 37 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Location plan and dwg nos.

D4672 D1097 Rev 13, D4672 D1098 Rev 13, D4672 D1099 Rev 14, D4672 D1100 Rev 13, D4672 D1150 Rev 13, D4672 D1101 Rev 13, D4672 D1102 Rev 13, D4672 D1103 Rev 13, D4672 D1104 Rev 13, D4672 D1105 Rev 13, D4672 D1106 Rev 13, D4672 D1107 Rev 13, D4672 D1108 Rev 13, D4672 D1109 Rev 13, D4672 D1110 Rev 13, D4672 D1111 Rev 13, D4672 D1112 Rev 13, D4672 D1113 Rev 13, D4672 D1114 Rev 13, D4672 D1115 Rev 13, D4672 D1200 Rev 13, D4672 D1201 Rev 13, D4672 D1300 Rev 13, D4672 D1301 Rev 13, D4672 D1302 Rev 13, D4672 D1303 Rev 13, D4672 D1304 Rev 13, D4672 D2300 Rev 13, D4672 D2400 Rev 12, D4672 D3100 Rev 13, D4672 D3200 Rev 13, and D4672 D3300 Rev 13.

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 The Mayoral Community Infrastructure Levy is set at a rate of £50 per sq.m on "chargeable development" and applies to all development over 100sq.m (GIA) or which creates a new dwelling.

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 on all other uses on "chargeable development".

The Mayoral and City CIL charges will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" when development commences. The Mayoral CIL payment will be passed to Transport for London to support Crossrail. The City CIL will be used to meet the infrastructure needs of the City.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charges and to whom they have been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil).

Prior to commencement of a "chargeable development" the developer is required to submit a "Notice of Commencement" to the City's Section 106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest.

- 3 The Markets and Consumer Protection Department (Environmental Health Team) must be consulted on the following matters:
- (a) Approval for the installation of furnaces to buildings and the height of any chimneys. If the requirements under the legislation require any structures in excess of those shown on drawings for which planning permission has already been granted, further planning approval will also be required.
 - (b) Installation of engine generators using fuel oil.
 - (c) The control of noise and other potential nuisances arising from the demolition and construction works on this site the Department of Markets and Consumer Protection should be informed of the name and address of the project manager and/or main contractor as soon as they are appointed.
 - (d) Alterations to the drainage and sanitary arrangements.
 - (e) The requirements of the Health and Safety at Work etc Act 1974 and the other relevant statutory enactments in particular:
 - the identification, encapsulation and removal of asbestos in accordance with a planned programme;
 - provision for window cleaning (internal and external) to be carried out safely.
 - (f) The use of premises for the storage, handling, preparation or sale of food.
 - (g) Use of the premises for public entertainment.
 - (h) Approvals relating to the storage and collection of wastes.
 - (i) The detailed layout of public conveniences.
 - (j) Limitations which may be imposed on hours of work, noise and other environmental disturbance.
 - (k) The control of noise from plant and equipment;
 - (l) Methods of odour control.
- 4 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

(a)

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

(b)

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

(c)

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

(d)

Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can

conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

Boilers and CHP plant

(f)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2015.

(g)

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2015.

(h)

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

(i)

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

Standby Generators

(j)

Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

(k)

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

Cooling Towers

(l)

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

Noise Affecting Residential Properties

(m)

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

(n)

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

Ventilation of Sewer Gases

(o)

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

Food Hygiene and Safety

(p)

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

(q)

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

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

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

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

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

(r)

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

- 5 Any building proposals which includes catering facilities will be required to be constructed with adequate grease traps to the satisfaction of Thames Water Utilities Ltd or their contractors.
- 6 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.

Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

- 7 The proposed development is located within 15m of Thames Water's underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.
- 8 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) Thames Water will need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read Thames Water's guide 'Working near or diverting our pipes'.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.
- 9 Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing a positive pumped device (or equivalent reflecting technological advances) to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions. Fitting only a non-return valve could result in flooding to the property should there be prolonged surcharge in the public sewer. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

- 10 Thames Water expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

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Committee:	Date:
Planning and Transportation	29 January 2019
Subject: Stonecutter Court 1 Stonecutter Street London EC4A 4TR Works of alteration incidental to the demolition of buildings immediately adjoining and adjacent to the Hoop and Grapes Public House, including new retaining walls, restraining fixings and works incidental to the laying out of a new open space as part of the construction of a new building above the retained basements of 1 Stonecutter Street.	Public
Ward: Farringdon Within	For Decision
Registered No: 18/00879/LBC	Registered on: 3 September 2018
Conservation Area:	Listed Building: Grade II

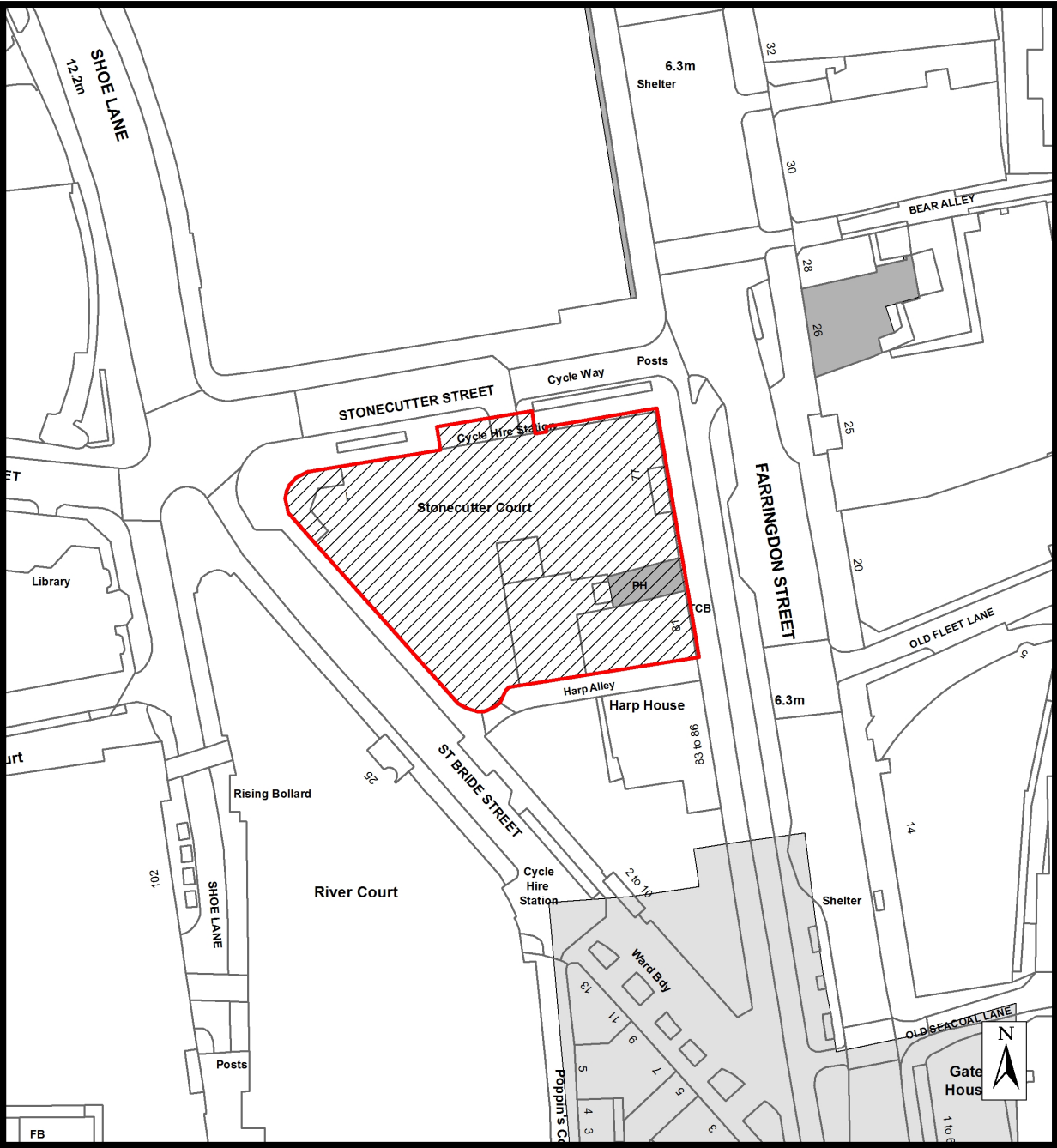
Summary

For full report see application Ref: 18/00878/FULMAJ.

Recommendation

Listed building consent be granted for the works referred to above in accordance with the details set out on the attached schedule.





Site Location Plan



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ADDRESS:
Stonecutter Court, 1 Stonecutter Street

CASE No.
18/00879/LBC

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



DEPARTMENT OF THE BUILT ENVIRONMENT

Main Report

1. For full report see application 18/00878/FULMAJ.

SCHEDULE

APPLICATION: 18/00879/LBC

Stonecutter Court 1 Stonecutter Street London

Works of alteration incidental to the demolition of buildings immediately adjoining and adjacent to the Hoop and Grapes Public House, including new retaining walls, restraining fixings and works incidental to the laying out of a new open space as part of the construction of a new building above the retained basements of 1 Stonecutter Street.

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 All new works and finishes and 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.
- 3 The stability of the structure to remain must, throughout the period of demolition and reconstruction, be assured before any works of demolition begin, taking into account any rapid release of stress, weather protection, controlled shoring, strutting, stitching, reinforcement, ties or grouting as may occur to be necessary.
REASON: To ensure the stability of the structure to be retained in accordance with the following policy of the Local Plan: DM12.3.
- 4 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.
REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Local Plan: DM12.3.
- 5 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) details of all alterations to the existing facade;

b) particulars and samples of the materials to be used on all external faces of the building, including external ground and upper level surfaces;

h) details of new walls, railings, gates etc, adjoined to building;

l) details of junctions with adjoining premises;

m) details of new work and work in making good to the southern flank wall of the building;

n) details of other new work and work in making good to the retained fabric of the building;

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.

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Background papers:

Letter, DP9 on behalf of Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited, 9th October 2018

DGM/LO/DP2294

9 October 2018
City of London Corporation Built Environment Department
PO Box 270 Guildhall
London
EC2P 2EJ

DP9 Ltd
100 Pall Mall
London SW1Y 5NQ

Registered No. 05092507
telephone 020 7004 1700
facsimile 020 7004 1790

www.dp9.co.uk

FAO: Catherine Linford

Dear Madam,

**STONECUTTER COURT, 1 STONECUTTER STREET AND 81 FARRINGDON STREET,
LONDON, EC4A 4TR
APPLICATION REFERENCES: 18/00878/FULMAJ AND 18/00879/LBC**

We write on behalf of our clients, Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited, with regards to the two aforementioned applications.

Having undertaken a thorough review of the supporting application documents alongside a team of specialist consultants, we set out within, the observations, comments and recommendations that our clients have with the proposed redevelopment of Stonecutter Court and 81 Farringdon Street.

Background

In October 2013, our clients secured planning permission for the demolition of the Fleet Building and construction of a new office building (Use Class B1) at 25 Shoe Lane, known as Plumtree Court, comprising a total of 113,817sqm. The site is bound to the south by Stonecutter Street, which also forms the northern border to Stonecutter Court.

Plumtree Court is at an advanced stage of construction and the surrounding public realm works are due for completion in Q2 2019.

Our client also currently occupies River Court, located immediately opposite the subject property on St. Bride Street.

On the basis that appropriate safeguards are made by way of conditions to any consent, having regard to our comments below, our clients are supportive of the proposed redevelopment of Stonecutter Court and 81 Farringdon Street.

Observations, Comments and Recommendations

Our clients are in support of the overall principle of the redevelopment of these buildings, however there are some elements of the proposed development which we would like to comment on. These include:

1. Traffic movements during construction and operational stages of development;



2. Building operations using the proposed loading bay on St. Bride Street;
3. Relocation of motorcycle parking from St. Bride Street to Stonecutter Street;
4. Cooling towers and plume abatement coils;
5. The provision of terraces on floors 8, 10 and 12 (Stonecutter Street elevation); and
6. The provision of retail units on Stonecutter Street.

Our client's comments and suggestions on these areas are as follows:

1. Traffic movements during construction and operational stages of development

The completion of the Shoe Lane Quarter improvement scheme and neighbouring new developments immediately adjacent to Stonecutter Court, including Plumtree Court and 1 New Street Square, will result in higher pedestrian and bicycle flows, which will cause a conflict with increased traffic movements.

As the sole access to the site for construction purposes is via Shoe Lane, this means that all deliveries will pass the main pedestrian entrance and vehicle drop-off area to both Plumtree Court and 1 New Street Square.

Staging for construction is directly opposite our client's existing building on St. Bride Street, with its entrance for both employees and to the childcare facility directly opposite the staging area. The loading bay to this building is also located 150 metres further along St. Bride Street.

As there are no turning areas within the site, all vehicles will be required to manoeuvre in the highway to access the holding area. While in an initial review this appears suitable for smaller vehicles at the bottom of St. Bride Street, larger vehicles will be required to reverse onto Stonecutter Street or Little New Street, raising a safety concern.

In the proposal, all swept paths appear to have been completed using the previous road layout, prior to the implementation of the Shoe Lane Quarter improvement scheme. Following the completion of the new road layout and street furniture on Stonecutter Street, this manoeuvre may be impossible.

It is requested that the swept paths be updated using the correct baseline information and that a new traffic management plan provided, before we can make any further comments.

2. Building operations using the proposed loading bay on St. Bride Street

The current proposal provides a loading bay for operational day-to-day use which is designed to allow vehicles to reverse off St. Bride Street. This is contrary to the City of London's planning policy which states that vehicles should enter and exit in a forward gear.

Not only is this contrary to policy, but our clients are also concerned that it doesn't take into account the road safety implications of such a manoeuvre. The proposal would require vehicles to reverse over a footpath that will have high pedestrian and bicycle flows. It is also immediately opposite an existing taxi rank, whereby pedestrian movements and vehicular turning can be anticipated to be more frequent and sporadic.

From our engagement with the applicant it would appear that the loading bay itself provides adequate capacity and turning circles for vehicles to enter and exit in a forward gear, and should be conditioned as such.



There will be a total of 92 deliveries per day which equates to up to 15 deliveries during the busiest hour. The loading bay does not appear to be sufficient in size to avoid vehicles waiting on the street.

Our clients request that any deliveries to the development be scheduled to avoid peak hours of pedestrian movements in order to avoid potential accidents occurring.

3. *Relocation of motorcycle parking from St. Bride Street to Stonecutter Street*

The motorcycle parking currently located on St. Bride Street appears to be displaced across various locations. One proposed option includes relocating the motorcycle parking to the southern side of Stonecutter Street. This conflicts with the approved installation of the TfL bike stand on the south side of Stonecutter Street (at the Five Dials junction).

The preferred location, as stated in the application, would be to locate the motorcycle parking at Little New Street, complementing the Shoe Lane Quarter public realm improvements.

4. *Cooling towers and plume abatement coils*

The proposal includes two cooling towers located on the north side roof of the development (adjacent to Stonecutter Street). In certain atmospheric conditions, water vapour will plume from the top of the towers without abatement coils, resembling billowing smoke.

Our clients' own planning consent was conditioned to provide plume abatement coils and we request that the applicant incorporates these in order to achieve the same aesthetic appeal, consistent with other neighbouring new developments.

5. *The provision of terraces on floors 8, 10 and 12 (Stonecutter Street elevation)*

The application shows the provision of outdoor terraces on floors 8, 10 and 12 for the use of occupants of the building. Our clients' recognise the need to provide amenity space for the enjoyment of office staff, however there is a concern about the location of these terraces and the extent that they will overlook into our clients' building.

Having met with the applicant to discuss this element of the scheme, we understand that they have agreed to review the landscape proposals on these terraces to provide an element of screening and privacy to our clients and their visitors, such that access is prevented to the northern edge of the terraces.

6. *Provision of retail units on Stonecutter Street*

The provision of retail floorspace on the corner of Stonecutter Street and St. Bride Street is included within the proposal and is welcomed. Consideration should be given to any A3 use given the prevalence of bars in proximity and the desire to sustain a quality of public realm, and clear access for the enjoyment of broader public and clients visiting both the new development and the 2 Stonecutter Street entrance of Plumtree Court. A consented retail use should appropriately constrain any free standing external licencing beyond the property entrances.

Conclusion

As noted above, the principle of the redevelopment of this site is supported by our clients. However, in order to fully support the scheme there are matters which need to be addressed.

It is clear from the content of this letter that our clients have reservations with some elements of the



development as currently proposed, but in highlighting those concerns, have also identified within this letter, ways in which they can be addressed and remedied.

Our clients and their advisors would be happy to further discuss the items raised and share any of the aforementioned solutions with the applicant so as to facilitate the delivery and approval of a scheme which is considered acceptable to all.

We would be grateful if you would acknowledge receipt of this letter to Louise Overton of this office.

Yours faithfully,

DP9 Ltd

DP9 Ltd

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Committee(s):	Date:
Planning & Transportation Committee- For Information	29 th January 2019
Subject: Planning Appeal Decisions	Public
Report of: The City Planning Officer- Annie Hampson	For Information
Report author: Neel Devlia – DBE- Planning	

Summary

The purpose of this report is to advise the Committee of the decisions made by the Planning Inspectorate on appeals against the decisions of the City Corporation since the last such report 29th January 2018.

Recommendation(s)

I recommend that the contents of this report be noted.

Main Report

Background

1. This report is to notify your Committee of the outcomes of appeals made to the Planning Inspectorate between 1st January 2018 and 31st December 2018.

Current Position

2. Since 1st January 2018 The Planning Inspectorate has issued decisions for:
 - six (6) appeals against the refusal of advertisement consent applications (one (1) allowed, five (5) dismissed)
 - twenty-two (22) appeals against the refusal of applications for determination whether prior approval is required (one (1) allowed, twenty-one (21) dismissed)
 - This shows a very high concurrence with the City's decisions and a not entirely consistent approach by the Planning Inspectorate.

3. The tables below summarise the applications which have been appealed and the Planning Inspectorate's (PINs) decisions.

Application number	17/00666/ADVT
Address	Public Footway To The South of 35 Cannon Street, London, EC4M 5SB
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 35 Cannon Street
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to result in a significant impediment to pedestrian movement, reducing capacity at an important transport location, encouraging unsafe behaviour, resulting in a threat to public safety.

Application number	17/00667/ADVT
Address	Public Footway To The North of 4 Eastcheap, London, EC3M 1AE
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside 4 Eastcheap.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	By reason of its siting, size, appearance and illumination the proposed advertisement would be too strident and would cause harm to the visual amenity of the area.

Application number	17/00670/ADVT
Address	Public Footway To The West of Adelaide House, London Bridge, London, EC4R 9HA
Proposal	Internally illuminated advertisement measuring 2.37m high by 1.34m wide by 0.35m deep on bus shelter outside Adelaide House.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Allowed

Comment	The proposed advertisements would preserve the significance of the heritage assets and it would not be a danger to highway users.
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Application number	17/00671/ADVT
Address	Public Footway To The West of London Metropolitan University , 84 Moorgate, London, EC2M 6SQ
Proposal	Internally illuminated advertisement measuring 1.33 metres wide by 2.37 metres high on bus shelter outside 76 to 92 Moorgate.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to cause harm to the visual amenity of the area and would not preserve the character and appearance of the Finsbury Circus Conservation Area.

Application number	17/00672/ADVT
Address	Bus Stop Outside 1 New Change Outside K & L Gates, 1 New Change, London, EC4M 9AF
Proposal	Internally illuminated advertisement measuring 1.33 metres wide by 2.37 metres high on bus shelter on the east side of New Change outside 1 New Change.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to cause visual harm to the amenity of the area and would detract from surrounding townscape and heritage assets.

Application number	17/00673/ADVT
Address	Bus Stop Outside 7-8 Princes Street, Lothbury, London, EC2
Proposal	Internally illuminated advertisement measuring 1.33 metres wide by 2.37 metres high on bus shelter outside 7 - 8 Princes Street.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed

Comment	Considered to cause visual harm to the amenity of the area and would detract from the surrounding townscape and heritage assets.
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Application number	17/00155/DPAR
Address	Outside 107 Cheapside, London, EC2V 6DN
Proposal	Application for determination under Part 16 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) as to whether Prior Approval is required for the installation of a telephone kiosk.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00378/DPAR
Address	Pavement Adjacent To, 20 Holborn Viaduct, London, EC1A 2AT
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00379/DPAR
Address	Pavement Outside, St Martin's Court, Newgate Street, London
Proposal	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.

Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00380/DPAR
Address	Pavement Outside Fleet Place, Holborn Viaduct, London, EC1A 2AA
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00381/DPAR
Address	Pavement Outside, 60 Holborn Viaduct, London, EC1A 2FD
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00382/DPAR
Address	Pavement Outside, 40 Holborn Viaduct, London, EC1N 2PB
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00383/DPAR
Address	33 Holborn, London, EC1N 2HT
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00385/DPAR
Address	Pavement Outside, 14 - 18 Holborn, London, EC1N 2LE
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00388/DPAR
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Address	Pavement Outside, 50 Farringdon Street, London, EC1A 2FD
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00390/DPAR
Address	Outside Entrance To, Blackfriars Station, London, EC4V 4DD
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00391/DPAR
Address	Pavement Outside, 95 Cannon Street, London, EC4N 5AE
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00392/DPAR
Address	Pavement Outside, 110 Cannon Street, London, EC4N 6EU
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00393/DPAR
Address	Pavement Outside, 43 King William Street, London, EC4R 9AN
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00394/DPAR
Address	Pavement Outside, 60 Gracechurch Street, London, EC3V 0HR
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract

	from surrounding townscape and heritage assets.
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Application number	17/00395/DPAR
Address	Pavement Outside, 35 Fenchurch Street, London, EC3M 3BD
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Allowed
Comment	Considered by Officers to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets. The Inspector concluded that the appeal site was an area that already includes a relatively high number of structures and that it would be viewed in the context of modern buildings, and that in this context it would not have an unacceptable effect on the character and appearance of the area. A condition requiring all glazed surfaces of the proposed kiosk to remain transparent and visually unobstructed.

Application number	17/00404/DPAR
Address	Pavement Outside Blackfriars Tavern, 174 Queen Victoria Street, London, EC4V 4EG
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00405/DPAR
Address	Pavement Outside, 117 Cannon Street, London, EC4N 5AX

Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00408/DPAR
Address	Pavement Outside 99 Bishopsgate, London, EC2M 3XD
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00411/DPAR
Address	Pavement Outside, 26 Wormwood Street, London, EC2M 1RP
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00414/DPAR
Address	Pavement Outside, 65 Cheapside, London, EC2V 6AZ
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00415/DPAR
Address	Pavement Outside, 102 Cheapside, London, EC2V 6DT
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract from surrounding townscape and heritage assets.

Application number	17/00416/DPAR
Address	Pavement Outside, 22 Cheapside, London, EC2V 6AH
Proposal	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.
Appeal Type	Appeal Against Refusal
Appeal decision	Appeal Dismissed
Comment	Considered to be of unacceptable design and size, would cause obstruction to pedestrian movement and would detract

	from surrounding townscape and heritage assets.
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If Members wish to see any of the decisions in detail they can be found online at www.planning2.cityoflondon.gov.uk (under the relevant application number) or could be made available to them.

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Committee(s): Barbican Residents Committee Car Park Working Party – For Information Planning & Transportation Committee – For Decision Markets Committee – For Decision Corporate Asset Sub Committee – For Information	Date(s): TBC 29 January 2019 30 January 2019 30 January 2019
Subject: Public Car Parks Update	Public
Report of: Director of the Built Environment	For Decision/ For Information
Report author: Ian Hughes, Assistant Director (Highways), DBE	

Summary

This report updates Members on the short, medium and long-term strategies approved in the last major report on public off-street car parking in November 2016.

Since that report, the financial position of the car parks has improved following the first of two agreed tariff increases, and the responsible departments have worked more closely together through a joint steering group to co-operate and harmonise their respective approaches to managing these facilities.

In terms of this report, there are three major issues of note:

- The second of two agreed tariff increases will be implemented in April 2019;
- A significant review of fire safety and roles & responsibilities has resulted in a series of safety-related works within the car parks. Further reinvestment is still required over & above standard cyclical works programme budgets as part of a series of revised Life Care Plans, with the additional revenue generated from the tariff increase helping to fund these works.
- There is a significant difference in rate between residential season ticket tariffs at the Barbican Estate car park and the City's public car parks. It is proposed to harmonise these tariffs over the long term, but with the option to offer a discount for zero emission capable vehicles in the public car parks.

Recommendation(s)

Planning & Transportation Committee (in relation to Baynard House, London Wall, Minories and Tower Hill car parks) and **Markets Committee** (in relation to Smithfield car park) are asked to:

- Note that the second phase of the hourly tariff increase (previously agreed by your Committee) will take place in April 2019;

- For non-zero-emission capable vehicles, agree to introduce a three-year phased increase in residential season tickets to align them with the rate per m² (currently £335 per quarter).

Markets Committee (in relation to Smithfield car park) are asked to:

- Amend the overnight parking rate so that it applies seven days a week.

Main Report

Background

1. The Department of the Built Environment (DBE) manages five public car parks on behalf of the Planning & Transportation and Markets Committees, namely:
 - Baynard House, Queen Victoria St (P&T)
 - London Wall (P&T)
 - Minories (P&T)
 - Tower Hill coach & car park (P&T)
 - Smithfield (Markets)
2. Roles & responsibilities for managing and maintaining these car parks are split between DBE, Markets & the City Surveyors, and are set out in more detail in **Appendix 4**. There are also City Corporation car parks operated in the Square Mile by the Barbican Centre and Barbican Estate, and a location plan for all these facilities is shown in **Appendix 5**.
3. The last major report on the City's car park operation was in November 2016, with the key aspects being noted as:
 - Usage of the City's car parks had changed over time, with traditional commuter parking declining but other uses such as motorcycle parking and the night-time economy becoming more prevalent;
 - Many of these new uses did not generate sufficient revenue to meet their proportionate costs, so that only Minories car park consistently operated at a profit;
 - It had been over ten years since the last tariff review, so the City's tariffs were generally much lower than those of our competitors.
4. As a result, a series of short, medium and long-term strategies were approved to address these and other issues. Taken together, they were intended to ensure the City's car parks were operated in a way that reflected:
 - The City's long-term transport, parking and air quality policies;
 - The City's current financial considerations, maintenance responsibilities and property management opportunities;
 - The needs of the public, whether business, resident or visitor.

5. In particular, it was proposed to find ways to ensure DBE, Markets & Consumer Protection, the City Surveyor's, the Chamberlain's, the Barbican Estate and the Barbican Centre worked more closely together to understand the interdependencies of different aspects of the operation, driving a more integrated approach to the service. It was expected this would also facilitate a wider review of how off-street parking fitted into the future planning & transportation context, from electric vehicles and consolidation centres to congestion reduction and air quality.

Current Position, including Options

6. A summary of the short, medium and long-term actions agreed in 2016 are set out in the table below:

Timescale	Action
Short Term	<ul style="list-style-type: none"> • Maintain the car parks as fit for purpose facilities, including a review of the cyclical works programme • Adopt a two-step strategy for adjusting the tariffs, with step one likely around June 2017 • Upgrade & increase electric vehicle charging infrastructure
Medium Term	<ul style="list-style-type: none"> • Complete long-term Life Care Plans for each car park • Monitor the results of the tariff increase, helped by better data from new barrier equipment • Consider better promotion & alternative uses of the car parks such as consolidation centres • Review motorcycle provision • Facilitate the needs of the City Police at London Wall • Continue to benchmark tariffs against competitors
Long Term	<ul style="list-style-type: none"> • Monitor the structure at Minories car park • Review the long-term role of off-street car parking in the future revised Local Plan and Transport Strategy • Consider development opportunities in light of this long-term approach • Summarise and bring back future reviews to Members as appropriate.

7. Since that report, significant progress has been made on these actions, albeit with London Wall now descoped from the Police accommodation project. The following paragraphs summarise that progress & next steps in four key areas:
 - Fire safety;
 - Parking tariffs;
 - Parking policy;
 - Development planning.

Fire safety

8. Members will clearly be aware of the implications of the Grenfell Tower fire, with local authorities across the country reviewing their premises to ensure they are

fundamentally safe and that fire precautions are fit for purpose. The City's public car parks have been no different, and an overall review of fire safety has been carried out, resulting in a general raised awareness of fire safety issues, a review of policies & procedures, and a number of minor safety-related works being expedited.

9. However, Members may not be aware of a major fire on New Year's Eve 2017 at the King's Dock car park next to the Echo Arena in Liverpool. Although no-one was injured, the fire destroyed over 1,000 cars and the car park itself may now have to be demolished. That car park met current building regulations, but the implications of a fire spreading rapidly from vehicle to vehicle & floor to floor, accelerated by the failure of plastic fuels tanks, re-emphasised the need for effective sprinkler systems, ventilation and fire management procedures to underpin an integrated risk management plan.
10. Given these incidents and the interdependencies between different City departments responsible for various aspects of the car park function, it is critical that DBE, City Surveyors, Markets and their respective contractors work closely together to ensure the safety of staff and the public. To that end, a review is well underway to ensure that roles & responsibilities are fully understood, procedures are followed and that safety-critical work is identified and delivered.
11. To that end, the City Surveyor and District Surveyor (for building control purposes) recently undertook a further fire safety review, taking on board the findings from the Merseyside Fire & Rescue Service in relation to the King's Dock fire. This highlighted a further set of safety works without which safety risks could escalate in the medium term to impact the safety of each car park as a functioning facility.
12. Each car park has different requirements, but these items include new safety signage, vent system refurbishment, fire alarm replacement, sprinkler system upgrades and emergency lighting. This will require the respective car park Life Care Plans, the City Surveyor's cyclical work programme and the 20 Year Plan to be updated, prioritised and funding confirmed for each item. At present it is anticipated that the upcoming tariff increases (see below) will provide additional income to help fund this work with any shortfall met from the City's On-Street Parking Account (subject to the necessary Gateway and resource allocation approvals).

Tariffs

Net Profitability

13. Over most of the last ten years, the City's public car parks have operated at an increasing loss funded by the On-Street Parking account. This has been caused by several related trends including the fall in demand for commuter parking, increased usage by residents & motorcycles (who park at discounted or free rates) and the introduction of the London Living Wage for car park attendants.

14. In this context, the previous 2016 report highlighted the lack of a justification for having three different hourly rates across five public car parks, and that these rates (between £2 and £3 per hour) were well below the market rate (**see Appendix 3**). The report therefore recommended a two-step approach, firstly harmonising the various rates at £3 per hour, then increasing that new single rate to £3.50 per hour (**see Appendix 2**).
15. This change was felt justified because it would involve:
- Simplification & closing the gap with our competitors;
 - Reducing the financial loss made by the car parks;
 - Reinforcing the City's policy of discouraging commuting by car
16. In addition, using a two-step approach would allow time to assess the impact of the first increase before introducing the second change.
17. The first tariff change was subsequently implemented in July 2017, and as a result, the financial position of DBE's four car parks has markedly improved. In the first full year since the increase, DBE's four car parks are budgeted to operate at an overall surplus of £189k for 2018/19 compared to a loss of £495k in 2016/17 (**see Appendix 1**). However, only Minorities remains significantly in profit, and with the need to invest in further fire safety works and the City's tariffs still well below our competitors, the second planned tariff increase remains fully justified.

Residential season ticket rates

18. As noted in the 2016 report, season tickets rates for residents in the City's public car parks had not changed for over 15 years. In that time, the cost base of the car parks had changed completely, and it was argued that residents were not covering their share of the cost to the City of operating and maintaining the car parks. However, with only 185 permits currently in use, no tariff increase would generate sufficient revenue to do so.
19. Nevertheless, in 2016 Members of Planning & Transportation and Markets Committees agreed to increase tariffs for residential season ticket holders from their historic cost of £740 pa to £1000 pa (discounted by 20% if paid in one payment). This change appears to have had little impact on the number of season tickets issued, albeit some residents & Members to the east of the City did ask whether a form of means testing could be adopted to allow the 20% discount to be offered to those who couldn't afford to pay in one go.
20. However, this change has served to highlight one considerable anomaly in that residential season tickets for the Barbican Estate's on-site car park are charged the equivalent of a rate per m² for the parking bay they occupy, set by the City Surveyor on the basis of commercial benchmarking.
21. This is intended to make the rate more closely match the cost of the floorspace occupied, resulting in the residents at the Barbican currently being charged £1,340 pa to park in the Estate car park. Over time this had led to around 15

residents choosing London Wall and Smithfield car parks for their parking, thereby saving between £340 and £600pa.

22. The City currently has no policy to prevent any resident who has access to pre-existing on-site parking facilities from choosing to pay for season tickets in a public car park at this lower rate. However, in the context of a recent commercial review of parking rates by the Barbican Residential Committee, it is now thought appropriate to consider whether this price differential should be accepted and continued, or whether other alternatives should be adopted.
23. In other words, although both London Wall and Smithfield car parks have enough space to accommodate these extra residents, is it appropriate to maintain a differential tariff that effectively drives parking occupancy & income from the Department of Community & Children's Services to DBE and Markets, and should wider policy considerations also be brought to bear?
24. A number of options could be available to Members of the Planning & Transportation and Markets Committees to address this disparity.

Option 1: No Change

25. The disparity could be left in place, with some residents with existing on-site parking facilities choosing to take up season tickets elsewhere.

Option 2: Stop residents with existing on-site facilities from purchasing season tickets in the City's public car parks

26. This maintains the cost differential but requires residents to use the on-site facilities they already have available. As a concession, existing season tickets could be honoured to minimise the impact on those who have had this facility for some time.

Option 3a: Introduce a phased increase to bring the residential tariff in line with the rate per m²

27. If it's accepted that these rates should be aligned at the rate per m², the cost of the residential tariff could be increased in phases over time (say three years).

Option 3b: Align the residential tariff & the rate per m², but maintain a differential for zero emission capable vehicles

28. This option adds the concept of emissions-based tariffs to the phased increase of Option 3a, and would be similar to the change made last year to introduce differential tariffs based on emissions for the City's on-street pay & display bays.

Smithfield Market tariffs

29. Of all the tariff changes implemented in 2017, the changes at Smithfield Market were the most fundamental. This replaced a paper-based discount system for

market traders and customers with a fully time-based tariff that linked discounts to the market's operational hours.

30. Under the new system:

- Market customers pay £1.50 and are defined as those arriving & leaving during market hours & staying up to three hours;
- Market traders pay £3 and are defined as those arriving & leaving during market hours & staying more than three hours.

31. This change in tariff structure has been highly successful, with few issues & complaints. The new format has simplified the payment process, also ensuring a more auditable and accountable system without the need to check and manage a paper-based pass system.

32. However, one anomaly has been identified in the tariff structure due to the fact these discounts only apply to overnight parking when the market is in operation (ie Sunday night to Friday morning). Most other car parks in the local vicinity (including those under the control of the Planning & Transportation Committee) apply some form of overnight parking discount, so whereas any 24-parking period at Smithfield from Friday morning to Sunday night costs £72, the equivalent period elsewhere can cost between £22.50 and £40.

33. As a result, Smithfield is highly unattractive to casual users during this period and is virtually empty. It is therefore recommended to apply the overnight parking discount at Smithfield seven nights a week, which would result in that 24-hour cost being reduced to £36. This will make the car park far more competitive and is likely to result in a net increase in revenue during these periods.

Transport Strategy

34. The City Corporation's draft Transport Strategy is out for consultation until 13 January 2019. The Strategy, once adopted in spring 2019, will set out the 25-year framework for future investment in and management of the City's streets.

35. In the context of this report, the Strategy proposes a City-wide kerbside and car park review to be undertaken during 2019 in order to deliver more efficient & effective use of both types of parking facility. This will consider:

- Opportunities to reallocate space from on-street car and motorcycle parking to increase the space available for people walking, cycling and public space
- Provision for short stay commercial parking, disabled bays, taxi ranks, loading bays and coach bays
- Alternative uses for spare capacity in City car parks
- Changes to the current operation of parking and loading on-street, including;
 - introducing variable charging for motorcycles based on engine size and emissions;

- encouraging the use of car parks for long stay parking by reducing the maximum parking time for cars and vans on-street and introducing a maximum on-street parking time for motorcycles.

Electric Vehicle Charging

36. At present, fast charge points are available in all City Corporation public car parks as well as the Barbican residents' car park. Officers are working in partnership with TfL to deliver a rapid charging hub for taxis in Baynard House car park and a single taxi-only rapid charge point on-street in Noble Street.
37. To help deliver a cleaner and quieter City, the draft Transport Strategy proposes to install additional publicly accessible electric vehicle (EV) rapid charge points by 2025 to support the transition to zero emission capable vehicles. Locations will be identified through engagement with the TfL EV Infrastructure Taskforce as the changes in the market and available technology mean that we want to ensure new charge points go in to the most suitable locations around the City.
38. Given the narrowness of the City's footways, this means the first preference for these charge points is likely to be in the City's car parks or other suitable off-street locations, ensuring they have a role to play in the longer term.

Last Mile Logistics

39. The draft Transport Strategy proposes to deliver two last mile logistic hubs in underutilised City Corporation assets by 2022, and a further three hubs by 2025. This is part of a package of proposals to minimise the impact of freight by reducing the number of motorised freight vehicles in the City. Any provision of last mile logistics space would not close the car park to the public but repurpose underutilised space to maximise the efficiency and revenue of the site whilst delivering the objectives of the draft Transport Strategy.
40. The City Corporation is already scoping opportunities to deliver last mile logistics facilities, with soft market testing with the freight industry undertaken in November 2018 to establish requirements for last mile logistics infrastructure. London Wall appears to be the most suitable site given its spare capacity, access points and location, with the initial preference being for secure storage facilities for cargo cycles to help enable couriership companies to transition from diesel vans. A freight update paper detailing this work is expected to be brought forward in March 2019.

Development Planning

41. In terms of property issues, the City Surveyors continue to work with DBE and the Chamberlains in terms of sharing information on the redevelopment potential of the City's car parks. At the time of writing, only Minories has attracted recent redevelopment interest. The car park had been a leasehold from Societe Generale who occupy the adjacent building, but in 2016 Societe Generale completed a sale of their interest to China Minsheng Bank subject to a leaseback

until around 2020, and this could make redevelopment of the overall site more likely in the medium to long term.

42. If driven forward by a development opportunity, this will be of particular note given that Minories remains the City's most profitable car park, effectively supporting the rest of the car park function. However, the draft Local Plan (also currently undergoing public consultation) suggests that if car park facilities in general are deemed surplus to requirements as car parks, then they would be considered for transport uses before necessarily being made available for redevelopment.
43. Finally, Members may also recall that Minories is still subject to special structural monitoring as a result of cracks and concrete spalling being identified during previous routine structural checks. This is to gain a full understanding of how the building structure is performing before a decision is taken on whether more extensive repairs are required.

Proposals

44. Based on the above, this report makes recommendations for decision in just two areas, namely the tariff for residential season ticket holders (see paragraphs 18-28 above) and the overnight parking tariff at Smithfield (see paragraphs 32 & 33 above).
45. On balance, Option 3b (aligning the residential tariff with the cost per m² whilst maintaining a discount for zero-emission capable vehicles) is thought to be the option that most closely meets the City Corporation's wider transport strategy and air quality objectives. A phased increase over three years would allow residents time to reconsider their choice of vehicle in light of this tariff change, and a 20% discount for those making a full one-off annual payment (compared to instalments) would be retained.
46. As for the Smithfield overnight tariff, it is proposed to amend the current five-night a week tariff to apply seven nights a week, making the weekend tariff more competitive and thereby helping to increase net revenue by attracting more custom.

Corporate & Strategic Implications

47. Management of the City's car parks is now fully integrated into its long-term Transport Strategy and Local Plan as outlined earlier in this report. The provision of car parking facilities also contributes to the City's thriving economy and flourishing society in accordance with the Corporate Plan, and the fire safety work helps satisfy the need to ensure people are safe and feel safe by protecting the consumers & users of our buildings.
48. In terms of relevant policies incorporated in the City's Corporate Asset Management Strategy, the actions outlined in this report also cover:
 - **SO1** – Operational Assets remain in a good, safe and statutory compliant condition

- **SO2** – Operational Assets are fit for purpose and meet service delivery needs
- **SO4** – Annual revenue expenditure is reduced
- **SO5** – Opportunities to maximise income generation be explored and promoted where feasible
- **SO8** – Service Committees Business Plans properly reflect not only short-term objectives but medium and long-term ones, to enable effective forward planning.

Implications

49. There is power in Section 32 of the Road Traffic Regulation Act 1984 for a local authority to provide off-street parking places for relief of congestion, and power in Section 33 of the 1984 Act to let parts of buildings not used for parking

Conclusion

50. This report updates Members on the short, medium and long-term strategies for the City's public car parks with a view to ensuring that they reflect current transport, parking and air quality policies, as well as the City's financial considerations, maintenance responsibilities and property management opportunities.

Appendices

- Appendix 1 – Financial Position 2016/17 and 2018/19
- Appendix 2 – Summary of Tariff Changes
- Appendix 3 – Car Park Daily Rate: Central London Benchmarking
- Appendix 4 – Car Park Roles, Responsibilities & Hierarchy
- Appendix 5 – Car Park Location Plan

Background Papers

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Appendix 1 – Financial Budgeted Position 2016/17 and 2018/19

Prior to the tariff increase in June 2017, the overall budgeted financial position for each car park in 2016/17 is set out below.

The Sub-Total line reflects DBE's local risk budget and takes into account income, contractor & DBE costs, rates & utilities. At that level, the profitability of Minorities allowed the car parks as a whole (excluding Smithfield) to make an overall profit to DBE of £290k. However, taking into account overheads and the cost of maintaining these buildings, they made an overall loss of £495k.

Car Park Financial budgeted position (2016/17)

Car Park	Baynard House	London Wall	Minorities	Tower Hill	Smithfield
Income	520	518	1001	521	894
Expenditure	-530	-548	-473	-719	-588
Sub-Total	-10	-30	528	-198	306
O/H & Recharge	-304	-180	-144	-157	-112
TOTAL	-314	-210	384	-355	194

* (£000), £ = income / profit, -£ = expenditure / loss, O/H = Overheads

The financial implications of the tariff change in June 2017 resulted in a much more positive net position as set out below for the current financial year. The operating position (excluding Smithfield) represents a profit of £667k, and taking into account overheads and maintenance recharges, an overall profit of £189k has been budgeted for.

Car Park Financial budgeted position (2018/19)

Car Park	Baynard House	London Wall	Minorities	Tower Hill	Smithfield
Income	466	656	1355	619	868
Expenditure	-511	-546	-560	-812	-639
Sub-Total	-45	110	795	-193	229
O/H & Recharge	-142	-116	-122	-98	-294
TOTAL	-187	-6	673	-291	-65

* (£000), £ = income / profit, -£ = expenditure / loss, O/H = Overheads

Appendix 2 – Summary of Tariff Changes

Hourly Car Park Tariff Proposals

Car Park	2016	July 2017	April 2019
Baynard Hse	£2.50	£3	£3.50
London Wall	£3	£3	£3.50
Minories	£2	£3	£3.50
Smithfield	£2	£3	£3.50
Tower Hill	£2.50	£3	£3.50

Planning & Transportation Committee Tariff Proposals (Baynard House, London Wall, Minories, Tower Hill)

User	2016	July 2017	April 2019
Commercial Season Tickets	£4,264 to £6,396	£6,396 to £7,462	£7,462
Resident	£740	£1000 (Discounted to £800 if paid in one payment)	Change in 2022
Coaches	<ul style="list-style-type: none"> First 15mins free £10 1st hour (9am-5pm, Apr-Sept only) £6 per hour (9am-5pm) £20 flat rate (5pm to 9am) 	<ul style="list-style-type: none"> First 15mins free £10 per hour (9am – 5pm) £25 cap (5pm to 9am) 	No change

Markets Committee Tariff Proposals (Smithfield Only)

User	2016	July 2017	April 2019
Market Customers	£1.50 per visit	£1.50 for up to 3hrs; £3 for 3hrs or more (9pm-10am Sun-Fri)	To apply seven days a week
Market Traders	£2.75 per day		
Market Season Tickets	£712 pa	£720 pa	No Change
Commercial Season Tickets	£2,000 pa	£4,000 pa	
Resident	£740 pa	£1000 (Discounted to £800 if paid in one payment)	Change in 2022

Appendix 3 - Car Parking Daily Rate: Central London Benchmarking

Location	Capacity (no.)	2 hours (£)	8 hours (£)
EC1			
Charterhouse Square (Euro Car Park)	14	£4	£11
Farringdon (NCP)	294	£12.80	£34
Saffron Hill (NCP)	353	£14.95	£19.95
Aldersgate (NCP)	670	£12	£38
Smithfield (CoL)	581	£6	£24
EC2			
Finsbury Square (NCP)	258	£38	£55
Barbican (CoL)	388	£7.50	£24
London Wall (CoL)	218	£6	£24
EC3			
Minories (CoL)	321	£6	£24
Tower Hill (CoL)	110	£6	£24
EC4			
Baynard House (CoL)	233	£6	£24
Vintry, Bell Wharf Lane (NCP)	466	£34	£45
E1			
Whitechapel High Street (NCP)	100	£22.95	£27.95
Plumbers Row	10	£10	£10
SE1			
London Bridge (NCP)	250	£25	£35
Gainsford Street (Q Park)	115	Not hourly	£25
SW1			
Spring Gardens (Q Park)	205	Not hourly	£41
WC1			
Judd Street (NCP)	35	£9.95	£28
WC2			
Covent Garden (NCP)	330	£15.75	£21.50

Appendix 4 – Car Park Roles, Responsibility & Hierarchy

The Director of the Built Environment is responsible for:

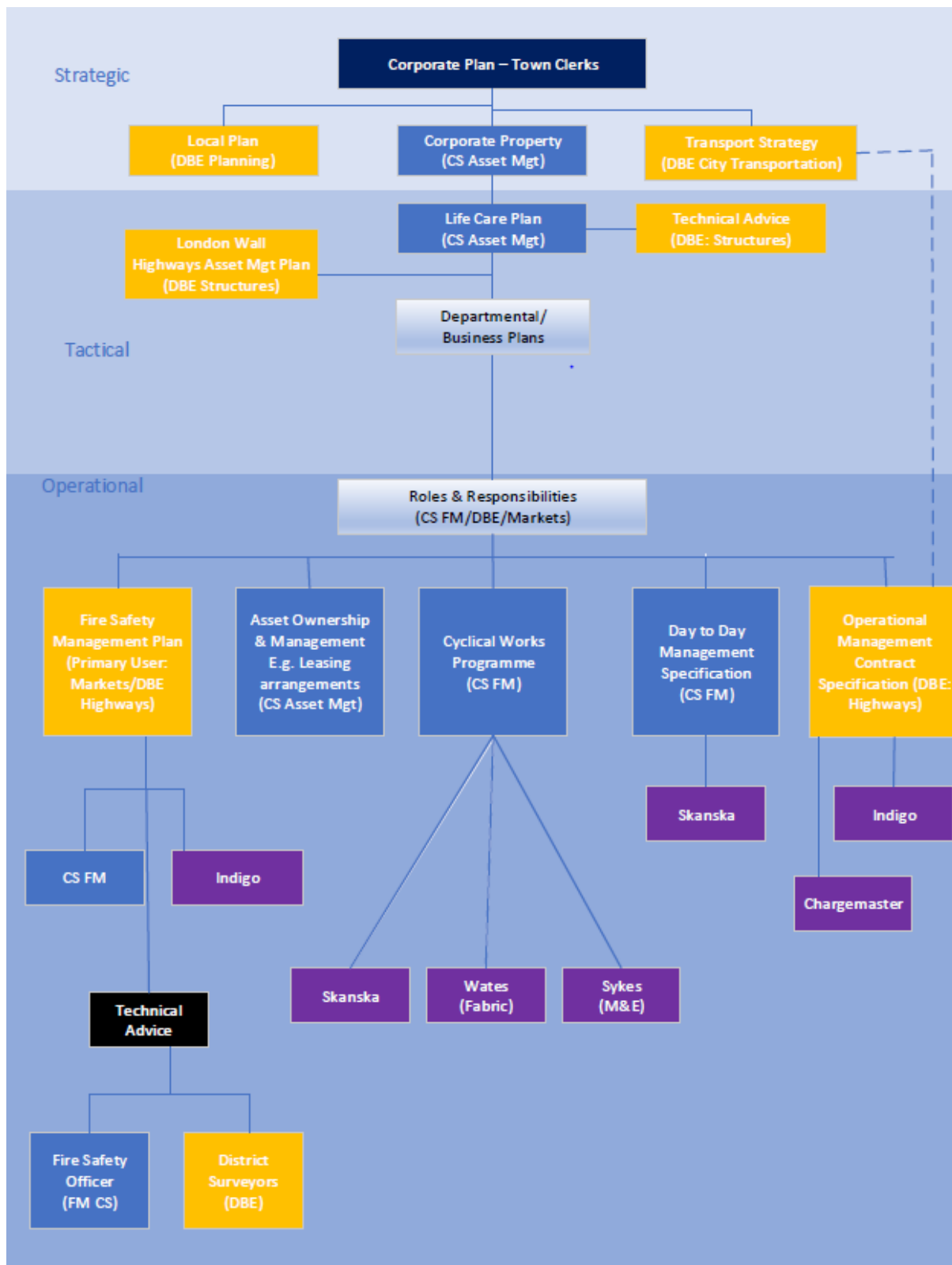
- Managing the delivery of the off-street parking service, including the contract to manage the facilities day-to-day, currently held by Indigo until 2021;
- The City's Local Plan and Transport Strategy, including the overarching policy towards parking provision;
- Reviewing & recommending any changes to the car park tariff structure for Planning & Transportation Committee approval, taking into account operational, financial and policy considerations;
- Fire safety management in DBE's car parks;
- Technical structural inspections & advice on all the car parks;
- The overall Asset Management Plan for London Wall underground car park which is managed as a highway structure.

As Client for DBE at Smithfield car park, the Director of Markets & Consumer Protection is responsible for:

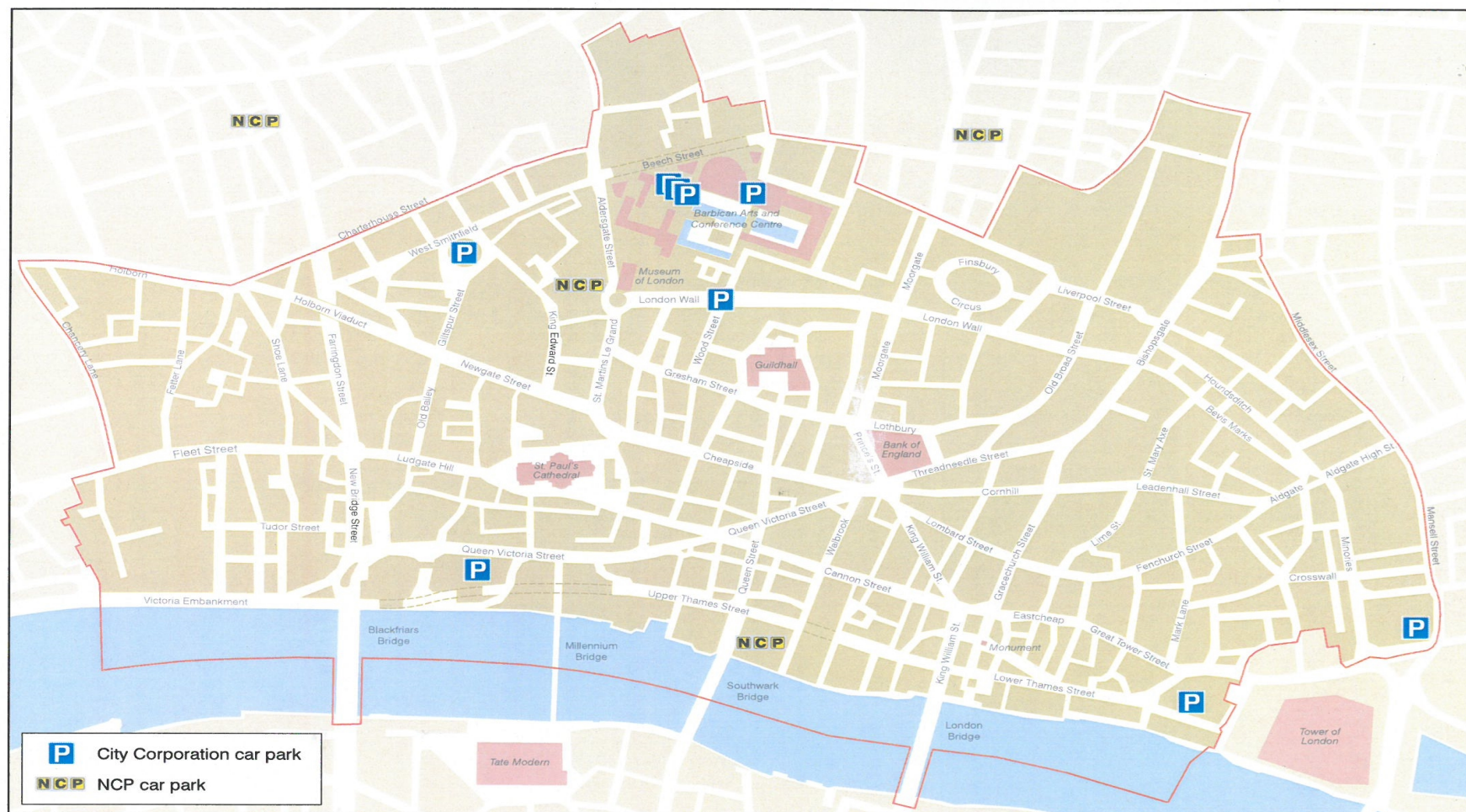
- Reviewing & recommending any changes to the tariff structure for that car park for Markets Committee approval;
- Fire safety management in Smithfield car park;
- Various minor improvement initiatives such as signage;
- Those aspects of the car park's building services that are combined with the market above (eg mechanical & electrical systems).

In turn, the City Surveyor is responsible for:

- Facility Management services, including general repairs & maintenance and the cyclical works programme;
- The long-term Life Care Plan for maintaining the car parks (with the exception of London Wall car park as noted above);
- Corporate property asset management, including non-parking related commercial leases within the facilities and ultimate redevelopment potential for these buildings.



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Committees:	Dates:	
Corporate Projects Board Streets and Walkways Committee Planning and Transportation Projects Sub Committee	17/12/2018 22/01/2019 29/01/2019 20/02/2019	
Subject: Bank Junction Improvements Project: All Change at Bank (UPI 11401)	Gateway 3 Issue Report: Complex	Public
Report of: Director of the Built Environment Report Author: Gillian Howard		For Decision
<p style="text-align: center;"><u>Summary</u></p> <ul style="list-style-type: none"> • Last Gateway approved – Gateway 3 • Progress to date including resources expended <p>A pedestrian and cycle movement survey has been undertaken and analysed to update the previous 2015 counts. This data has been analysed to feed into the short-term improvements being designed as part of the Bank on Safety project, and to inform the future design of the longer-term plans for the Bank area (All Change at Bank project).</p> <p>Work has continued with stakeholders bridging the gap of expectation between what the Bank on Safety scheme was delivering and what changes could be expected in the future. Drafting of consultancy briefs and investigations into framework options for procurement have also been undertaken as well as survey work including utility and ground radar surveys.</p> <p>Staff costs have been incurred since Gateway 3 in December 2015 making continued attempts to progress this project in parallel with the Bank on Safety experimental scheme. Progress has been frustrated due to the close relationship with the experimental scheme. Instead it became clear that there were valuable lessons to be learned from the experiment which could prevent too much speculative feasibility design for the longer-term design. We were also aware of not predicated the outcome of the experiment.</p> <p>Resource expended to date (since project initiation in 2013) is £816,667 of the current £1,179,000 approved budget.</p> <ul style="list-style-type: none"> • Summary of issue <p>The longer-term Bank Junction Improvements project, referred to as 'All Change at Bank', was placed on hold in February 2018. Work on this project has not been undertaken, other than data collection on pedestrian numbers/movements and the development of this committee report.</p>		

This report seeks to:

- Restart the Bank Junction Improvements project (All change at Bank);
- Align it with the changes in the corporate project management processes and governance;
- Incorporate the corporate plan outcomes; and
- Seek Members guidance on the trajectory of change desired at Bank to focus the design efforts and minimise the length of the programme.

• Proposed way forward

To formally restart the project with a specific design focus and for a further report in April/May 2019 to be prepared on that basis. This will set out the expected milestones for the project, scenario tests to be undertaken, anticipated public engagement activities and expected costs to reach Gateway 4. As part of this subsequent report the scenarios will include proposed options for the types of vehicle to pass through the junction.

Total Estimated Cost

£4-18 million

(depending upon the strategic option chosen from this report and the subsequent design investigations. The subsequent work will identify options for Members to choose between which will vary in cost and 'look and feel'. Given the challenge of building over an existing London Underground structure, even fairly minor alterations to kerb lines for example, may still be complex to achieve .)

Recommendations

Members of all Committees to:

1. Approve for the Bank Junction Improvements Project (All Change at Bank) to be formally restarted.
2. Approve the Project Objectives in paragraph 13 continue to be relevant to align with the wording of the Corporate plan.
3. Note change to governance arrangements of the existing Project Board into a stakeholder working group, and the creation of a new internal Project Board
4. Proceed with feasibility design of Strategic Option 2 (semi pedestrian priority with some vehicle movement) to a Gateway 4 report. This next phase of work will investigate different options for highways alignment, design of public realm and vehicle mix to inform the Gateway 4 report.
5. Note the options for procurement routes to include the option of any applicable framework contract (paragraph 44 and Appendix 6).

For Members of Streets and Walkways and Planning and Transportation Committee only to:

6. Note that Streets and Walkways will remain the nominated client Committee for future reports on this project, with escalation to Planning and Transportation Committee as required.

Main Report

<p>1. Issue description</p>	<ol style="list-style-type: none"> 1. There are five issues that need to be considered as part of this report. Firstly, the project needs to be formally restarted following the February 2018 report, when it was put on hold. 2. Secondly, it is prudent to confirm the original project objectives are still relevant. The project has been on hold and the Bank on Safety experiment has been made permanent, changing the baseline for the future project both in terms of data and timescale. There is also a need to ensure that any future project helps to deliver the Corporate Plan outcomes. 3. Thirdly, confirmation of whether Streets and Walkways Sub or Planning and Transportation Committee will retain the day to day overview and decision making of this project's development is needed. The reporting lines were enhanced for the Bank on Safety scheme due to the political nature of project. 4. Fourthly, prior to the project being put on hold, the existing governance arrangements had a Project Board. The Project Board consists largely of external stakeholders. However, looking forward this grouping will not be the correct forum to make project related decisions (those outside of Committee decision making). It is therefore proposed to dissolve the current Project Board and to regroup the external stakeholders as a working party. This would retain the ability to continue to engage regularly with these stakeholders and seek their opinion on options as they develop. 5. It is proposed to create a new Project Board consisting of internal officers who are able to take and action decisions on behalf of the City Corporation (that do not require committee approval). This will extend to Transport for London (TfL) representation as necessary. 6. And lastly, establishing the appetite for change at Bank Junction. Whilst the Bank on Safety scheme has provided many lessons and delivered a safer environment, it was developed as an interim measure to reduce the probability of collisions. With growing numbers of pedestrians and cyclists through the junction, the impact of the change will not sustain the level of safety improvement required in the longer term. 7. This report presents to Members three strategic options for the direction this longer-term vision for Bank could take. Within each option there are numerous variations that can be explored in terms of the space created and type of movement
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	<p>undertaken. The range of cost within each strategic option is dependent upon the design decision taken by Members at a later date. However, this longer-term vision risks not being achieved at the pace required to meet the growth of the City's daytime population. London Underground's Bank Station Capacity Upgrade is due to complete in 2022; It is possible that construction of the final scheme at Bank Junction will not complete before its opening. To minimise this risk, the following report seeks a decision from Members to focus the next phase of work to a particular direction of change.</p>
2. Last approved limit	£1,179,000
3. Options	<p>8. Following the introduction of the Bank on Safety scheme as a permanent measure in September 2018, the focus has turned to ensuring that the longer-term project, known as All Change at Bank, is delivered.</p> <p>9. Following the current corporate project management review, and the approval of the Corporate Plan, it is proposed to make some adjustments before this project is restarted to better align the project with these. Given the baseline, in terms of data and timeframes, has also changed with the introduction of the Bank on Safety scheme, it is appropriate to review the objectives and governance of the longer-term project.</p> <p>Project Objectives</p> <p>10. The likely completion of the All Change at Bank project is still several years away. It is important that the objectives are meaningful and help to deliver the corporate priorities and policies. Members are requested to agree some small changes to the projects existing objectives to better align the wording with the current Corporate Plan outcomes. This will assist with measuring progress against these.</p> <p>11. The substantive meaning of the objectives remain the same as the pressures for the junction and surrounding area remain relatively unchanged. Although improvement in casualties and air quality have been realised during the Bank on Safety experiment, there is still a lot that can be done to further improve these.</p> <p>12. The current agreed objectives headings are:</p> <ul style="list-style-type: none"> A. To reduce casualties; B. Reduce pedestrian crowding levels; C. Improve air quality; and D. Improve the perception of 'place' – as a place to spend time in rather than to pass through.

13. It is suggested that moving forward the objectives be placed under the Corporate Plan headings and outcomes of:

Bank Junction Improvements Project Objectives	Corporate Plan Aim	Corporate Plan Outcome	Corporate Plan High-level activity
A - To continue to reduce casualties	Contribute to a flourishing society	1 – People are safe and feel safe	C – Protect consumers and users of building, streets and public spaces.
B - To reduce pedestrian crowding levels	Shape outstanding environments	9 – We are digitally and physically well-connected and responsive	D – Improve the experience of arriving in and moving through our spaces.
C - To improve air quality	Shape outstanding environments	11 – We have clean air, land and water and a thriving and sustainable natural environment	A – Provide a clean environment and drive down the negative effects of our own activities.
D - To improve the perception of place as a place to spend time in rather than to pass through.	Shape outstanding environments	12 – Our spaces are secure, resilient and well maintained	A – Maintain our buildings, streets and public spaces to high standards.

14. The above high-level key outcomes from the Corporate Plan will help to be delivered by the All Change at Bank project to varying degrees depending upon the direction of travel Members wish to take for the long-term project. There will also be other corporate outcomes not mentioned above that this project may contribute towards, but which are not part of the project's key objectives.

15. Linking the objectives to existing targets such as for A) vision zero, will also align the project with the draft City Transport Strategy which, following public consultation, is expected to

be adopted in March 2019.

Client Committee

16. With the nature of the Bank on Safety experimental scheme, there was a very high level of scrutiny across the committee system. This was, on occasions, outside of the usual committee procedure for projects. Whilst it is understood that the future of Bank continues to be a topic that interests many people, it is assumed that the 'All Change at Bank' project will go back to the project reporting structure outlined in the gateway approval process, with Streets and Walkways being the 'service committee'. However, should issues be raised which fall into the remit of other committees, or it is felt by the Chairmen of the parent committees that a matter should be referred up, then this can be undertaken as is necessary.

Project Board

17. As part of the governance review, it is suggested that the existing Project Board is dissolved in its current form. This is to ensure that the project continues to be set up within corporate guidelines. The board currently has a number of external stakeholders and it is suggested to reintroduce the group with a new terms of reference as a stakeholder working group instead.

18. This would continue the level of transparency that the project has shared with the local stakeholders, such as the Bank of England, Royal Exchange and the City Property Association. It would also give the project team the opportunity to have an internal Project Board which is best placed to make necessary decisions for the project. The new Project Board will also require Transport for London's involvement, as some decision making will be for them to also act on.

Direction of travel for design

19. The Gateway 3 report (December 2015) approved to continue investigations into three varying degrees of restrictions to motor vehicles and one option to reduce traffic movement by 50% as the four options for the All Change at Bank project.

20. With the learning from the Bank on Safety scheme, and with the pending introduction of the Transport Strategy it is logical to revisit those options outlined in the original Gateway 3 to ensure that it is still the best way forward. To continue in our original Gateway 3 approved route it is likely to take in the region of 18 months before a Gateway 4 report can be brought back to Committees.

21. It is proposed that the original timeline would not be time effective if the aim is to deliver change at the junction to

	<p>accommodate the growth of pedestrians through the area, including the Bank station capacity upgrade, as soon as possible. It is suggested that there are effectively three strategic options for the direction the design could take from where we are now; taking the experience and comments that we have gained through the Bank on Safety project to date.</p> <p>22. These strategic options are:</p> <ol style="list-style-type: none"> 1. Work towards maximising the space available for Place activity, including walking and cycling movement through the area with limited, if any, vehicular movement; 2. Work towards an enhancement of space available for Place activity, including walking and cycling, with space retained for other vehicle movements (type of vehicle to be established); or 3. Retain ability for vehicle movements (type of vehicle to be established), improving the pedestrian experience with greater space and priority, but little opportunity for Place activities. (effectively operationally very similar to the existing situation, with some changes). <p>23. Below is a high-level overview of the scope that each strategic option outlined above includes.</p> <p><u>Strategic Option 1</u></p> <p>24. To push towards the greatest amount of pedestrian priority and greatest place opportunity that is possible:</p> <ul style="list-style-type: none"> • Investigate the opportunity for a full vehicle closure (times to be investigated), or • Four arms further restricted to vehicle movement than at present. <p>The space between the buildings can then be designed to give the desired lines of travel, whilst also providing amenity of seating, shade, shelter and activity etc. to enhance the place function as appropriate.</p> <p>25. Failing the ability to be able to achieve this extensive level of place or pedestrian priority in the desired time frame, it may be necessary to subsequently investigate the permutations of Option 2 as a phased approach to achieving Option 1.</p> <p>26. Given that there is a lot more work to establish the viability of the potential scenarios in Option 1, and the necessary agreements from TfL (when considering re-routing several bus routes), a Gateway 4 report would be anticipated to take</p>
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	<p>until approximately Spring 2020. Full detailed design would still need to be established and a Gateway 5 is unlikely to be achieved before summer 2021.</p> <p><u>Strategic Option 2</u></p> <p>27. Work towards an enhancement of the space available for Place activity, including priority for walking and cycling, with space retained for some other vehicle movements (type of vehicle to be established). Within this option there is the possibility of providing enhanced Place function, providing amenity of seating, shade, shelter and activity etc. but to a lesser extent than Option 1.</p> <p>28. It could be expected that the opportunity to restrict two or three arms of the junction further to create pedestrian priority corridors but with some vehicular access (types to be established through design) to be the main focus of this approach.</p> <p>29. It's anticipated that a Gateway 4 could be expected by Members towards the end of 2019/early 2020, with a possible Gateway 5 late 2020/ early 2021. This strategic option is recommended for approval for the way forward.</p> <p><u>Strategic Option 3</u></p> <p>30. This option is essentially the same division of place and vehicle movement as is currently in place under Bank on Safety.</p> <p>31. However, this option offers the opportunity to refine what has already been achieved, including the investigation into the revision of vehicle types allowed, timings of operation and whether any further turning movements can be restricted. The opportunity to investigate a limited east/west route specifically for taxis would fall into this option.</p> <p>32. This option would be the simplest to achieve. Some work is already underway to be presented to Members in early 2019 to widen footways and to help improve behaviour in the junction using temporary materials under the Bank on Safety Project.</p> <p>33. This option does not offer significant opportunity to provide added Place function for the community, further improvement to air quality at the junction, or significant relief of pedestrian crowding. It would be anticipated that a Gateway 4/5 report could be with Members in the autumn of 2019.</p> <p><u>Overall</u></p> <p>34. In Appendix 2 there is a matrix looking at how the above three</p>
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	<p>strategic options might perform against:</p> <ul style="list-style-type: none"> • the projects objectives; • the potential impact on some of the key considerations of for the future design; and • the potential risk to deliverability. <p>35. In Appendix 3, 4 and 5 are some illustrative sketches to give an impression of what could be achieved with the different levels of space reallocation from an aesthetics perspective.</p> <p>36. For Strategic Options 1 and 2 there is still a lot of technical work to be undertaken to ascertain the best balance of use, understand traffic reassignment and its achievability, as well as the probable engineering difficulties of constructing above the underground station and within a conservation area. Depending upon the Strategic Option taken, a more detailed programme and milestones report will be presented to Members in April 2019.</p> <p>37. Members are being asked to determine what level of place they want to achieve with the long-term project. Officers can then begin to start detailed feasibility studies within that strategic option and the necessary technical work, such as any necessary traffic modelling and pulling together the information for the associated future equality analysis.</p> <p>38. Within each of the above options, there will still be decisions needed to determine things such as:</p> <ul style="list-style-type: none"> • The routing of vehicle movements; • The appropriate traffic mix either near to, or across, the current junction; • Timings of the operation; and • How the space should be used to fulfil a sense of Place. <p>Members are not being asked to make these decisions now.</p> <p>39. Defining Members preference for a place and movement function split at this stage will enable officers to focus on delivering change more in time with the Bank station capacity project. It should be noted that if it is requested that the focus of work is wider spread, and covers two or all of these options, the ability to scope so many scenarios thoroughly is likely to lengthen the time to deliver and complete any final solution.</p> <p>40. Members may want to consider a phased approach to change at Bank, incrementally building as other policy initiatives for traffic management take effect. For example, Members may want to aspire to a vehicle free junction in the future, but believe that in the medium term, option 2 would provide an opportunity to improve the area and could be designed as a</p>
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	<p>stepping stone for further improvement at a later date. In the long run this approach is likely to cost more, but it may be less controversial and deliver the greatest amount of change. However, the decision of where we first should aim to rebalance the priority and space at Bank is still required.</p> <p>41. Whichever option is agreed the design approach will be to consider a calm scheme which provides a setting for the listed buildings which surround the junction. We would seek to use materials in accordance with the City's Public Realm SPD and that is fitting of the conservation area. Lighting of the space and setting is likely to be an area that is considered as part of the long-term design in accordance with the City's lighting strategy. The future design will be developed with flexibility of use in mind and how this can all be achieved to deliver value for money.</p> <p>42. On balance, officers recommend Strategic Option 2 as the route forward. It offers the potential to deliver the key objectives, is still likely to be challenging to achieve but should be deliverable and the indicative programme aligns with the London Underground programme at Bank.</p> <p>After this report</p> <p>43. Once an option for developing scenarios is decided Officers will work up the appropriate programme and costs for that option, resetting the milestones for the project. This will include detail on the costs to reach the next gateway report. This will then be reported back to Members, with a view to submitting this information for the April 2019 committee cycle. Work on developing the feasibility scenarios will be progressed in the meantime and initial work to get procurement of any necessary consultancy support underway.</p> <p><u>Procurement</u></p> <p>44. In the previous Gateway 3 report, it was agreed that consultancy support for the All Change at Bank project would be procured through the TfL Framework contract. Services were not procured as it became apparent that the Bank on Safety schemes success, or not, would shape the direction of any long-term proposal. It is therefore appropriate to review this option. A draft PT4 from is in Appendix 6 outlining the options available which will be updated once a decision from this report on the direction of the forthcoming design options is agreed and therefore the scope of work is more defined. This will subsequently be reported back to Members.</p>
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Appendices

Appendix 1	Cover sheet
Appendix 2	Matrix of options for comparison
Appendix 3	Illustration of potential for Strategic Option 1
Appendix 4	Illustration of potential for Strategic Option 2
Appendix 5	Illustration of potential for Strategic Option 3
Appendix 6	Draft PT4 procurement form.

Contact

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Project Coversheet

[1] Ownership

Unique Project Identifier: 11401 **Report Date:** 13/11/18
Core Project Name: Bank Junction Improvements: All Change at Bank
Programme Affiliation (if applicable): Bank on Safety
Project Manager: Gillian Howard
Next Gateway to be passed: G4

[2] Project Brief

Project Mission statement: To improve the safety, air quality and pedestrian experience of the area around the Bank junction to reflect the historic and iconic surroundings with the appropriate sense of place.

Definition of need: The junction was Identified in the Bank area strategy in 2013, as a space that did not work well for anyone. It was seen as dangerous and polluted with a high collision rate. This project was initiated to investigate solutions to these issues, to simplify the movement at the junction to create less conflict, to reallocate space to assist with the growth of pedestrian numbers and to ensure that the 'Place' function for the centre of the Bank conservation area is enhanced.

Key measures of success:

- 1) Reduction in total casualties – specific interest in reducing Killed and Seriously Injured.
- 2) Reduced NO₂ emission levels
- 3) Improved Pedestrian comfort levels
- 4) Improved perception of Place (as a place to spend time in, and not just pass through)

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: 4-18 million

Total anticipated on-going commitment post-delivery [£]: (TBC when options are being considered)

Programme Affiliation [£]: With the Bank on Safety scheme- up to 19.5 million

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£1,179,000	N/A	£1,179,000
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£4-18 million	£4-18 million	£0
[G] Spend to Date	[H] Anticipated future budget requests	
£816,667	Up to £16,821,000 (the future value of budget requests will be dependent upon the options decided upon in future reports. This will include the extent of change to the operation of the space as well as the future material choice and engineering difficulty of the final chosen design).	

Headline Financial changes:

Since 'Project Proposal' (G2) report:

▼ <[£532,000 approved at G2] 433,943 spent at gateway 3
Since 'Options Appraisal and Design' (G3-4) report: ◀▶ Total budget (inc G2) 1,179,000 at Gateway 3
Since 'Authority to start Work' (G5) report: ▲ ▶▶ ▼ N/A
<u>Project Status:</u> Overall RAG rating: Amber Previous RAG rating: Amber
[4] Member Decisions and Delegated Authority
Project put on hold in February 2018 at S&W and March PS
[5] Narrative and change
Date and type of last report: Issues report – 27/02/18 S&W, 14/03/18 PS Key headline updates and change since last report. <i>Long term project on hold – some data collection has been undertaken to assist with setting new baselines for pedestrian and cycle movements. The associated project 'Bank on Safety' has now been made permanent. Therefore, the longer-term project is seeking to move forward.</i>
Headline Scope/Design changes, reasons why, impact of change:
Since 'Project Proposal' (G2) report: No change
Since 'Options Appraisal and Design' (G3-4 report): This report seeks authority to make changes
Since 'Authority to Start Work' (G5) report: N/A
<u>Timetable and Milestones:</u> Expected timeframe for the project delivery: Constructed by 2021 (Original milestone) Milestones: These need to be re-set depending upon the outcome of the current report. (Milestones taken from the gateway 3 report in December 2015)
1) Gateway 4 – Mid 2017
2) Gateway 5 – Mid 2018
3) Construction completion by 2021
Are we on track for this stage of the project against the plan/major milestones? No The development of the Bank on Safety scheme and the importance of the outcome of this to the longer-term success of any future scheme has delayed the ability to meaningfully progress this project (All change at Bank) in terms of design and agreements. It was therefore put on hold until the Bank on Safety decision had been concluded. Current report sets out the strategic options to take this project forward.
Are we on track for completing the project against the expected timeframe for project delivery? No The aim had been to complete in time for the Bank Station Capacity Upgrade programme which was due to complete in 2021. This has since been pushed back to 2022. There is still an opportunity to meet this new timeframe.
<u>Risks and Issues</u> Top 3 risks:

<i>Risk description</i>	<i>Infrastructure difficulties of the junction make it difficult to transform the space as people imagine</i>
<i>Risk description</i>	<i>Requirement to keep the ability for resilience/flexibility through the area in traffic terms, restricts the options that can be developed</i>
<i>Risk description</i>	<i>The need to extend the scope of the project to include other junctions to fulfil the desired Space reallocation and suitable traffic movement increases the costs of the project.</i>

Top 3 issues realised

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Delivery of the Bank on Safety scheme delayed the development of the longer-term vision	The longer-term programme is behind its original schedule, however in terms of stakeholder development and proof of concept, the experimental period has had many benefits to take the long-term vision forward.	

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

With its close relationship with the Bank on Safety scheme – the longer-term project has had media interest which has been managed by the media team.

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Appendix 2

	Strategic Options Matrix		
KEY ✓✓✓ very positive ✓✓ positive ✓ slightly positive - neutral x slightly negative xx negative xxx very negative	Option 1 - full pedestrian priority with limited (if any) vehicle movement	Option 2 - semi-pedestrian priority with some vehicle movement	Option 3 - retain existing vehicle movements but improve pedestrian experience
Opportunity to meet Project Objectives			
Casualty reduction	✓✓✓	✓✓	✓
Improve pedestrian comfort	✓✓✓	✓✓	✓
Improve air quality	✓✓✓	✓✓	-
Improve place function	✓✓✓	✓✓✓	-
Potential Impacts on Key Considerations			
Traffic reassignment (TfL approvals)	xxx	x	-
Bus Journey time impacts (TfL approvals)	xxx	x	-
Meeting TfL Healthy Streets criteria	✓✓✓	✓✓✓	✓
Potential Deliverability implications			
Estimated programme length	Long	Medium	Short
Estimated Cost (of budget envelope)	High*	High*	Low
Political Challenge (from externals)	High	Medium	Low

The above table gives an indication to how the three different strategic options may perform against:

- The project objectives,
- The key considerations for external approvals, (that will be necessary to obtain); and
- Being able to deliver change in a reasonable timeframe, the cost and the challenge of delivering such a change.

*At this early stage it is not possible to give a clear estimated budget envelope for each option as there are too many variables. However, Option 1 and 2 both have potential design options within

them that could be delivered towards the lower end of the current budget envelope (£4-18 million). This means the envelope for those options is much wider at this stage.

It should be noted that given the large expanse of current asphalt surfacing at the junction, that changes in any of the above three strategic options will require replacing or resurfacing of almost the entirety of the junction area. This is why for options 1 and 2 above, the cost envelope is much wider as there is more scope for larger areas to be replaced with paving material leaving the potential of a higher cost.

These will be design choices for Members to make once further work has been undertaken.

Appendix 3 – Illustration of potential change if ‘Strategic Option 1’ were developed.



OPTION 1: ALL ARMS CLOSED

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Appendix 4: Illustration of potential change if 'Strategic Option 2' were developed



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Appendix 5: Illustration of potential change if 'Strategic Option 3' were developed



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PT4 - Committee Procurement Report

This document is to be used to identify the Procurement Strategy and Purchasing Routes associated with a project and only considers the option recommended on the associated Gateway report.

Introduction

This is an early attempt of the PT4 Form which will be amended when more information is available following the committee decision on the project's direction.

Author:	Sohail Khan – Category Manager - Construction		
Project Title:	Bank Junction Improvements Project (All Change at Bank)		
Summary of Goods or Services to be sourced Depending upon the strategic option chosen to develop the designs, a combination of consultants may be required including traffic modelling expertise, structural engineer advice and urban realm design to assist officers in developing the long-term solution for Bank Junction. Whether this is one contract or multiple specialist contracts is to be defined once the scope of the work is fully understood (following this current committee report). An amendment with a more detailed approach will be provided.			
Contract Duration:	1-3 years	Contract Value:	Estimated 250,000 to 500,000
Stakeholder information			
Project Lead & Contract Manager: Gillian Howard	Category Manager: Sohail Khan	Lead Department: Department of the Built Environment	
Other Contact		Department	

Specification Overview

Summary of the Specification: Potential items that we will require assistance on. <ul style="list-style-type: none"> Revision of traffic model work with a new Future base and full MAP process with TfL Structural engineer advice regarding the impact of loading of an existing underground structure (by way of changing materials and moving kerb lines or adding additional public realm structures) Development of the urban realm environment to reflect the iconic setting. 			
Is the contract likely to require financial uplifts? (Please describe what method will be used to calculate the uplift and whether this will be capped) This will be covered in the future amended PT4 form.			
Project Objectives:			
Bank Junction Improvements Project Objectives	Corporate Plan Aim	Corporate Plan Outcome	Corporate Plan High-level activity
A - To continue to reduce casualties	Contribute to a flourishing society	1 – People are safe and feel safe	C – Protect consumers and users of building, streets and public spaces.
B - To reduce pedestrian crowding levels	Shape outstanding environments	9 – We are digitally and physically well-connected and responsive	D – Improve the experience of arriving in and moving through our spaces.
C - To improve air quality	Shape outstanding environments	11 – We have clean air, land and water and a thriving and sustainable natural environment	A – Provide a clean environment and drive down the negative effects of our own activities.
D - To improve the perception of place as a place to spend	Shape outstanding environments	12 – Our spaces are secure, resilient and well maintained	A – Maintain our buildings, streets and public spaces to high standards.

time in rather than to pass through.			
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Does the scope of those project include the processing of personal data? Yes ☐ No ☒

If yes, have you defined roles and responsibilities within your project specification? For more information visit [Designing Specifications under GDPR](#). You may include your Privacy Impact Assessment or other relevant report as an appendix to this PT form when submitting to Committee (for information).

Customer Requirements

Target completion date	(design) Q1 2021	Target Contract award date	July 2019
Are there any time constraints which need to be taken into consideration? The aim is to complete construction by 2022 ahead of the London Underground capacity upgrade opening.			

Efficiencies Target with supporting information	
<p>Process efficiencies may in the main be derived as follows (according to City of London Procurement Efficiency & Savings Process Manual):</p> <ul style="list-style-type: none"> SE1 – Competitive price difference – difference in competitive prices received because of competition SE18 – Cost to procure – cost of additional procurement opportunity cost avoided by virtue of the option to extend the appointment beyond concept design stage. COL would have the discretion to proceed to next stages if required. Use of external frameworks to reduce opportunity cost on procurement and project resource in delivering procurement process. 	

City of London Initiatives

How will the Project meet the City of London's Obligation to
<p>Adhere to the Corporation Social Responsibility: CSR matters will be considered in the selection and evaluation process to the extent advised by City Responsible Procurement provisions at the point of engaging with the market.</p> <p>Subsequently CSR matters will be considered as part of design development according to client project objectives and future instruction and can be expected to form part of a design brief to the project in due course.</p>
<p>Take into account the London Living Wage (LLW):</p> <p>This is unlikely to be an issue with a direct impact on this contract opportunity given the nature of the business being contracted. LLW will be stipulated in the ITT.</p>
<p>Consideration for Small to Medium Enterprises (SME):</p> <p>The City accepts applications to participate from SME's.</p>
Are there TUPE/Pension liabilities that need to be considered? NO
Other:

Procurement Strategy Options

<p>Option 1: Multiple Tender Process – Sub OJEU Choosing multidisciplinary teams to deliver development has clear advantages. Procurement is simplified, and the right specialists can be brought together for a holistic project approach. Greater communication and established relationships within the team can lead to better solutions and a smoother process.</p>
<p>Disadvantages to this Option: Depending on the project plan and timeframes ; this option could take up to 10 weeks and will need to be planned against current procurement activities.</p>

Please highlight any possible risks associated with this option:
Option 2: Appoint via a framework supplier (internal/ external)
Advantages to this Option: <ul style="list-style-type: none"> • Quicker engagement with the market. • Pre-vetted suppliers on the framework.
Disadvantages to this Option: <ul style="list-style-type: none"> • Considered less likely to engage with SME's • City has experienced inconsistent levels of response from frameworks and which do not always offer the minimum of 3 tender returns required by City Procurement Rules. • On occasion external framework terms aren't fit for purpose with CoL
Option 3: Explore existing COL suppliers with capability and scope
Advantages to this Option: <ul style="list-style-type: none"> • Significantly reduce the procurement time required • Shows greater partnership with existing suppliers
Disadvantages to this Option: <ul style="list-style-type: none"> • If not market tested we may not be getting a competitive price
Please highlight any possible risks associated with this option: Depending on existing contract that we may choose to use; financial limits on the contract may limit the award, and should we award CoL may be at risk of awarding a contract to a supplier that may have financial constraints in delivery of the work; or inability to absorb additional volume due to capacity .

Procurement Strategy Recommendation

City Procurement team recommended option
This will be determined once the project strategy has been approved and agreed; to ensure the best option is chosen

Procurement Route Options

Make v buy to be considered; also indicate any discarded or radical options

Option 1: An existing compliant Framework Agreement
Advantages to this Option: <ul style="list-style-type: none"> • Faster route to market • Less exposure to risk of legal challenge. • Fees and margins are capped by framework • Known proven vetted list of contractors • Ability to use own ITT and terms and conditions • TFL Framework is the preferred option (currently re-tendering process), but open to utilise other appropriate frameworks.
Disadvantages to this Option: <ul style="list-style-type: none"> • Reliance on limited market place • Contractors may have an already full order book and made commitments elsewhere giving rise to limited competition and reduced confidence in level of value for money realised by the procurement process • Less engagement with SMEs
Please highlight any possible risks associated with this option:
Option 2: Undertake an OJEU compliant tender
Advantages to this Option: <ul style="list-style-type: none"> • Established and compliant method/process. • Established regulatory process aimed at securing a best and final offer at tender stage • Allows to shortlist at first stage to avoid review of high-volume returns • Allows us to engage with SME's as opposed to using a framework, which typically have larger suppliers appointed to them
Disadvantages to this Option: <ul style="list-style-type: none"> • Tender submission in the first instance is on a best and final offer basis. • Longer timeframes – selection stage and associated evaluation (Restricted) • Many suppliers could respond resulting in a longer evaluation process (Open)
Please highlight any possible risks associated with this option: <ul style="list-style-type: none"> • A high level of interest at SQ stage is expected and may place significant demand on project resources.

<ul style="list-style-type: none"> Careful choice in of selection and evaluation criteria is required to ensure there is an effective and compliant mechanism for differentiating between stronger and weaker submissions.
Option 3: Contract through the existing JB Riney Highways term maintenance contract
Advantages to this Option: <ul style="list-style-type: none"> Known contractor with knowledge of COL procedures and processes. Compliant and quick route.
Disadvantages to this Option: <ul style="list-style-type: none"> Not going out to receive competitive tenders. Not the best possible offer may be received. Specialism may not cover all areas sought. Mainly sub-contract. Not testing the market.
Please highlight any possible risks associated with this option:
Option 4: Deliver Using In-House Resource
Advantages to this Option: <ul style="list-style-type: none"> Closer working relationship with the project team Efficiencies in delivery due to knowledge of how the City and it's processes Lower overall costs
Disadvantages to this Option: <ul style="list-style-type: none"> May not have the breadth of experience and expertise which an external supplier would have May be a long-term project with no guarantee of staff turnover.
Please highlight any possible risks associated with this option:

Procurement Route Recommendation

City Procurement team recommended option
Framework Route - There is consensus between project team and City Procurement that a multi-disciplinary framework is the preferred procedure in this instance. It offers an appropriate balance between time and a need to reduce the number of bidders to be invited to tender. The commercial and technical requirements are sufficiently defined to be capable of being appointed on a framework only basis. This is of course dependant on strategy outcome and approval

Sign Off

Date of Report:	11/01/2019
Reviewed By:	Gillian Howard
Department:	Built Environment
Reviewed By:	
Department:	Chamberlain's Department

Committee(s): Planning and Transportation Committee Port Health and Environmental Services Committee	Date(s): 29/01/2019 05/03/2019
Subject: TfL Direct Vision Standard Consultation Response	Public
Report of: Director of the Department of the Built Environment	For Decision For Information
Report author: Rory McMullan, Road Danger Reduction & Behaviour Change Team, Department of the Built Environment	

Summary

Heavy Goods Vehicles (HGVs) are disproportionately involved in fatal collisions with cyclists and pedestrians on the streets of London despite constituting only 4% of vehicles on the City's streets. A leading contributory factor in collisions is restricted driver vision or "blind spots".

The Mayor announced, in 2016, the establishment of a Direct Vision Standard (DVS) for HGVs to protect vulnerable road users and meet Vision Zero targets (eliminating road deaths by 2041). DVS uses a star system to rate HGVs over 12 tonnes from 0-5 stars based on how much a driver can see directly through their cab windows.

The proposals include:

- Establishing an HGV safety permit scheme which would require HGVs over 12 tonnes to hold a safety permit to enter Greater London from 2020.
- Permits would only be issued to vehicles meeting the minimum DVS star rating (1 star in 2020 and 3 in 2024) or those meeting the requirements of an evolving safe system (industry recognised mitigating measures such as sensors).
- 3 step process to obtain an HGV Safety Permit:
 1. Identify if vehicle is within the scheme's scope
 2. Obtain DVS star rating
 3. Application for permit via online application portal
- The scheme would be enforced by Automatic Number Plate Recognition.

TfL have completed two rounds of consultation focusing on the principles of DVS and their proposals for an HGV permit scheme. The responses have been used to develop the final scheme proposals which are now under consultation.

A representative of TfL requested a response from the City of London Corporation in phase 2b of the consultation.

This report evaluates response options and proposes that the City Corporation supports firmly DVS, HGV permits, and the phased restrictions of low star rated HGVs.

Recommendation(s)

Members are asked to approve the City Corporation's response to TfL's DVS consultation as shown in appendix 2.

Main Report

Background

1. HGVs are disproportionately involved in collisions which result in serious or fatal injuries, especially those involving vulnerable road users. The Mayor of London has committed to the elimination of road deaths by 2041 and has endorsed the establishment of DVS and HGV safety permits.
2. TfL announced its plans to combat HGV caused road deaths through the establishment of a DVS and accompanying permit scheme.
3. TfL have conducted two prior phases of consultation on their DVS proposals. The initial consultation outlined the case for HGV driver direct vision and sought feedback on the plan to introduce a DVS and the principles of the standard itself. Responses showed that, in general, there was support for a DVS. TfL then consulted on the star rating boundaries and the process by which different implementation options were examined and used to develop the HGV permit scheme. Responses demonstrated support for the permit scheme.

Current Position

4. Large goods vehicles make up only 4% of vehicles on the City's streets. However, 38% of collisions that result in someone being killed involved a large goods vehicle, as do 21% that result in a serious injury.
5. The City Corporation has committed to ensuring compliance with the Fleet Operator Recognition Scheme (FORS) which aims to raise the level of quality within fleet operations. The City Mark accreditation will be maintained and continue to be a symbol of best practice.
6. The City Corporation has maintained FORS Gold accreditation for its own fleet since 2012 and was one of the first local authorities to do so, adhering to all the standards set. Members of the City's transport team sit on the FORS Executive working group, as well as other sub working groups to promote the scheme and consult on the policy documents.
7. The City is a champion of the Construction Logistics and Community Safety Scheme (CLOCS) and sits on the various working groups. The City fleet is already complying with the DVS with its vehicles and has worked with the Highways contractor Riney to have one of the first DVS tipper lorries on the City contract 5 star rated. Currently the City has 5 star rated vehicles within the fleet that exceed the minimum standard for 2020. The City has already retrofitted vehicles with mitigating safety features in line with the permit scheme to comply with the proposals.

8. City officers within DBE worked with manufacturers of large goods vehicles on the design of DVS vehicles working especially in construction, this included: Dennis Eagle, Mercedes, Scania, Volvo and DAF amongst others. Dennis Eagle produced the design construction vehicle from these discussions. The City is continuing to influence these manufacturers on various applications such as construction vehicles, waste vehicles and Mechanical sweeping vehicles.
9. The City Corporation's Responsible Procurement Strategy has outlined a commitment to taking active steps to address the safety of construction vehicles by working towards compliance with FORS. This includes hiring or retrofitting vehicles with the relevant safety features.
10. TfL has proposed the development of a DVS and accompanying HGV permit scheme. Permits would be issued only to those HGVs (over 12 tonnes) that meet the minimum star rating requirements dictated by the DVS or those not meeting the star rating but complying with the progressive safe system. Those failing to meet the standard (1 star in 2020 and 3 stars in 2024) would be denied a permit and the ability to operate within Greater London. Detailed proposals, including DVS and the safe system requirements, can be found in appendix 1.
11. A request was made from TfL for the City Corporation's response in the consultation on the final DVS proposals.

Options

12. Endorse TfL's proposals and appendix 2 as the official Corporation response. There will be no cost commitments and would be beneficial as support for policies that the City Corporation already champions.
13. Endorse the proposals with amendments based on members' queries or concerns. No cost commitments are associated but might enable members to influence London-wide policy.
14. Do not respond to the consultation.

Proposals

15. Endorse appendix 2 as the official Corporation response which expresses strong support for TfL's DVS proposals. This action is recommended.

Corporate & Strategic Implications

16. Endorsement of TfL's proposals is in line with the City Corporation's corporate plan and commitment to ensure that people are safe and feel safe.
17. The proposals are supported by the draft Transport Strategy which discusses encouraging DVS as part of FORS.
18. The City Corporation has already committed to safer freight operation, including DVS, in the Road Danger Reduction and Active Travel plan. These proposals

could help deliver on its pledge to ensure the safest HGVs operate within the Square Mile.

Implications

19. No additional financial implications.

Conclusion

20. HGVs are disproportionately involved in collisions resulting in death and serious injury and a common contributory factor is drivers' restricted view out of the cab.

21. The aims of the DVS and HGV permit scheme represent an effective approach through which the problem of dangerous HGVs can be tackled. Delivery of this scheme would help improve safety of vulnerable users and help the City Corporation in the fulfilment of its corporate and strategy commitments.

22. TfL has requested a response to their consultation from the City Corporation.

23. Subject to approval, a response will be delivered giving the opinions, as outlined by committee members, of the City Corporation.

Appendices

- Appendix 1 – Phase 2b Policy Consultation document, not attached for details please see link https://consultations.tfl.gov.uk/roads/direct-vision-standard-phase2b/user_uploads/consultation-document-dvs-phase-2b.pdf
- Appendix 2 – City of London draft consultation response

Background Papers

<https://consultations.tfl.gov.uk/roads/direct-vision-standard-phase2b/>

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Have your say on making London's lorries safer: Direct Vision Standard (DVS)

Closes 18 Feb 2019

Our proposals

We have presented our final scheme proposals in the documents included as part of this consultation and we would like your views on them.

1. To what extent do you agree or disagree with our proposed process for obtaining a vehicle star rating? (Please refer to pages 15-19 of the consultation document).

☒ Strongly agree ☐ Agree ☐ Neither agree nor disagree ☐ Disagree
☐ Strongly disagree

2. To what extent do you agree or disagree with our proposals for the permit application process? (Please refer to pages 15-19 of the consultation document).

☒ Strongly agree ☐ Agree ☐ Neither agree nor disagree ☐ Disagree
☐ Strongly disagree

3. To what extent do you agree or disagree with our proposed safe system mitigating measures - for example cameras and mirrors. (Please refer to pages 10-14 of the consultation document).

- ☒ Strongly agree ☐ Agree ☐ Neither agree nor disagree ☐ Disagree
☐ Strongly disagree

4. To what extent do you agree or disagree with our proposals for how we enforce the scheme and how appeals will be dealt with? (Please refer to pages 20-21 of the consultation document).

- ☒ Strongly agree ☐ Agree ☐ Neither agree nor disagree ☐ Disagree
☐ Strongly disagree

5. Do you have any further comments on our final scheme proposals?

The City Corporation strongly agrees with all the above proposals. The City witnesses a great deal of construction traffic and amongst the highest levels of walking and cycling in London. This traffic mix leads to increased risks of collisions that lead to fatal or serious injuries. We have therefore implemented a number of schemes to improve the safety of driving and vehicles entering the Square Mile. While we completely support the creation of a Direct Vision Standard and the accompanying star rating and permit scheme, we feel a more ambitious timeline is required in the context of the City of London. The City Corporation, already meeting the basics outlined in your proposals, would be keen to pilot any London-wide schemes.

Privacy notice:

TfL, its subsidiaries and service providers will use your personal information for the purpose of administering this consultation and assessing the responses. You do not have to provide any personal information to respond to a consultation, but where given this information will help TfL understand the range of responses. If you provide your email address, TfL may contact you to let you know when the results of the consultation are published and may use your details to update you on any future developments with the proposal. We may also inform you of new consultations that you might wish to respond to.

Responses to consultations may be made publicly available, but any personal information will be kept confidential.

Your personal information will be properly safeguarded and processed in accordance with the requirements of privacy and data protection legislation.

For further information, please visit: https://consultations.tfl.gov.uk/privacy_policy/

Please note: Cookies are essential for this survey, for more information on cookies please click on the following link: https://consultations.tfl.gov.uk/cookie_policy

6. What is your name?

Name

7. What is your email address?

This is optional, but if you enter your email address then you will be able to return to edit your response at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

We will contact you to let you know when the results of the consultation are published and may use your details to update you on any future developments with the proposals.

Email

8. Please provide us with your postcode?

You do not have to provide your postcode, but it is useful for analysis purposes. All personal details will be kept confidential.

Postcode

9. I am responding as:

☐ A member of the public ☐ Part of the freight industry ☐ An HGV operator ☐ An HGV driver ☐ An HGV manufacturer, dealer, body builder or other involved in the manufacture or supply of vehicles ☐ An industry trade or other association ☐ A business that employs HGV operators ☒ A Government Organisation ☐ A community/voluntary group ☐ A business ☐ Other (please specify)
Other

10. If responding on behalf of an organisation, business or campaign group, please provide us with the name:

Please note: If you are responding on behalf of an organisation it should be in an official capacity.

Organisation

The City of London Corporation

11. How did you find out about this consultation?

☒ Received an email from TfL ☐ Received a letter from TfL ☐ Read about in the press ☐ Saw it on the TfL website ☐ Social media ☐ Other (please specify)

Other

12. What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)?

☒ Very good ☐ Good ☐ Acceptable ☐ Poor ☐ Very poor

Do you have any further comments about the quality of the consultation material?

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Committee(s)	Dated:
Planning & Transportation Committee – For information	29012019
Subject: Department of the Built Environment: ‘Brexit’ Update	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Information
Report author: Paul Beckett, Policy & Performance Director, DBE	

Summary

This short report updates Members on the potential implications of Brexit for the Department of the Built Environment.

The report notes that risks are also being considered corporately and focusses on those issues which have a particular relevance for the Department. A key consideration is to ensure that the plans, strategies, projects and services being delivered by the Department can still be delivered during and after Brexit. The Department’s role in ‘shaping’ the future City will remain important to ensure that it remains a ‘vibrant and thriving City, supporting a diverse and sustainable London within a globally-successful UK’, as set out in the Corporate Plan.

Recommendation(s)

Members are recommended to:

- Note this initial report and that further update reports will be made to subsequent meetings of the Committee as appropriate.

Main Report

Background

1. The UK Government’s commitment to the withdrawal of the UK from the EU will have wide ranging implications for the country, the City, the City Corporation and the Department of the Built Environment. It will create opportunities to be seized and risks to be mitigated. The opportunities and risks will depend on the detailed withdrawal arrangements which are yet to be agreed. Meanwhile a priority is to ensure that foreseeable risks have been mitigated where practical and that the service remains resilient in uncertain times.

Risks

2. Risks which apply to all parts of the organisation are being addressed corporately, but these will still need to be mitigated to some extent at departmental level to ensure that the Department remains in a position to implement its business plan. Examples include the potential short-term and longer-term impacts on supply chains, staff retention, income streams and the demand for services. Such risks could affect delivery of the Department's projects and services if they were to constrain availability of staff and materials. They could also affect the Department's income streams and the demand for its services if Brexit were to lead to significant changes in behaviour. These risks affect all departments and the Director of the Built Environment represents the Department at the corporate working group.
3. Brexit will have short-term and long-term effects on economic and employment growth, in the City and elsewhere, depending on the detailed arrangements to be agreed. Whatever those arrangements, London's strong underlying strengths as a global business centre will remain, meaning it is necessary to plan for sustainable long-term growth.
4. Evidence so far suggests that there is a continuing strong demand to invest in and develop in the City. 565,000 square metres of new office stock have been completed since 2016, leading to a net increase in City office stock from 8.72 to 8.95 million square metres. Employment in the City has also increased from 484,000 to 513,000 during this period. There are another 1.21 million square metres of office floorspace under construction. Planning applications for large developments have continued to be received resulting in large committee agendas at times. Pre-application discussions are also continuing in relation to a number of major development projects.

Conclusion

5. At this stage the Department considers that it will be able to deliver its services and implement its business plan during and after Brexit. However the uncertain wider situation means that further updates will continue to be provided by the Director in spoken or written form to subsequent committee meetings as appropriate.

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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 11 Sept 2018 8 Oct 2018 30 Oct 2018 20 Nov 2018	Ludgate Circus 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.	Steve Presland / Ian Hughes	Further meeting to be scheduled in DECEMBER 2018/early 2019 following installation of cycle SCOOT.	<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>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> <p>Following a further meeting with TfL in the following</p>

					<p>actions were agreed:</p> <ul style="list-style-type: none"> • TfL Road Safety Auditor to produce collision 'stick diagrams' for the Ludgate Circus junction to identify any prominent accident types. • CoL requested official TfL presence from Enforcement Team to assist in undertaking cycle behaviour training at the junction. • CoL highlighted that it would be beneficial to understand the number of informal / formal movements being undertaken at the junction and by what mode e.g. pedestrian, cycle, car. This will require surveys being conducted on the Ludgate Circus junction. Furthermore, as there is no data prior to the construction of this junction a secondary junction of similar nature will be required to be surveyed
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					<p>to provide a comparison. TfL to investigate practicality and cost of surveys and report back.</p> <p>Members informed at 8 Oct meeting that updates had been received from TfL on their actions as follows:</p> <ul style="list-style-type: none"> • Collision diagrams had been provided and these highlighted that the main cause was left turning vehicles in conflict with pedestrians crossing informally. • TfL agreed to allow the City to use their Enforcement Team to assist in undertaking cycle behaviour training at the Ludgate Circus Junction. • TfL agreed to look in to the cost of surveys on the junction and report back. • A review of signal timings at the junction would take place in the next few months.
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					<p>City Officers to continue to press TfL to identify ways in which these informal crossing routes could be made safer and more pedestrian friendly.</p> <p>TfL have suggested that due to budget constraints, doing an informal crossing analysis at Ludgate Circus would need a solid business case.</p> <p>Since it is the City community that is at risk, we are looking at opportunities to deliver this ourselves.</p> <p>The City recently used camera analysis that can be programmed to identify different road users for a behaviour change study at Queen Street. Officers are planning to deploy similar technology at a busy pedestrian crossing to get some data about the causes of pedestrian inattention.</p> <p>In light of TfL's response, we are therefore proposing to use this technology at Ludgate Circus.</p>
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					<p>The details over where the cameras can be mounted are being worked on.</p> <p>The Transportation and Public Realm Director and the Deputy Chairman meeting with TfL on 30th November 2018.</p> <p>Members informed TfL had informed CoL that the signal timing review had progressed well and was substantially complete. CoL were now pressing for a date when it would be released. The Scoot installation was scheduled for the New Year and Officers were also requesting confirmation of a target date for this.</p> <p>Members informed that, unfortunately, TfL had declined to fund the agreed survey due to financial constraints. However, CoL had decided to undertake the survey itself which was due to commence in Nov 2018. A report on the results was expected to be available in mid-December 2018.</p>
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					UPDATE: The Transportation and Public Realm Director to provide the Committee with a verbal update at the 29 January 2019 meeting.
2.	30 Oct 2018 20 Nov 2018	Committee Tour of the Bloomberg Building Members requested that a Committee visit to/tour of the new Bloomberg Building be arranged.	Toni Bright	EARLY 2019	
3.	20 Nov 2018	Daylight/Sunlight Training A Member requested that Committee training be offered on this matter as soon as possible.	Annie Hampson	ASAP	

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

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