



## Planning and Transportation Committee

**Date:** TUESDAY, 5 NOVEMBER 2019

**Time:** 10.30 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

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

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

John Barradell  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
**(\*10.35AM)**  
To agree the public minutes and summary of the meeting held on 22 October 2019.  

**For Decision**  
(Pages 1 - 14)
4. **OUTSTANDING ACTIONS**  
**(\*10.45AM)**  
Report of the Town Clerk.  

**For Information**  
(Pages 15 - 20)
5. **1-14 LIVERPOOL STREET AND 11-12 BLOMFIELD STREET, LONDON, EC2M 7AW**  
**(\*10.50AM)**  
Report of the Chief Planning Officer and Development Director.  

**For Decision**  
(Pages 21 - 92)
6. **TRANSPORT STRATEGY UPDATE: QUARTER 1 & QUARTER 2 2019/20**  
**(\*11.30AM)**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 93 - 106)
7. **UPDATE ON ENFORCEMENT MONITORING REPORT**  
**(\*11.45AM)**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 107 - 132)

8. **2019/20 BUSINESS PLAN UPDATE Q2  
(\*12 NOON)**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 133 - 146)
9. **PUBLIC LIFT REPORT  
(\*12.10PM)**  
Report of the City Surveyor.  

**For Information**  
(Pages 147 - 148)
10. **THE CITY OF LONDON CORPORATION'S DRAFT SPORT AND PHYSICAL  
ACTIVITY STRATEGY FOR 2020-25  
(\*12.20PM)**  
Report of the Head of Corporate Strategy and Performance.  

**For Information**  
(Pages 149 - 172)
11. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND  
DEVELOPMENT DIRECTOR  
(\*12.35PM)**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 173 - 186)
12. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT  
ENVIRONMENT  
(\*12.40PM)**  
Report of the Chief Planning Officer and Development Director.  

**For Information**  
(Pages 187 - 190)
13. **DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE  
(\*12.45PM)**  
Report of the Director of the Built Environment.  

**For Information**  
(Pages 191 - 192)
14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

16. **EXCLUSION OF THE PUBLIC**

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

**For Decision**

**Part 2 - Non-public Agenda**

17. **NON-PUBLIC MINUTES  
(\*12.50PM)**

To agree the non-public minutes of the meeting held on 22 October 2019.

**For Decision**  
(Pages 193 - 194)

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

19. **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, 22 October 2019

**Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am**

### **Present**

#### **Members:**

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

#### **Officers:**

Gemma Stokley	- Town Clerk's Department
Priya Rane	- Media Officer
Simon Owen	- Chamberlain's Department
Alison Bunn	- City Surveyor's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Annie Hampson	- Chief Planning Officer and Development Director
Carolyn Dwyer	- Director of the Built Environment
David Horkan	- Department of the Built Environment
Gideon Stothard	- Department of the Built Environment
Zahur Khan	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Chhaya Patel	- Department of the Built Environment

#### Welcome

The Chair took the opportunity to welcome new Member, Adrian Bastow to the Committee and his first meeting. He also wished to formally thank Mr Bastow's predecessor Barbara Newman for her time served on the Committee as well as for her service as a former Chairman.

1. **APOLOGIES**

Apologies for absence were received from Peter Dunphy, Sophie Fernandes, Tracey Graham, Deputy Henry Pollard and James de Sausmarez.

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

There were no declarations.

3. **MINUTES**

The Committee considered and approved the minutes of the meeting held on 1 October 2019 as a correct record.

**MATTERS ARISING**

**Ocean Diva** (page 2) – A Member noted that no further advice had been provided to the Committee on this case to date and questioned when this would be forthcoming. The Chief Planning Officer and Development Director advised that the application was still under consideration and that the applicant had submitted further information which was now in the process of being reviewed. Officers undertook to provide Members with a briefing note on this application setting out the position to date.

The Chair added that he had also met with a number of anticipated objectors to the application last week to hear their concerns.

4. **OUTSTANDING ACTIONS**

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

**Daylight/Sunlight – Alternative Guidelines**

A Member noted that the target date for this matter to be completed/progressed had been revised from Autumn 2019 to Winter 2019. He requested that, when target dates were altered, relevant Officers be asked to include a written explanation for this in the report. He went on to question which Winter meeting Members could expect to see a further report on this matter presented to and sought some clarification around the delay. The Chair added that he had also raised the need for further clarity on timing with Officers.

The Chief Planning Officer and Development Director explained that it was originally hoped that BRE would revise their guidelines in Autumn/Winter 2019 but that this was now unlikely to occur before mid-2020. It was not felt appropriate to revise the City Corporation's own guidelines ahead of this, but they would be considered as soon as possible after revised BRE guidance was issued.

The Member highlighted that he had originally raised this matter in February 2019, as a result of the Wells Court planning application, seeking a practical solution to the issues raised on this. He went on to state that the training offered to all Members of this Committee on daylight/sunlight in July 2019 had been extremely useful and had also referred to the use of radiance. The introduction of a simple technique such as this would, in his view, assist and

would not need to await any BRE revisions to guidance. Officers undertook to look into this matter specifically.

#### Construction Works

A Member commented that there was evidence to suggest that major development works (the 'Scalpel, having just completed and 'Gotham Towers' with work now just commencing) were already seemingly being phased/co-ordinated within her Ward at the behest of developers/constructors. She commended their excellent approach to managing the area in question and hoped that others would follow suit.

#### Road Safety Risk – Trends Update

A Member noted that the proposal was to include this information within Transport Strategy quarterly update reports, the first of which would come to the 5 November 2019 meeting of this Committee. Given that this was a corporate risk that impacted across the organisation, she questioned whether the document should be circulated wider than this – to all members of the Court. The Chair stated that the priority here was to keep pace on delivery against the long-term risk and that he was reticent to share this information with the full Court as he felt that a regular report to this Committee adequately covered the matter.

A Member requested that calendar months or quarters be referred to as target dates going forward as this offered Members more certainty than seasons.

#### **RECEIVED.**

#### 5. **FLAT 3A, 12 TRINITY SQUARE, LONDON, EC3N 4AL**

The Committee considered a report of the Chief Planning Officer and Development Director regarding a change of use from residential (Class C3) to short-term let accommodation (periods of less than 90 consecutive nights) (Class C3) (83sq.m.).

Officers advised that the application related to a second floor flat in 12 Trinity Square which was also located within a Conservation Area. It was noted that ten objections had been received from residents regarding the proposals. Officers concluded by stating that the proposals would have a detrimental impact on residential amenity and would be contrary to the City's policies. For these reasons, the recommendation before Members was to refuse the application.

Members went on to debate the application.

A Member stated that he strongly supported the recommendation to refuse the application which was clearly in breach of a number of important policies. He went on to request why such decisions could not be delegated to Officers in the same manner that the issue of telephone kiosks had been previously.

Another Member stated that she believed that receipt of more than four objections meant that it was necessary for the application to be put to this

Committee. She added that she also supported the recommendation to refuse, highlighting that there was already a purpose-built block for short-term lets just to the left of 12 Trinity Square as well as plenty of hotels in this same area. The Member went on to state that the mixing of short-term lets within predominantly residential buildings caused huge problems for residents and that this had been borne out in the recent Enforcement Monitoring report considered by this Committee. A refusal on this would, in her view, send a strong message out to those considering taking similar steps in future.

With regard to delegating such decisions to Officers in future, the Deputy Chairman stated that, whilst he had some sympathy with this view, there were clear policies in place, and he would prefer to adhere to these and have such decisions taken at Committee level.

The Chief Planning Officer and Development Director advised that it was not necessarily the number of objections received that would bring such an application before the Committee but the fact that Officers had limited powers to delegate refusals.

The Chair asked that Members move to a vote on the application. The Committee voted unanimously to refuse the application for the reasons set out within the report and background papers. There were no abstentions.

A Member went on to state that it seemed to be implied that the property in question was already being used for short-term lets. He questioned what powers the organisation had in relation to this. Another Member stated that holiday lets of up to 90 days were legally permitted but that this was notoriously difficult to police and monitor. The Chair reminded Members that a report on Short-Term Lets enforcement was due to come to the next meeting of this Committee.

**RESOLVED** – That the application be refused for the reasons set out in the schedule attached to the report.

6. **TRANSPORT FOR LONDON FUNDING: LIP ANNUAL SPENDING SUBMISSION 2020/21 AND REALLOCATION FOR 2019/20**

The Committee considered a report of the Director of the Built Environment covering the provision of Transport for London funding to the City of London Corporation and seeking approval for the projects that will be included in the City Corporation's 2020/21 Annual Spending Submission of £3.672m.

**RESOLVED** – That, the Committee:

- Approve the projects to be included in the City Corporation's 2020/21 Annual Spending Submission of £3.672m, in table 1.
- Approve delegated authority for the Director of the Built Environment to approve reallocations of the 2020/21 Corridors and Neighbourhoods grant of up to £100,000 with the financial year;
- Approve reallocations within 2019/20 to a total of £202,904, as set out in table 3, appendix 1.



## 7. **CLIMATE ACTION BRIEFING IMPLEMENTATION**

The Committee considered a joint report of the Director of Innovation & Growth, the Director of the Built Environment and the Director of Open Spaces regarding Climate Action Briefing Implementation.

The Chair thanked Officers for a very important and well written document.

A Member agreed that the document was massively welcome and urged Officers to try and move even quicker on this matter if possible. She went on to speak of whole life carbon impacts noting that the document failed to address this point. She highlighted that the Bloomberg building had recently been criticised on this point and that she would therefore welcome seeing it specifically mentioned. The Director of the Built Environment accepted that this should be part of the scope here.

Another Member raised the issue of office lights and keeping these to a minimum at night which would be a 'quick win' in terms of dealing, to some extent, with carbon emissions. He reported that he had visited offices within his own Ward and examined their Building Management Plans. Lights were operated on a Passive Infrared sensor system (PIR) with some on 100 sq. m. per switch and set to illuminate for 1 hour at a time. There were currently no regulations on this, but the Member felt that this was something that could be developed, and the issue addressed by way of programming.

A Member stated that, whilst he was supportive of this document, he wanted to caution against 'virtue signalling' and claiming success for the contributions of the City's Open Spaces. He also questioned the statement within the report that the 2018 freeze had been caused by manmade global warming and asked if this was scientific fact and had any source. A second Member stated that it was important to have a clear understanding of the value the City's Open Spaces added.

Another Member stated that he felt that Officers were adopting the correct approach to this matter in terms of robust data gathering which would hopefully lead to effective action. This, he felt, detracted from any politics and virtue signalling. He emphasised that this seemed to be very much the beginning of the process and not a conclusion. A second Member echoed this point and urged Officers not to shy away from collating the relevant data which was about the best way to effect change and purely factual as opposed to political. The Director of the Built Environment stated that Officers were very aware of the politics around this and had consciously decided against declaring a climate emergency in the way that some other local authorities had. It was felt that the development of this strategy would put the City Corporation in a strong position to tackle the issue going forward.

A Member added that Officers should work to ensure that relevant issues here were translated into actions within the emerging Local Plan.

In response to questions regarding funding, the Director of the Built Environment reported that some posts had been held vacant in preparation for the Fundamental Review and so the budget to progress this work across the three relevant Departments was available without having to detract from work elsewhere. She agreed with the point already made around this being very much a preliminary report and stated that she was happy to take all of the points raised by Members on-board in developing this.

A Member referred to the action within the report stating that the City Corporation would “influence Scope 1 and 2 emissions from the Square Mile by ensuring all new buildings are zero carbon through our planning policy.....”. She questioned whether this was therefore to be a formal planning condition on all applications granted going forward. A second Member questioned the definition of a zero-carbon building. The Chair suggested that it would be useful to have the response to these questions circulated to Members.

Another Member noted that funds to progress this matter were required over the next 8 months and questioned whether there were sufficient funds to carry forward to the next financial year to complete the proposed survey work. He also suggested that the aim of producing a final Strategy by June 2020 might be overly ambitious given that the collation of data was also set to conclude at this time and asked for a more realistic estimate.

The Director of the Built Environment stated that the issue of funding had been flagged to the Finance Committee and that whilst a carry forward was technically possible no additional funding was identified at this stage and neither had the resources been identified to produce the plan to date. For these reasons, it was not yet possible to provide Members with a definite timescale around the strategy.

A Member stated that it was clear that the intended direction of travel from this Committee was at least the semi-pedestrianisation of the City and stated that he was disappointed to not see this referenced. The Director of the Built Environment confirmed that she was well aware of the Committee’s wishes here and re-emphasised that this was not the final strategy.

Another Member noted that there was no reference to the Emissions Reduction Bill and questioned the level of dependency that would be placed on this given the City Corporation’s lack of control around it and lack of statutory powers around things such as Controlled Heat and Power (CHP) plants. A second Member suggested that the emerging Local Plan should be carefully scrutinised to ensure that it went as far as possible on such issues.

The Director of the Built Environment clarified that the Local Plan was an emerging document but already included policies on carbon neutral buildings. She also clarified that there was no strict dependency on the Emissions Reduction Bill.

A Member stated that Officers would also need to be cognisant of and monitor the impact action here had on the City’s competitiveness and cost to build

implications. He appreciated that, whilst this should not be at the forefront of considerations here, it needed to be part of the process with some measure of any impact.

The Director of the Built Environment stated that, whilst she very much welcomed the debate, this remained a preliminary report and that it would be for Members to decide on the final details of the strategy. She added that the competitiveness of the City would remain at the heart of her Department's work.

A Member spoke to highlight that there was some controversy surrounding genuine carbon sequestration and the science around it.

Another Member questioned the timing around this urgent issue and expressed reservations at awaiting a final strategy before taking appropriate actions to address it. He requested that Members be offered a future briefing on the City Corporation's current policy around this alongside steps being taken in the emerging Local Plan to address the matter as he, amongst others, seemed to be unaware that new buildings were now required to be carbon neutral. The Member asked that this be added to the Committee's list of outstanding actions until such time as the information was received and asked that Officers also look to report on what the organisation could be doing/was sustainable to be doing now.

The Chair agreed that it was vital for the City Corporation to be robust on this matter with some local authorities already having declared a climate emergency. He clarified that the work on the Local Plan had currently been stalled as the London Plan was still awaited. However, some dates for the Local Plans Sub Committee to reconvene were already in the process of being set for January and February 2020.

A Member questioned whether it would be possible to provide a breakdown of data by Wards and whether Members could work alongside Officers to help could be enlisted to help fill in any gaps identified in their respective Wards. The Director of the Built Environment undertook to take this point back and query how far it was possible to break down data by Ward. She thanked the Member for the offer of assistance which she would be keen to take up where possible.

A Member asked that a report updating this Committee on data collection and the identification of adequate resources to develop the subsequent strategy be brought back to this Committee in the next three months to ensure that there was adequate pace on this matter.

**RESOLVED** – That, Members of the Planning and Transportation Committee:

- Note the robust approach taken and current position of developing a Climate Action Strategy for both the Square Mile and the City of London Corporation;
- Approve the reprioritisation of 2019-20 Built Environment (£100,000) departmental budgets to cover the costs of the consultancy support required to deliver the Climate Action Briefing.

8. **THE SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY MONITORING REPORT**

The Committee received a report of the Director of the Built Environment detailing the progress made in securing and implementing financial and non-financial planning obligations secured under the Community Infrastructure Levy (CIL) Regulations 2010, Section 106 (S106) of the Town and Country Planning Act 1990 and the London Plan, in the financial year 2016 to 2019.

The Deputy Chair thanked Officers for a very interesting report. He noted the considerable sums received under both S106 and CIL and sought assurances from Officers that all such sums would be spent on relevant projects as opposed to returned to developers after a certain period of time. He added that there was no obligation for developers to extend the timing to enable fee expenditure.

Another Member questioned, under S106, when new calculations for affordable housing contributions would be finalised. He added that there was urgency around this matter which had now been running for some time. He went on to state that the governance of these funds seemed obscure and that, whilst he was clear in terms of the percentage of CIL funds attributed to the Department of Built Environment, for example, he wasn't as clear for other Departments/areas. Another Member interjected to state that it was surprising to see how out of touch/unrealistic S106 currently was on affordable housing contributions. This was easily illustrated by the unit costs associated with the COLPAI scheme detailed within the report.

Another Member questioned how funds were allocated and how this linked with the organisation's Education work for example. He noted that the report referred to Local Employment and Training funded by S106 funds but suggested that, if funds remained unspent, there was easily much more that could be done in terms of Work Experience for example.

A Member echoed concerns around the amount of CIL funds collected since its introduction compared with the percentage of funds spent to date which seemed to amount to less than 5% of the total collected. He flagged that this could leave the organisation open to criticism and questioned if Officers could detail those funds that were already committed to spend. Another Member expressed the same concerns around S106 funds and questioned how much could potentially be lost due to funds being time expired.

A Member commented that the fact that some funds were time limited made the situation even worse. She questioned how funds were currently allocated to projects and why, with these funds not yet spent, there was still a queue of projects internally. She added that there was clearly money here that could be spent on improving neighbourhoods and the like.

Another Member added that more could be done in terms of speaking with residents on the challenges they face and consulting them, particularly young residents, in terms of what they would like to see funded. He added that there was a large population in City fringe boroughs living in poverty and that more

work could be done with neighbouring boroughs such as Tower Hamlets to look at what collaborative work might be undertaken and funded to offer people greater access to opportunities.

With regard to governance, the Director of the Built Environment reported that, whilst funds were collected through Planning and Transportation, some were given to other Committees, as appropriate, to spend. The Policy and Resources Committee had agreed a policy for Neighbourhood CIL funds and communicantes were encouraged to come forward to bid for these. Matters relative to this Committee were put to the Streets and Walkways Sub Committee to determine.

She went on to clarify that there were plans for spending some of the funds currently held but that other S106 funds would require further discussions with developers before they could be committed to projects. With regard to CIL funds, these would be reviewed as part of the Fundamental Review. The Director added that these funds were part of the annual bidding process for Capital Projects across the organisation.

The Director of the Built Environment went on to underline that this was simply a statutory, housekeeping report of what had actually been spent to date. A lot more funds had already been allocated and unallocated funds were currently under review.

In terms of funds available to this Committee to expend, there were plans for all of the S106 monies which were not subject to the Fundamental Review and plans for some of the CIL funds with the unallocated sum now part of the Fundamental Review/Capital Projects Annual bidding process.

The Chair asked that Officers come back to this Committee on the point around affordable housing with some urgency as it did not appear to be sustainable to maintain the status quo on this. The Chief Planning Officer and Development Director stated that she believed that this was tied to the progression of the Local Plan but undertook to take this matter back and report further. A Member questioned whether it could be brought forward as a separate Supplementary Planning Guidance document.

A Member stated that the Monitoring Report was just a small part of the bigger picture on these funds and highlighted that many other authorities had more complete information published on their websites. The Chair interjected to say that he was of the view that the organisation was currently using some rather outmoded means of consultation and that he was currently looking at how this could be addressed. He added that he was happy to take any views/suggestions that Members might have on this.

A Member stated that he remained confused as to the governance of these funds, what funds were already committed, how much could potentially be lost if not spent and how top-level allocation was decided on. Other Members echoed this questioning which funds were timebound, how much was therefore currently at risk and how much had had to be refunded in recent years. Another Member called for greater transparency in terms of how these funds were

spent/allocated that could be readily accessible on the City Corporation's public website.

The Comptroller and City Solicitor reported that S106 funds were timed, with the standard requirement being that funds are to be repaid to developers if not spent 10 years after the completion of the development. She clarified that CIL funds were not time constrained. The Chief Planning Officer and Development Director reported that no S106 funds had been returned to developers to date. Only funds under S278 had been returned as was required if not spent on specific projects.

The Chair summarised by stating that it was clearly felt that information on governance was lacking here and asked that Officers provide assurances on this in the form of a further report to this Committee. He also asked that a statement as to funds allocated be circulated. An Officer reported that, in terms of CIL funds, a further £8m was currently allocated alongside the £1.5m already spent.

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

9. **LUNCHTIME STREETS - FIRST YEAR REVIEW**

The Committee received a report of the Director of the Built Environment reviewing the first year of Lunchtime Streets events.

A Member, also the serving Chairman of the Streets and Walkways Sub Committee, reported that he felt that this was a very useful start but that his Sub Committee were very strongly of the view that more could be done here. He spoke of further events not necessarily at lunch time but on school days to coincide with the end of the school day for example. He added that Members will know their own Wards/areas best and welcomed any ideas they might have as to where future events could be hosted. The Member concluded that the impetus for this had initially come from Chancery Lane Association and had had fantastic support from local businesses.

The Deputy Chair congratulated all on the huge success of this initiative to date. Others echoed their support and congratulations.

A Member spoke of the event in St Mary Axe which was situated within her Ward. She stated that the fact that this had already been designated as a pedestrian priority street was a useful foothold into the Lunchtime Streets initiative. She added that businesses had been very much on-side with this too with no concerns as to effects on deliveries and the like. She stated that the events had also received lots of positive media support and coverage and urged Officers to press on with this work going forward.

One Member expressed some concern that the surveys referred to had been taken of those who had participated in the events and could therefore be considered as self-selecting. He added that the closure of Chancery Lane had been previously considered but rejected by this Committee and questioned whether there was therefore an ulterior motive behind these events. If this was

the case, he suggested that the bigger picture around this be set out in frank terms for all. Another Member agreed that it was important to consider the bigger picture here. He added that it was commendable that the majority of Members now seemed to be moving towards the desire to at least semi-pedestrianise the City.

Another Member stated that she questioned why traffic was allowed to enter the City during rush-hour – a question that she had originally posed some ten years ago when first elected. She was pleased to see that things now seemed to be moving in the right direction but stressed that she hoped that Officers had taken the opportunity to monitor the impact that these closures had had on traffic and any necessary re-routing of it. She went on to refer to the City's recent car-free day as well as the recent closure of Bank Junction due to protest. On these occasions, buses and other traffic seemed to have been successfully re-routed.

A Member stated that Officers needed to ensure that there were sufficient resources to enable these closures if it was something that Members were seeking to encourage. Security, particularly building security, would also need to be aware of closures and consulted on the planning of these in terms of evacuations and the like.

A Member stated that he was mindful of the fact that weekday road closures were perceived very differently to weekend road closures. He referred to celebrations he had held for Bengali New Year in the Guildhall Yard one Sunday in April 2019 and spoke of how this had been a huge success and one which he would like to repeat, perhaps in Aldgate, next year. He spoke of the need to also be mindful of other events taking place during road closures.

A Member, also the serving Chairman of the Streets and Walkways Sub Committee, agreed that more Sunday closures would be desirable with St Paul's having already expressed support for and interest in this. The Chair stated that, in line with the organisations 'Healthy Streets' agenda, things such as timed closures and freight consolidation should be happening regardless with no specific event/reason needed for this. More could be done in terms of looking at how the City's streets could be better utilised in general.

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

#### 10. **PUBLIC LIFT REPORT**

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

A Member questioned if the Millennium Bridge Inclinor was subject to a new maintenance contract yet. He also questioned the vandalism of the Blackfriars Bridge lift and what steps might be taken to avoid this reoccurring.

A Member expressed concerns around the amount of time that the Millennium Inclinor had, again, been out of service and questioned if it would be possible for Members to see a service history for the Inclinor.

The City Surveyor state that the Millennium Inclinor was not yet under a new maintenance regime which was still to be resolved. Kone had not fixed the Inclinor on this occasion and the company that had affected the repairs were also now being consulted on maintenance going forward. She added that providing a full-service history for the Inclinor would be problematic, but that Officers remained optimistic that a new maintenance regime would resolve the ongoing issues.

With regard to Blackfriars Bridge, the City Surveyor stated that vandalism was a real issue here with the doors being forced open to gain access and specialist parts required to fix this. The installation of CCTV cameras had been considered as a solution.

A Member referred to the lift between London Wall Place and Salters Hall which was frequently out of service and questioned whether this was one of the City Corporation's lifts. The City Surveyor undertook to look into this matter and report back but stated that she believed that this lift was part of the development. Another Member added that this lift had been an important part of bringing the walkway here back in to use but that there had been some debate around who maintained this.

A Member questioned if, when the City Corporation accepted responsibility for these lifts (or in the case of the Blackfriars Bridge lift, when these were forced upon the organisation) money was also exchanged to help meet the costs of maintaining these. The City Surveyor stated that there was funding towards maintenance and that Officers were working closely with installers to ensure that the equipment used could be more easily sourced going forward.

**RECEIVED.**

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

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

**RECEIVED.**

**12. VALID PLANNING APPLICATIONS RECEIVED BY THE 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 referred to application 19/00939/FULL at 8 Paternoster Row, EC4M 7DX. He noted that it included the installation of extract louvres and that this would therefore be the perfect test case for the condition approved by this Committee on these in what was a particularly sensitive area.



**RECEIVED.**

**13. DEPARTMENT OF THE BUILT ENVIRONMENT: 'BREXIT' UPDATE**

The Committee received a report of the Director of the Built Environment updating Members on the potential implications of Brexit for the Department of the Built Environment.

**RESOLVED** – That Members note the report and that future update reports will be made to subsequent meetings of the Committee as appropriate.

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

Yellow Line on Coopers Row

A Member referred to yellow lines at Coopers Row which were situated outside the Novatel Hotel and directly opposite a taxi rank – a matter she had raised previously here. She asked that Officers consider the installation of a Give Way/Stop Sign along this road at the junction with Pepys Street.

Hammett Street

A Member referred to cars parking on both sides of the roads in this street which, with the recent opening of a new hotel here, also made it difficult for vehicles to navigate through.

Tables and Chairs Policy

A Member referred to the fact that there was a clear policy within the Transport Strategy to avoid obstructing pavements and pavements were increasingly widened for this reason. However, some establishments' use of tables and chairs was contradicting this work and the Member requested that a report around policy and enforcement on this be brought back to Members.

East/West Smithfield

A Member questioned if an architect had now been appointed and underlined that this work should not be undertaken in siloes. The Director of the Built Environment undertook to report back to the Member on this matter but assured him that the work would be carried out collaboratively.

*At this point, the Chair sought approval from the Committee 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.*

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

London Bridge Waterproofing and Bearing Replacement

Officers spoke to request Delegated Authority to proceed in relation to this project.

Members were reminded that the project had been due to proceed on the Complex route as it was estimated to be over £5m. However, tender returns had now been returned for under £5m making it eligible for the Regular route. Delegated Authority was requested

as the preferred contractor was keen to sign contracts soon to meet the original timeline set out and awaiting the next meeting would delay the project.

**RESOLVED** – That, Delegated Authority be granted to the Town Clerk, in consultation with the Chair and Deputy Chairman of the Planning and Transportation Committee and the Chairman and Deputy Chairman of the Projects Sub Committee to progress this matter.

16. **EXCLUSION OF THE PUBLIC**

**RESOLVED** – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items 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.

17. **NON-PUBLIC MINUTES**

The Committee considered and approved the non-public minutes of the last meeting held on 1 October 2019 as a correct record.

18. **REPORT OF ACTION TAKEN BETWEEN MEETINGS**

The Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and (b).

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

There were no questions in the non-public session.

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

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

**The meeting closed at 12.34 pm**

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Chairman

**Contact Officer: Gemma Stokley**  
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**[gemma.stokley@cityoflondon.gov.uk](mailto:gemma.stokley@cityoflondon.gov.uk)**

**PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS**

<b>Item</b>	<b>Date</b>	<b>Action</b>	<b>Officer responsible</b>	<b>To be completed/ progressed to next stage</b>	<b>Progress Update</b>
1	18 March 2019 2 April 2019 30 April 2019 24 May 2019 18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019	<b>Daylight/Sunlight – Alternative Guidelines</b> A Member argued that the Committee should separate out the desire for Member training and the desire for alternative guidelines on daylight/sunlight, and requested that a report be brought to Committee setting out how the City of London Corporation would go about creating alternative guidelines, including timescales, and the legal implications.	Annie Hampson	Mid 2020 (Members were advised that the target date has been revised from Autumn 2019 given that the BRE guideline changes were now not anticipated until early 2020 and it was felt unwise to review internal procedures ahead of this).	UPDATE: Following a report to the 30 July Committee Members requested that this matter remain on the list of Outstanding Actions until a further report was brought back to them responding more specifically to the various points raised and taking into account any BRE guideline changes which are awaited in the new year.  A Member stated that the training offered to all Members of this Committee on daylight/sunlight in July 2019 had been extremely useful and had also referred to the use of radiance. The introduction of a simple technique such as this internally would, in his view, assist and would not need to await any BRE revisions to guidance. Officers undertook to look in to this matter specifically.
2	18 June 2019	<b>Construction Works</b>	Annie Hampson	December 2019	

	<p>9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019 22 Oct 2019</p>	<p>A Member referred to the many construction sites within her Ward that were causing noise/disturbance issues. She asked if officers could look at how this matter might be improved and more effectively controlled and questioned whether any restrictions could be placed on construction when applications were first approved/granted consent.</p> <p>The Chair reiterated that Members had also requested, at the last meeting of this Committee, that Officers consider what powers, if any, might be used with regard to construction time periods and how construction in any given area might 'dovetail'.</p>			
3	<p>10 Sept 2019 1 Oct 2019 22 Oct 2019</p>	<p><b>Short-Term Lets</b> Members discussed the issue of short-term letting, noting the proposal for addressing potential breaches. Members felt that the City of London Corporation should be more proactive in tackling the</p>	David Horkan	November 2019	

		<p>issue, referencing the recent lobbying efforts of the London Borough of Kensington &amp; Chelsea.</p> <p>A Member advised that most residential blocks had a managing agent and asked what contact was made with them regarding short-term lets.</p> <p>The Director of the Built Environment assured the Committee that complainants were contacted regarding short-term lets and any issues arising were monitored appropriately. Officers also contacted managing agents where they had contact details for them. The City of London Corporation supported the actions taken by the London Borough of Kensington &amp; Chelsea to combat the issue.</p> <p>The Director of the Built Environment advised that officers would review their approach towards short-term lets complaints and</p>			
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		bring this back to the Committee.			
4	10 Sept 2019 1 Oct 2019 22 Oct 2019	<b>Road Safety Risk – Trends Update</b> The Director of the Built Environment reported that the risk relating to Road Safety was a good example of a challenging area where there could be further improvement. It was important to continue working on this and keep strategies under review, as the department was on track with its actions, but casualties were not reducing. The Chair suggested that this be reported on more regularly, whether as an outstanding action or a regular report.	Carolyn Dwyer/Zahur Khan	November 2019	UPDATE: Officers suggest that this information can be included within the Transport Strategy quarterly updates report, the first of which will come to this Committee on 5 November 2019.
5	22 Oct 2019	<b>Climate Action Briefing Implementation</b> On the back of the report to the 22 Oct Committee, Members requested that: a) A report updating Members on progress against data collection and the identification of adequate resources to develop the	Carolyn Dwyer	a)January 2020; b)December 2019.	

		<p>Strategy be brought to them within the next three months.; and</p> <p>b) Members be offered a future briefing on the City Corporation's current policy around this alongside steps being taken in the emerging Local Plan to address the matter. Officers were also asked to report on what the organisation could be doing/was sustainable to be doing in this area now.</p>			
6	22 Oct 2019	<p><b>Section 106 &amp; CIL Monitoring</b></p> <p>Members requested that a further report outlining the Governance of these matters, this Committee's role within that and details of money spent, allocated and unallocated be brought back to this Committee.</p> <p>The Chair also requested that information on new</p>	David Horkan	December 2019	

		calculations for affordable housing contributions be reported to Members as an urgent aspect of this.			
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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	5 November 2019
<b>Subject:</b> 1 - 14 Liverpool Street And 11-12 Blomfield Street London EC2M 7AW  Demolition of the existing building and over site development to provide a 10 storey building for office use (Class B1) (24,134sq.m GIA) with retail floorspace (Class A1-A4) at ground (615sq.m GIA), roof plant and two levels of partial basement.	<b>Public</b>
<b>Ward:</b> Broad Street	<b>For Decision</b>
<b>Registered No:</b> 19/00466/FULEIA	<b>Registered on:</b> 30 April 2019
<b>Conservation Area:</b> New Broad Street	<b>Listed Building:</b> No

### Summary

The site comprises two parts: the land at 11-12 Blomfield Street which was demolished as part of the Crossrail station development at Liverpool Street Station which now provides a five storey Crossrail ventilation shaft towards the east side of the site, with a Crossrail 'box' at ground floor level providing a station escape route and maintenance access onto Blomfield Street, and 1-14 Liverpool Street, a six storey office building, with retail at ground floor level. The site partially falls within New Broad Street Conservation Area and is adjacent to Finsbury Circus Conservation Area to the west, and Bishopsgate Conservation Area to the east.

The proposal, which is accompanied by an Environmental Statement, seeks to demolish the existing building at 1-14 Liverpool Street and create an over site development to provide a 10-storey building for office use (Class B1) (24,134sq.m GIA) with retail floorspace (Class A1-A4) (615sq.m GIA) at ground floor level, roof plant and two levels of partial basement. The highest part of the building would be 69.5m AOD.

Historic England consider that the scale and bulk of the proposals would cause some harm to the significance of Bishopsgate Conservation Area. The City Heritage Society and the City of London Conservation Area Advisory Committee raised some concern around the design of the top three storeys.

The proposed development would result in approximately an additional 13,686sq.m GIA of additional B1(a) office floorspace, 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 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 re-provision of retail floorspace in this location is also in accordance with the site's location within the Liverpool Street Principal Shopping Centre.

The height and appearance of the building and its impact on local townscape views proposals are considered to be acceptable, in the context of larger nearby buildings and with the significant constraints of Crossrail infrastructure on the site. Its design is considered suitable.

The proposals do not have a detrimental impact on the setting of listed buildings, do not harm the character or appearance of Conservation Areas and non-designated heritage assets in the vicinity or on the LVMF views.

The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 296 long stay cycle parking spaces and associated facilities would be provided in accordance with Development Plan standards.

The scheme would not result in any significant adverse impacts on daylight and sunlight to surrounding residential buildings or open spaces.

Due to the constraints of the site it is proposed to service the development via on street servicing. The use of a physical consolidation centre would be required.

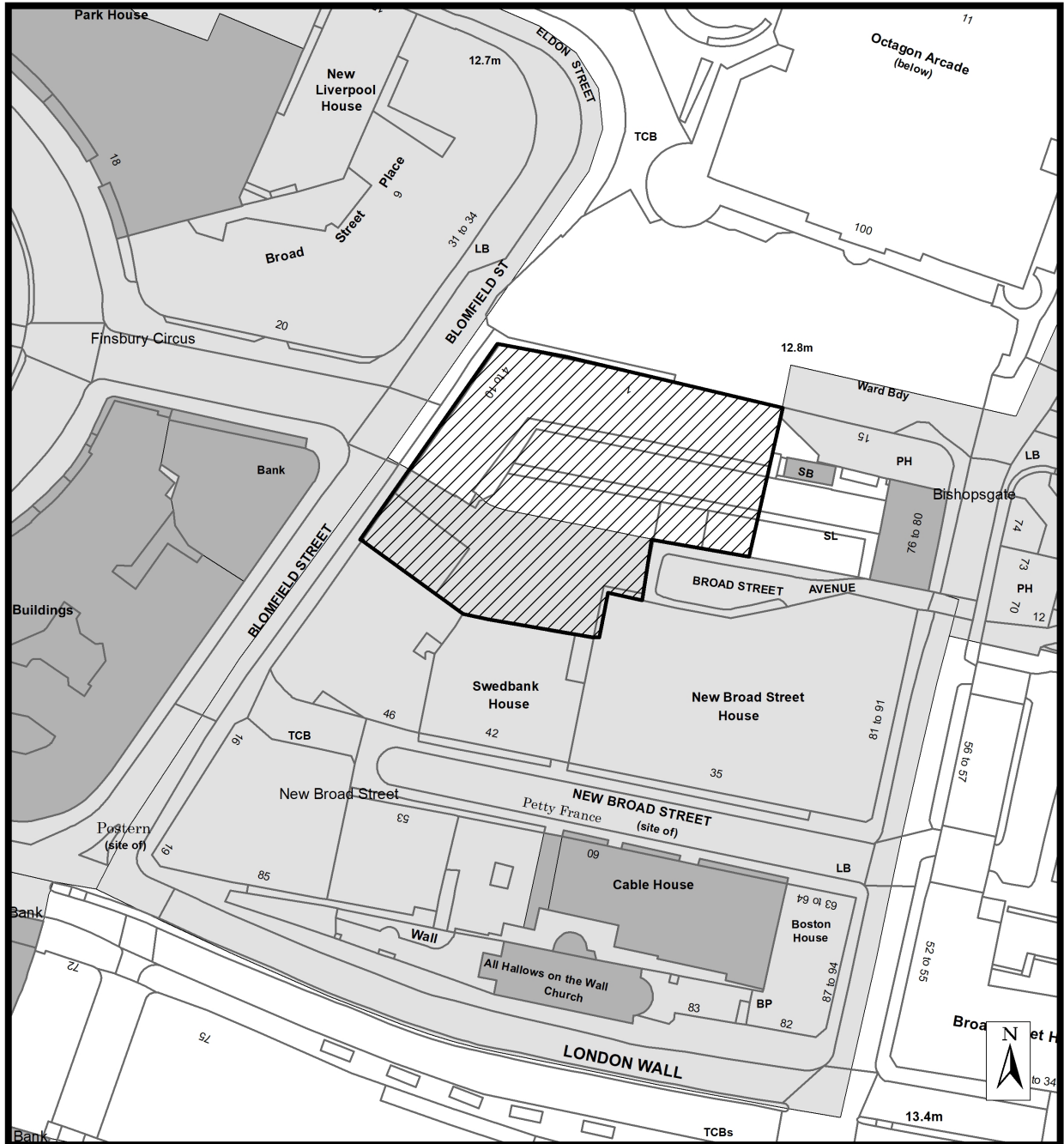
The proposal is in substantial compliance with the development plan policies that relate to it and it is concluded that the scheme should be recommended subject to conditions and to a Section 106 agreement being entered into to cover the matters set out in the report.

### **Recommendation**

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

(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:  
1-14 Liverpool Street And 11-12 Blomfield Street

CASE No.  
19/00466/FULEIA

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



DEPARTMENT OF THE BUILT ENVIRONMENT



View of the site looking south from the entrance to Broadgate



View of the site looking north along Blomfield Street



View of the site looking east from Finsbury Circus

## **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.
5. 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.
6. 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.
7. 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**

8. The proposal site comprises two parts. The building at 11-12 Blomfield Street was demolished as part of the Crossrail station development at Liverpool Street Station. The previous building on the site was a six

storey office building with a wine bar in the basement. This area now provides a five storey Crossrail ventilation shaft towards the east side of the site, with a Crossrail 'box' at ground floor level providing a station escape route and maintenance access onto Blomfield Street.

9. 1-14 Liverpool Street is a six storey office building, comprising basement, ground and five upper storeys, providing 11,058sq.m (GIA) of floorspace, with retail at ground floor level. It is currently entirely within the Crossrail construction site and is used as site offices.
10. The site is bounded by Blomfield Street to the west and Liverpool Street to the north. Access to the rear of the site is available via Broad Street Avenue. A London Underground (LUL) substation is located to the east of the site along the north side of Broad Street Avenue. The site is located above Crossrail, as well as the London Underground, which runs east - west below the site at basement level.
11. Two residential units are located within the upper floors of the Railway Tavern, 15 Liverpool Street located immediately to the east of the site.
12. The entrance to the new Crossrail Liverpool Street station is located immediately to the north of the site, across a proposed area of pedestrianised public realm. The Liverpool Street entrance to Liverpool Street Station is located to the east. The site is within the Liverpool Street Principal Shopping Centre.
13. The boundary of the New Broad Street Conservation Area runs through the middle of the site, with 11-12 Blomfield Street being within the Conservation Area and 1-14 Liverpool Street being outside. The site is adjacent to Finsbury Circus Conservation Area to the west, and Bishopsgate Conservation Area to the east.
14. The site adjoins the Grade II listed Signal box on Liverpool Street underground station platform. Grade II listed Liverpool Street Station and the Andaz Hotel are located to the north east, with Grade II listed 81-91 Old Broad Street to the east. Located to the west on Finsbury Circus are Grade II listed 25 London Wall Buildings, 22 & 23 Blomfield Street and Park House.

### **Proposals**

15. Planning permission is sought for the demolition of the existing building at 1-14 Liverpool Street and over site development to provide a 10-storey building for office use (Class B1) with retail floorspace (Class A1-A4) at ground floor level, roof plant and two levels of partial basement.
16. It provides 24,749sq.m of floorspace comprising 24,134sq.m of office (Class B1) and 615sq.m of retail (Class A1-A4). The proposed building would be 59.5m AOD.
17. The basement levels are limited to the area beneath the existing 1-14 Liverpool Street due to London Underground lines and Crossrail.
18. The office floorspace would be accessed from Liverpool Street, via an entrance hall containing escalators to the main reception and entrance hall at first floor level.

19. Three retail units are proposed. One would be accessed from Blomfield Street, one from Liverpool Street and the corner unit from both. The units would be used as either shop (Class A1), financial and professional services (Class A2), restaurant or café (Class A3), or drinking establishment (Class A4).
20. A secondary entrance is proposed on Blomfield Street to provide access to the waste store located at ground floor level, and the cycle parking facilities at mezzanine and first floor level. Associated shower and locker facilities are proposed at first floor level. Access to the shower and locker facilities would be available via the first floor main reception.
21. The building is proposed to be serviced from the street, via Broad Street Avenue and proposed loading bays on Blomfield Street.
22. A series of balconies and terraces are proposed at levels 8-10 within large dormer windows, providing external amenity space for the offices. These would incorporate planters and additional green roof planting would be installed around the proposed plant enclosure.
23. A creative 'window space' or vitrine is proposed in the Liverpool Street elevation to provide a curated display, potentially in association with the City's Culture Mile.

### **Consultations**

24. The application was advertised by way of a notice displayed on site and in the press. In addition, notification letters were sent to the residential units above the Railway Tavern.
25. The views of other City of London departments have been taken into account in the preparation of this report and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
26. No response has been received from the Greater London Authority.
27. Natural England considered that the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes and raised no objection.
28. The Environment Agency had no comments to make on the application.
29. Transport for London did not object but raised various issues which are summarised here:
  - Long-stay cycle parking provision to be revised, including provision for adapted cycles
  - Amend and confirm that cycle parking is designed in accordance with the London Cycle Guidance Standards (LCDS)
  - A contribution of £275,000 should be secured for a new Cycle Hire docking station in the vicinity of the site
  - A revised Transport Assessment to include an outline Construction Logistics Plan (CLP)
  - A full Delivery and Servicing Plan (DSP) to be secured by condition
  - Mayoral Community Infrastructure Levy 2 (MCIL2) should be calculated and secured by the City Corporation



- Following the submission of this comment, the long-stay cycle parking provision has been revised to increase the number of spaces for adapted cycles, and is compliant with Policy 6.9 of the London Plan. The applicant has confirmed that the cycle parking has been designed in compliance with the LCDS. A CLP is reserved by condition, and a DSP will be required by planning obligation. The request for a contribution towards a new Cycle Hire docking station has been addressed in the report.
30. Historic England consider that the *“scale and bulk of the scheme, which would appear domineering in these views [from Bishopsgate], would cause some harm to the significance of the designated heritage asset of Bishopsgate Conservation Area arising from development proposed in its setting”*. They have described the harm as less than substantial. These comments have been addressed in the relevant part of the report. Although the development will have an imposing scale in these views, it is not considered to be unduly oppressive, especially given the larger scale of 100 Liverpool Street and the consented 1-2 Broadgate to the north of this view. The full representation is attached at the end of the report.
  31. Crossrail / London Underground Ltd (LUL) recommend that conditions and Informatives be attached to the planning permission if approved.
  32. Network Rail has no comments to make on the application.
  33. Thames Water recommend that conditions and Informatives be attached to the planning permission if approved.
  34. City of London Conservation Area Advisory Committee raised no objection in principle, but raised concerns regarding the design of the top three 3 floors where the dormers appeared out of place with the remainder of the building.
  35. The City Heritage Society commented *“While we have some reservations about the height of the proposed building where it abuts the existing buildings on Liverpool St, which section of the building is in the Conservation Area, we find that the proposed treatment of the three storey mansard exacerbates this problem. The lower 7 storeys respect the scale of the surrounding existing buildings and reflect the hierarchy of their window proportions but the large openings and the curious wavy pattern of the three storey mansard appear out of all proportion to the lower floors and draw attention to the 10 storey height of the building rather than alleviating it.”*
  36. The comments from City of London Conservation Area Advisory Committee and the City Heritage Society have been addressed in the relevant part of the report. It is considered that the building height is comparable to a number of consented schemes to the immediate north of the site, and is justified by the constraints of the Crossrail infrastructure and its proximity to major transport nodes. The design of the roof storeys at levels 8 – 10 is considered to be justified and acceptable. The full representations from City of London Conservation

Area Advisory Committee and the City Heritage Society are attached at the end of the report.

### **Policy Context**

37. The development plan consists of the London Plan and the City of London Local Plan. The London Plan sets out the Mayor's vision for London up to 2036, and includes policies aimed at delivering employment growth of 57,000 or 13.5% in the City of London in this period. The London Plan identifies the City as being within London's Central Activities Zone (CAZ) and requires that planning policy should sustain and enhance the City as a "strategically important, globally-orientated financial and business centre" ensuring that development of office provision is not strategically constrained and that provision is made for a range of occupiers, especially financial and business services. To deliver office growth, the Plan encourages the renewal, modernisation and increase in the office stock, where there is strategic and local evidence of sustained demand for office-based activities.
38. The City of London Local Plan provides detailed, City specific, guidance on development. A key objective is to ensure that the City remains the world's leading international, financial and business services centre, planning for 1,150,000 square metres of additional office floorspace between 2011 and 2026.
39. The Mayor of London has prepared a draft London Plan and the City of London has prepared a draft Local Plan. These are material considerations to be taken into account. The London Plan and Local Plan policies most relevant to the consideration of this case are set out in Appendix B to this report. Less weight should be afforded to the draft London Plan and the draft Local Plan.
40. There is relevant City of London supplementary planning guidance in respect of Planning Obligations, New Broad Street, Finsbury Circus and Bishopsgate Conservation Areas and City of London Community Infrastructure Levy Charging Schedule. There is relevant GLA supplementary planning guidance in respect of Sustainable Design and Construction, 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.
41. Government Guidance is contained in the National Planning Policy Framework (NPPF) (2019). The NPPF sets out a presumption in favour of sustainable development, requiring that development which accords with an up-to-date local plan should be approved without delay. The NPPF identifies a number of key issues for the delivery of sustainable development, those most relevant to this case are: building a strong, competitive economy, placing significant weight on supporting economic growth, job creation and prosperity; promoting sustainable transport and requiring transport assessments where significant transport movements are envisaged; requiring good design, ensuring buildings function well and add to the overall quality of an area; conserving and enhancing the natural environment; conserving and enhancing the historic environment,

attaching great weight to the conservation of heritage assets of the highest significance.

### **Considerations**

42. In considering the planning application account has to be taken of the environmental information including the Environmental Statement, the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
43. 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.
44. The Corporation, in determining the planning application has the following main statutory duties to perform:-
  - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
  - to pay special attention to the desirability of preserving or enhancing the character or appearance of New Broad Street Conservation Area, Finsbury Circus Conservation area and Bishopsgate Conservation Area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
  - 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 the desirability of preserving the setting of listed buildings.
45. 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.
46. The principal issues in considering this application are:
  - The extent to which the proposals comply with Government policy advice (NPPF);
  - The extent to which the proposals comply with the relevant policies of the Development Plan;
  - The economic benefits of the scheme;
  - The appropriateness of the bulk, massing and design of the proposals;

- The impact of the proposal on designated and non-designated heritage assets;
- Servicing, Transport and impact on public highways;
- The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

#### Economic Development Issues

47. 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 14% of London's output and 3% of total UK output. The City is a significant and growing centre of employment, providing employment for over 510,000 people.
48. 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 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.
49. 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).
50. 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.
51. The City of London lies within the Central Activities Zone (CAZ), which 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.

52. The London Plan projects future employment growth across London, projecting an increase in City employment of 57,000 between 2011 and 2036, a growth of 13.5%. Further office floorspace is required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status.
53. 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. 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.
54. The proposed development would result in approximately an additional 13,686sq.m GIA of additional B1(a) office floorspace, 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.
55. The proposed combination of two existing sites into a single building enables large uniform floor plates (typically approx.1750sq.m NIA) which maximise internal usable areas, which addresses the needs of international business in accordance with Local Plan policy DM1.2.

#### Use

56. The proposed development would result in an increase of approximately 13,686sq.m (GIA) of Class B1 floorspace and the provision of three ground floor retail units (615sq.m GIA) to be used as either shop (Class A1), financial and professional services (Class A2), restaurant or café (Class A3), or drinking establishment (Class A4).
57. The increase in office floorspace will contribute to meeting the Local Plan's overall office floorspace targets to 2026, and is welcomed in accordance with Core Strategic Policy CS1 and Policy DM1.1 which encourages the assembly and development of large sites of high-quality accommodation.
58. The application site lies within the Liverpool Street Principal Shopping Centre as defined within the Local Plan. Core Strategic Policy CS20 seeks to improve the quantity and quality of retailing by focusing new retail development within the PSC's so that they become attractive shopping destinations, and Policy DM1.5 seeks to encourage a mix of commercial uses within office developments which contribute to the City's economy and provide support services in this highly accessible area well served by public transport.
59. Policy DM20.1 seeks to maintain a clear predominance of A1 shopping frontage within PSC's, refusing changes that would result in more than 2 in 5 consecutive premises not in A1 or A2 use. There is a break in the retail frontage along Bloomfield Street where the nearest retail units comprise three Class A1 uses and therefore use of the proposed retail units would be acceptable as Class A1-A4 use. Frontage along Liverpool

concourse comprises the Railway Tavern (Class A4 use) and the proposed entrance lobby for the offices. In order to comply with Policy DM 20, a condition is recommended to ensure that at least one of the proposed units fronting Liverpool Street is used for Class A1 purposes.

60. Prior to the Crossrail works, the ground floor of 1-14 Liverpool Street contained two retail units comprising approximately 610sq.m of retail floorspace. The site is within the Crossrail Liverpool Street building site and the retail units have been inaccessible to the public and empty for at least four years. The proposed 615sq.m of retail space would provide a small uplift in retail space, and would encourage active frontage, vibrancy and diversity of use within the street-scene and provide a supporting service to the surrounding offices.

### Bulk and Massing

61. The scheme rises to a height of 59.5 m AOD which is of comparable height to a number of permitted schemes to the immediate north. 100 Liverpool Street immediately to the north rises up to 64m AOD whilst the consented 1-2 Broadgate rises to 74m high. In this respect the height is generally appropriate to its environs and in key London wide views such as from Gabriel's Wharf on the Southbank and King Henry's VIII's Mound in Richmond.
62. Although, the height of the building will have an assertive impact on the setting of the listed building to the east, the height is considered acceptable not only in terms of its relationship to other new developments to the north (of a similar height) as well as being viewed against a backdrop of tall buildings in views to the south east. Whilst the building is taller than the buildings to the west, it responds to their architectural expression. In addition, the scale of the development is justified by the significant constraints of Crossrail infrastructure on the site and the appropriateness of this height, bulk and density, located as it is on major transport nodes given its immediate proximity to the Crossrail station and Liverpool Street Station and underground station.

### Design Approach

63. The design approach responds to a strong bookend corner in the townscape by introducing a robust building which will visually support this prominent corner and appropriately enclose and (alongside the developments to the north) frame the new public realm around the Crossrail entrance.
64. The elevations express a strong vertical hierarchy with a grounded base supporting the middle body of the building which is itself crowned by a single storey attic before culminating with a three-storey pitched roof storey reflecting the key characteristics of nearby buildings to the west.
65. The double height base gives a robust visual support to the building with channelled double height pilasters in cast metal framing the shopfronts and first floor office reception. The middle body of the facade is characterized by a repeating grid of channelled mullions with spandrel panels incorporating a modelled cast pattern. The attic storey at 7th floor level has a tighter grid of cast metal piers with recessed glazing which

has a depth and shadowing differentiating it from the middle section of the facade. The east facade will be highly prominent as a backdrop to the listed Railway Tavern to the east and is appropriately designed with the facade wrapping around seamlessly.

66. The triple height roof is a contemporary interpretation of a mansard roof with a 70 degree pitch reducing its visual impact. Exuberant Parisian style mansards are distinctive elements of the listed buildings on Finsbury Circus to the west of the site and the re-interpretation of this architectural precedent is considered appropriate on this prominent corner location. The relationship of a three-storey angled roof crowning a nine-storey façade is considered architecturally proportional. The roof curves around the corner resulting in an appropriate transition and expression of the corner. Although the dormers are wide, they reflect the primary structure of the cast metal grid of the lower elevations which is an honest contemporary architectural approach. The roof will include serrated angled fins which from street level will appear visually subtle yet still introduce a level of close-grained detailing as well as minimizing light spillage. In addition, greening is provided by planters underneath the dormers.
67. The roof of the proposal is clad in dark painted fabricated metal and wholly encloses the plant so it is concealed from view. The roof includes photovoltaic panels concealed from street level views.
68. The facing material is cast metal sections with integral cast modelling and patterning. The cast metal reflects the robust engineering of Liverpool Street station and the adjoining new Crossrail infrastructure and responds to the surrounding late C19th Century architecture. The use of this material in this location is considered appropriate. The base of the building has a granite plinth to lift the cast metal above the ground to protect it from water.
69. The depth of modelling of the cast detailing and patterning in the channelled pilasters and spandrels and the angled profile of the fins on the roof courses is convincing. The cast metal will be a combination of aluminium and iron which will be painted in a grey colour. Painting cast metal facades has in international precedent, for example the restored Judd Foundation in Spring Street, New York and has a unique quality which will enhance the architectural richness and diversity of the City.
70. The street facades are enlivened by retail frontages with 6m wide, double height shopfronts on both Liverpool Street and Blomfield Street and a vitrine on Liverpool Street which will include a curated display focussing on the “Culture Mile” or the rich archaeological finds in the vicinity. The displays will be conditioned to ensure this aspect of the proposal will culturally enrich the area. Details of how the display will be curated and maintained will be secured by S106 agreement.

#### London Views Management Framework

71. 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.

72. The site falls immediately adjacent to the King Henry VIII's Mound Richmond Protected Vista of the LVMF and the impact requires assessment.

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

73. 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.
74. From this viewpoint the scheme will not impact on views of the Cathedral and would therefore preserve or enhance the viewer's ability to recognise and appreciate the Cathedral.

Other LVMF views

75. By virtue of its relatively modest height the proposed development will be entirely concealed in views from the key views from Waterloo Bridge (15B); Hungerford footbridge (17B) and Gabriel's Wharf (16B.1) and other relevant LVMF assessment points.

Local Views

76. There are a number of other local views which have been assessed, most of which are discussed in the paragraphs relating to the impact on nearby Conservation Areas.
77. The scheme will 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 will appropriately frame these spaces and features and will not harm their settings or the character of the Broadgate Estate which has been identified as an undesignated heritage asset due to the quality of its plan form.
78. The scheme will be concealed from view 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

79. 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 will not adversely affect key views of the Cathedral or harm the setting or significance of the St. Paul's Conservation Area.
80. The proposal will 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. In this respect the Outstanding Universal Value of the World Heritage Site will not be harmed.

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

81. 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. These will be discussed in turn:
82. The site adjoins the listed Signal box on Liverpool Street underground station platform. The Signal box is appreciated primarily from views along the platform. Currently, the backdrop of the Signal box is unexceptional with the restrained and unremarkable rear elevations of the 1970's Liverpool Street building dominating its backdrop. In this context, the development will appear as an appropriate new backdrop to the Signal box and would not harm its setting.
83. Liverpool Street Station and the Andaz Hotel are located to the north east of the site and are prominent in views from the west of the site. In these views, the development appears as an assertive bookend on Blomfield Street at a comparable height to 100 Liverpool Street (and the consented 1-2 Broadgate) on the north side of Liverpool Street and Eldon Street and will not harm the setting of either listed buildings.
84. The scheme will appear as a prominent backdrop in views of a number of Grade 2 listed buildings including 81-91 Old Broad Street to the east as well as London Wall Buildings, 22 & 23 Blomfield Street, and Park House (the latter three on Finsbury Circus). The proposal is not considered to harm the setting of these buildings given the presence of buildings of a similar height in their backdrop.

#### Impact on the significance of Conservation Areas

85. The site is adjacent to or in proximity to a number of conservation areas both within the City and in the London Borough of Islington and Hackney. The impact of the proposal on nearby conservation areas within the City is set out below:

##### Finsbury Circus Conservation Area

86. This Conservation Area is located directly to the west of the site. Finsbury Circus is listed as a Registered Historic Park and Garden. The upper storeys of the proposal would be visible above the skyline of the buildings framing the east side of the Circus. In this view the scheme will be seen against a backdrop of taller developments at 150 Bishopsgate and 110 Bishopsgate and from the north west corner, 100 Bishopsgate. In addition, the mature plane trees framing the Circus will screen the building in street level views especially in summer. In this respect, the impact of the proposal is not considered to harm the character and appearance of the Finsbury Circus Conservation Area.

##### New Broad Street Conservation Area

87. The Conservation area is to the south of the site adjoining its southern boundary. The proposal will appear as a prominent backdrop in views

northwards along Blomfield Street but will be viewed against the backdrop of 5 Broadgate, 100 Liverpool Street and Broadgate Tower and in this context its scale is not considered to harm this view. In addition, the proposal will appear as backdrop in views along Broad Street Avenue but not in a manner that compromises the fine Edwardian facades framing this view. The proposal is not considered to harm the character and appearance of the Conservation Area.

#### Bishopsgate Conservation Area

88. The Conservation Area lies to the south east of the site and adjoins its eastern boundary. The proposal will have a major visual impact in views westwards along Liverpool Street. In particular, it will appear as an assertive backdrop to the Railway Tavern and Liverpool Street Arcade, which contribute positively to the character and appearance of the Conservation Area. Although the development will have an imposing scale in these views, it is not considered to be unduly oppressive, especially given the scale of 100 Liverpool and the consented 1-2 Broadgate to the north of this view. The proposal is not considered to harm the character and appearance of the Conservation Area.

#### Other Conservation Areas

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

#### Non-designated Heritage Assets

90. The building lies to the south of the Broadgate Estate which was 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. The proposed scheme will not harm the setting or significance of the Broadgate Estate as an undesignated heritage asset.

#### Transport, Servicing & Parking

##### Trip Generation

91. The Proposed Development is well served by public transport, with a wide range of bus, rail and underground services available in close proximity to the Proposed Development. The Site has an overall public transport accessibility level (PTAL) of 6b (very high).
92. The submitted transport assessment predicts that the proposed development would generate a total of 547 two-way person trips during the AM peak hours and 530 trips during the PM peak hours, with approximately 4491 two-way person trips over the course of the day. This represents an increase of 328 trips during the AM and 317 trips for

the PM when compared with the previously existing buildings on the site. The majority of trips are expected to be made by public transport (89%), walking (5%) and cycling (4%).

93. A Travel Plan is required in the Section 106 Agreement.

#### Parking

94. The development is proposed to be car free. While no disabled persons parking is proposed, four disabled parking spaces available for use within 50-80m of the site, on Finsbury Circus and Eldon Street.
95. Considering the constraints of the site and that there are existing disabled parking bays in the vicinity, the non-provision of disabled persons' parking is considered acceptable.

#### Cycle Parking

96. The proposal provides 4 long-stay cycle parking spaces for the retail units and 292 long-stay cycle parking spaces for the office use. Of the 292 spaces, 28 are proposed to be folding cycle lockers and 12 are proposed to be non-standard / adaptable cycle spaces. Access to the office long stay parking would be through a dedicated entrance on Blomfield Street. 33 showers would be provided equating to one shower per 9 cycle parking spaces which is acceptable. 292 Lockers would be provided.
97. For a development of this scale table 6.3 of the London Plan requires a minimum of 33 short-stay cycle parking spaces for visitors to the office and retail facilities. No short-stay cycle parking is proposed within the site as the development covers 100 percent of the site, with a significant amount of the ground floor area given over to Crossrail. There is no street level curtilage available on which short-term cycle parking spaces could be located.
98. The proposed long-stay cycle parking provision accords with policies DM16.3 of the Local Plan and 6.9B(a) of the London Plan. The lack of short-stay provision would be contrary 6.9B(a) of the London Plan. However, given the limitations of the site, it is considered that the proposed cycle parking provision is acceptable in this particular case.

#### Servicing and Deliveries

99. Due to the constraints of the site, in particular the limited ground floor and basement space due to the underground lines and Crossrail, it is proposed to service the development via on street servicing.
100. The office would be serviced where possible from Broad Street Avenue. This would accommodate couriers and small vans. Larger deliveries will need to be via the Blomfield Street entrance which has two lifts serving the first floor, from there deliveries would be taken up the main or secondary (serving the rear entrance on to Broad Street Avenue) lift cores. It is proposed to use an area on the east side of Blomfield Street for servicing which could accommodate six delivery vehicles per hour (assuming 30m of kerbline accommodating three vehicles at a time and

a 30-minute duration of stay). The creation of the servicing area would be secured under a S278 agreement.

101. The area on Blomfield Street identified for servicing was previously earmarked as two bus stands. Transport for London have agreed to the relocation of the bus stands. The new location is still to be agreed between City of London and Transport for London officers.
102. Excluding deliveries assumed to be made via Broad Street Avenue, the forecast office and retail servicing demand for the proposed servicing location on Blomfield Street, amounts to a total of 31 transit vans and eight rigid / large vans, which would total 47 loading slots per day. 38 slots would be required for the office use and nine for retail activity. With six slots available per hour this demand is equivalent to a little under 8 hours of activity per day.
103. The figures above are without consolidation. As the proposed servicing bay would be on street and not limited to this development, it is likely to be utilised at times by surrounding businesses. Given the pressure on the area, the City would require the use of a physical consolidation centre which will be secured through the S106, as well as a cap on the number of deliveries secured through the DSP.
104. Given the constraints of the site, it is considered that the proposed servicing approach would be acceptable subject to the use of consolidation to reduce the number of deliveries. A detailed Delivery and Servicing Plan would be required through the S106 agreement, with updated numbers of servicing vehicles to reflect the use of a consolidation centre.

#### Waste Management

105. A bin store and waste compactor is proposed at ground floor level. A recycled waste store is proposed at mezzanine level. These would be accessed via the Blomfield Street service entrance. The internal management team would present all bins requiring collection within the bin store. All tenants would have access to the waste store.
106. Refuse from the retail stores would either be collected by the internal management team and removed to the bin store or be put outside the retail frontages in line with the City's waste Time Banding Scheme.

#### Underground Railway and Crossrail

107. The site is located above Crossrail, as well as the Metropolitan Railway, which runs east - west below the site. The site incorporates the Crossrail ventilation shaft rising to seventh floor level within the proposed building, with the ground floor of the south side of the site to be used a station escape route and maintenance access onto Blomfield Street.
108. The proposal would not affect the construction or operation of Crossrail or the other Underground railways on or near the site.

## **Environmental impact of proposal on surrounding area**

### Daylight and Sunlight

109. An assessment of the impact of the development on daylight and sunlight has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and with regard to Policies 7.6 and 7.7 of the London Plan and DM10.7 and DM21.3 of the Local Plan.
110. Where the results fully meet the BRE guidelines, the effect is considered to be negligible. Where the loss of daylight or sunlight does not meet the guidelines, the significance of the effect should be assessed as minor, moderate or major adverse.
111. The assessment has been carried out for the two residential units in the Railway Tavern, two residential units within the Red Lion, 1 Eldon Street, as well as the nearby open spaces of Finsbury Circus, Liverpool Street amenity area, and Broadgate amenity area off Eldon Street. The assessment includes the cumulative impact of the proposals with adjacent and nearby developments which are currently under construction or have been consented.

### Daylight

112. 23 residential windows have been assessed in terms of the VSC (Vertical Sky Component). The results indicate a negligible or no negative impact for all but one of the windows assessed. As such, it is expected that the third floor residential unit in the Railway Tavern, and both residential units within the Red Lion are not likely to notice any loss of light as a result of the proposed development in accordance with the BRE assessment guidelines.
113. The VSC results indicate that the window on the second floor of the south facing façade of The Railway Tavern building is affected. However, based on plans submitted under a previous planning application for 15 Liverpool Street (The Railway Tavern) the affected room has other sources of skylight, and the average reduction for the two windows in the room is 0.79, which is only marginally below the 0.8 threshold set by the BRE guidance for a noticeable adverse impact and as such a minor adverse impact is experienced.

### Sunlight

114. An assessment of the Annual Probable Sunlight Hours (APSH) has been made for the same 23 windows in the four residential units. The results indicate a negligible or no negative impact for all but one of the windows assessed. As such, the third floor residential unit in the Railway Tavern, and both residential units within the Red Lion accord with the BRE assessment guidelines.
115. Based on the aforementioned plans, the room in question is identified as a guest room, which is similar in function as a bedroom, for which sunlight availability is considered by the BRE guidance as less important. The affected room has other sources of sunlight. The BRE guidance states that “if a room has two windows on opposite walls, the APSH due to each can be added together”. In line with the above, APSH

values for the affected guest room indicate that the numerical results fall marginally outside the guidelines, with a reduction factor for APSH of 0.76 against a BRE target of 0.8. Based on the above it is considered that the impact is minor adverse.

#### Open Spaces

116. BRE guidance recommends that for a garden, terrace or open space to appear adequately sunlit throughout the year, BRE recommends that at least half of the garden or amenity area should receive a minimum two hours of sunlight on the 21st of March. If, as a result of a new development, an existing garden or amenity area does not meet the above and the area which can receive two hours of sun on 21st March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.
117. The assessment shows that over 70% Finsbury Circus receives the recommended minimum of two hours of sunlight on 21<sup>st</sup> March, both existing and with the proposed development. The proposals do not have a negative impact on the sunlight in Finsbury Circus.
118. Whilst the Liverpool Street area is not yet an amenity space, it is intended that it will become pedestrianised following the completion of the Crossrail works. An assessment was completed to ensure that the amount of sunlight availability was not reduced by the Proposed Development. The area is already largely under shadow. The assessment indicates a very limited difference in the sunlight availability between the existing and proposed scenarios on the 21st of March. The impact of the Proposed Development is considered to be negligible.
119. The assessment indicates that the impact of the proposed development on the Broadgate public amenity area is negligible. For both the existing and proposed scenarios just below 50% of the area receives two hours of sunlight on the 21st of March. As existing this is below the BRE guidance but there is only a very small difference as a result of the proposed development, and the overall impact is deemed to be negligible.
120. As such, the proposed development is deemed to have no or a negligible impact on the sunlight available in the assessed open spaces in accordance with the BRE guidelines.

#### Wind Microclimate

121. An assessment of the proposed development's effects on wind conditions at the site and in the surrounding area were prepared prior to the publication of the City's Wind Guidelines. Computational Fluid Dynamics (CFD) studies have been undertaken to assess the effect of the proposal on the wind microclimate, looking at average wind conditions around the existing building and the proposed development. The cumulative impact with other proposed developments have been incorporated into the studies.
122. The proposed development would largely result in wind comfort levels in its vicinity which are similar or better than wind comfort levels

experienced by pedestrians in the surrounding area, notably at the corner of Liverpool Street and Old Broad Street where the modelling showed the proposed development would reduce the wind speeds.

123. This is with the exception of the corner of Liverpool Street and Blomfield Street where the modelling demonstrated that the development would result in an increase in wind speeds at this location, from levels suitable for 'sitting/standing' to levels suitable for business walking according to the 'Lawson Criteria' subject to the density of the Finsbury Circus trees.
124. At this busy junction close to a new Crossrail interchange this impact requires mitigation to be agreed prior to works commencing on site.
125. CFD modelling results show that Liverpool Street underground platform, which is exposed to the external environment, is expected to be comfortable for sitting for at least short durations.
126. Wind conditions are expected to be comfortable most of the time for pedestrians sitting for at least short durations on the south balconies. However, on windy days, particularly for south-west and eastern wind, these areas are expected to be frequently uncomfortable for long wind exposure. The dormer terraces at levels 8, 9 and 10 are sheltered from most winds and show comfortable wind speeds. Mitigation in the form of appropriate evergreen vegetation is proposed to be planted on the roof terrace and south balconies to improve the wind comfort. Details of the planting will be secured by condition.

#### Air Quality

127. The EIA includes an assessment of the likely changes in air quality as a result of the construction and operational phases of the development and has been considered having regard to the relevant national, regional and local guidance including the NPPF, policy 7.14 of the London Plan and policy CS15 of the Local Plan.
128. During construction dust emissions would increase and would require to be controlled through the implementation of good practice mitigation measures in the Construction Method Statements under conditions attached to this planning permission.
129. The air quality assessment states that the estimated construction traffic would be an average of 13 two-way vehicle movements per day, with a peak of 48 two-way movements per day during the excavation stage of construction. The calculated pollutant concentrations for these movements represent at most a 0.1 increase in concentration and are not considered to be sufficient to cause a significant adverse effect at any of the nearby local air quality receptors.
130. An Air Quality Neutral Assessment has been undertaken in accordance with the GLA's Sustainable Design and Construction SPG. The Total Benchmarked Building Emissions are higher than the Total Building Emissions during operation giving a negative score. The Total Benchmarked Transport Emissions are higher than the Total Transport Emissions during operation also giving a negative score.

131. The proposed development is air quality neutral for operational building and transport emissions.

#### Noise and Vibration

132. The EIA assesses the impact from noise and vibration on the surrounding area, including noise and vibration from the enabling works, demolition and construction; noise from the proposed development during operation; and noise associated with increases in road traffic, which could be attributed to the development.

133. In most 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 under condition.

134. Vehicle movements associated with the demolition and construction phase of the proposed development are expected to be up to an average of 25-30 per day and up to a peak of 48 two-way movements per day during excavation, with an overall average of 13 two-way movements during construction. Construction traffic movements shall be predominantly limited to the daytime period.

135. It has been calculated that the change in the daytime road traffic noise index as a result of the construction traffic at peak level would be no greater than 0.2dB. This is considered negligible and the change due to average flows would be lower.

136. Noise and vibration during demolition and construction would be controlled through conditions as outlined above. These 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.

137. Noise levels from mechanical plant in the completed development would need to comply with the City of London's standard requirement that any new plant would be at least 10db below the background noise levels and would be approved under planning conditions to ensure there would not be an adverse effect on the surrounding area.

#### Sustainability

138. The NPPF, London Plan and the Local Plan seek to ensure that sustainability is integrated into designs for all development.

139. The Sustainability Statement prepared by AECOM demonstrates that the office elements of this development have been designed to achieve a BREEAM rating of "Excellent" against the 2014 New Construction criteria. The retail floorspace is below 1000sq.m and has therefore been excluded from the assessment.

140. BRE published the BREEAM New Construction 2018 criteria in March 2018 which should be used for all Major planning applications submitted



after that date. Although this building has been registered with BREEAM 2014 the applicants have undertaken a BREEAM pre-assessment detailing the proposed target of 'Excellent' on the BREEAM 2018 criteria.

141. A post construction assessment is required by condition to ensure that this rating is achieved.

### Energy

142. The Energy Strategy prepared by AECOM shows that this development has been designed to achieve a 19.8% improvement in carbon emissions compared with the building regulations requirements, through energy efficiency and photovoltaic panels. The development has been designed to enable connection to any future district heating and cooling network. The London Plan target is for a 35% improvement over building regulations. The use of existing Crossrail Ground Source Heat Pump (GSHP) infrastructure could achieve a further 7.4% carbon saving but has been rejected due to cost and available plant space in the building.
143. Local Plan Policy CS15 requires that redevelopment proposals demonstrate the highest feasible and viable sustainability standards. The applicants have confirmed that once detailed and construction level design progresses post planning permission, energy reduction measures will be further reviewed and assessed with the aim of improving upon current figures, including a commitment to investigating the connection to GSHP. A condition is proposed to be included to provide details of measures to improve carbon emissions. Any remaining shortfall must be offset through a carbon offsetting contribution secured through the S106 agreement.

### Greening

144. Policy DM10.3 encourages opportunities for rooftop gardens and policy DM10.4 seeks the inclusion of soft landscaping. Proposed floors 7-10 comprise small terraces and recessed balconies enabling a degree of amenity space for office workers, incorporating planters into the design. At roof level a small amount of planting is proposed as an environmental enhancement which meets current policy requirements.

### Archaeology

145. The site is in an area of archaeological potential situated in the Upper Walbrook valley to the north of the Roman and medieval City wall. There is potential for remains from all periods to survive here, with high potential for remains associated with the now buried Walbrook river, Roman burials as it is within the Northern Roman Cemetery area and medieval marsh deposits. The New Churchyard, in use between 1569 and 1720, extended into the northern part of the site. An archaeological assessment has been submitted with the application.
146. The Metropolitan Railway runs east - west below the site at basement level and there is a link tunnel to Liverpool Street Station. The existing building has a single basement.
147. The construction of the Metropolitan Railway lines and the existing building would have removed or disturbed archaeological remains. The

archaeological potential is considered moderate to high due to the depth of potential archaeological remains in this area. There is a potential build-up of remains, burials and remains associated with the New Churchyard, medieval marsh deposits, Roman deposits and burials and environmental remains associated with the Walbrook valley. Based on archaeological results from the immediate vicinity of the site, there is potential for approximately 4m of remains to survive in areas below and between the modern disturbance caused by the basement, foundations and underground lines.

- 148. The proposed development would have a double height basement and would be supported by new piled foundations which would have an impact on surviving archaeological remains.
- 149. Archaeological evaluation is needed to provide more information on archaeological survival and to design an appropriate mitigation strategy. Conditions are recommended to cover archaeological evaluation, a programme of archaeological work and foundation design.

**Planning Obligations and Community Infrastructure Levy**

- 150. The proposed development would require planning obligations to be secured in a Section 106 agreement to mitigate the impact of the development to make it acceptable in planning terms. Contributions would be used to improve the City’s environment and facilities. The proposal would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London.
- 151. From 1<sup>st</sup> April 2019 Mayoral CIL 2 (MCIL2) supersedes the Mayor of London’s CIL and associated section 106 planning obligations charging schedule. This change removes the Mayors planning obligations for Crossrail contributions. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).
- 152. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
- 153. CIL contributions and City of London Planning obligations are set out below.

**MCIL2**

<b>Liability in accordance with the Mayor of London’s policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City’s charge for administration and monitoring</b>
<b>MCIL2 payable</b>	£2,520,535	£2,419,713	£100,821

### City CIL and S106 Planning Obligations

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
City CIL	<b>£1,026,825</b>	<b>£975,484</b>	<b>£51,341</b>
City Planning Obligation Affordable Housing	<b>£273,820</b>	<b>£271,82</b>	<b>£2,738</b>
City Planning Obligation Local, Training, Skills and Job Brokerage	<b>£41,073</b>	<b>£40,662</b>	<b>£411</b>
Carbon Reduction Shortfall (as designed)	<b>£141,642</b>	<b>£141,642</b>	<b>£0</b>
Section 278 Design and Evaluation	<b>£100,000</b>	<b>£100,000</b>	<b>£0</b>
City Planning Obligation Monitoring Charge	<b>£1,500</b>	<b>£0</b>	<b>£1,500</b>
<b>Total liability in accordance with the City of London's policies</b>	<b>£1,484,460</b>	<b>£1,287,228</b>	<b>£55,990</b>

### City's Planning Obligations

154. 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 Repairs
- Delivery and Servicing Management Plan
- Consolidation centre
- Travel Plan
- Local Training, Skills and Job Brokerage Strategy (Construction)
- Local Procurement
- Carbon Offsetting
- Utility Connections
- Provision and access to the display vitrine
- Section 278 Agreement necessary highway works
- Legible London

- Protection of public art in the vicinity of the site
  - Necessary wind mitigation measures
155. Transport for London requested that the applicant be required to pay £275,000 for a new Cycle Hire docking station in the vicinity of the site, on the basis that the existing nearby docking stations are currently running beyond their capacity and the proposed development is expected to increase Cycle Hire demand further. The applicant has refused, stating that other recent developments in the vicinity were not required to pay a contribution towards a cycle hire docking station. The City would not support the installation of a cycle hire docking station on the new area of public realm surrounding the Crossrail entrance on Liverpool Street West due to space constraints. The City's Transport Strategy supports the improvement of cycle hire in the city so we would be supportive of a contribution, provided it was reasonable and agreed between the developer and TfL.
156. The scope of the s278 agreement will include but is not limited to: the creation of areas to allow deliveries to the site from the public highway at Bloomfield Street; relocation of the bus stands on Bloomfield Street; works to the eastern arm of Finsbury Circus and works to the south of the site on Bloomfield Street to the junction of New Broad Street.
157. It is requested that delegated authority be given to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.

#### Monitoring and Administrative Costs

158. 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.
159. 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

160. 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 and with the strategic objective to focus and promote a significant increase in office floorspace in the Eastern Cluster in accordance with policy CS1 of the Local Plan. The scheme would provide 24,134sq.m (GIA) of office floorspace, and 615sq.m (GIA) of retail floorspace within a Principal Shopping Centre.
161. The building's height is considered to be acceptable, in the context of larger nearby buildings and with the significant constraints of Crossrail infrastructure on the site. Its design is considered suitable.
162. The proposals do not have a detrimental impact on the setting of listed buildings, do not harm the character or appearance of Conservation

Areas and non-designated heritage assets in the vicinity or on the LVMF views.

163. The scheme would make optimal use of the capacity of a site with high levels of public transport accessibility and would be car free. 296 long stay cycle parking spaces and associated facilities would be provided in accordance with Development Plan standards.
164. The scheme would not result in any significant adverse impacts on daylight and sunlight to surrounding residential buildings or open spaces.
165. The proposal is in substantial compliance with the development plan policies that relate to it and it is concluded that the scheme should be recommended 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 Contract and Drainage Services 12/06/2019  
Memo Air Quality Officer 13/06/2019  
Memo Lead Local Flood Authority 14/06/2019  
Memo Department of Markets and Consumer Protection 18/06/2019  
Memo Access Team 21/06/2019  
Email Lead Local Flood Authority 28/06/2019  
Letter City of London Conservation Area Advisory Committee 16/07/2019  
Email Access Team 06/09/2019  
Memo Lead Local Flood Authority 18/09/2019  
Memo Community Facilities Manager 22/10/2019

### External

Environmental Statement - Non-Technical Summary dated November 2018  
Environmental Statement - Volume I dated November 2018  
Environmental Statement - Volume IIa - Technical Appendices dated 12 April 2018  
Environmental Statement - Volume IIb – Townscape, Built Heritage and Visual Impact Assessment dated March 2018  
Additional LVMF Views Assessment received 10/10/2019  
Design and Access Statement dated April 2018  
Transport Assessment dated November 2018  
Energy Statement dated November 2018  
Sustainability Statement dated November 2018  
Sustainable Drainage Statement dated November 2018  
Flood Risk Assessment dated 28 March 2018  
Operational Waste and Recycling Management Strategy dated November 2018  
External Noise Level Survey dated November 2018  
Existing Drawings: 00 300 Rev P00; 00 301 Rev P00; 00 302 Rev P00; 00 400 Rev P00; 00 401 Rev P00.  
Drawings: 60297409-X-P-RWP-SCH-XX-001; 60297409-X-P-DRN-SCH-XX-001. Refuse Routes sketch plan received 24/10/2019.  
Response to Col Cycle Parking Comments by Aecom dated 16/08/2019  
Response to Access Officer's Comments by EPA dated 23/08/2019  
Response to CoL comments on BREEAM; energy and carbon emissions by

Aecom dated 09/10/2019

Draft Delivery and Servicing Strategy Position Update by Aecom dated  
October 2019

Email Network Rail 04/06/2019

Email Natural England 10/06/2019

Email Environment Agency 12/06/2019

Email Crossrail 12/06/2019

Email Thames Water 18/06/2019

Email Transport for London 18/06/2019

Email Historic England 19/06/2019

Email DP9 26/06/2019 (x2)

Email Thames Water 16/07/2019

Email DP9 08/10/2019

Email DP9 24/10/2019



# City Heritage Society

*Please reply to:-*

35 Eagle Court,  
Hermon Hill,  
London E11 1PD

*Tel.* [REDACTED]

*E-mail* [REDACTED]

01 07 2019

City of London, Department of Planning & Transportation  
The Guildhall,  
London EC2 P2EJ

Dear Sirs,

1-14 LIVERPOOL STREET AND 11-12 BLOOMFIELD STREET, EC2M7 AW

Planning Application Number 19/00466/FULLEIA

While we have some reservations about the height of the proposed building where it abuts the existing buildings on Liverpool St., which section of the building is in the Conservation Area, we find that the proposed treatment of the three storey mansard exacerbates this problem. The lower 7 storeys respect the scale of the surrounding existing buildings and reflect the hierarchy of their window proportions but the large openings and the curious wavy pattern of the three storey mansard appear out of all proportion to the lower floors and draw attention to the 10 storey height of the building rather than alleviating it.

[REDACTED]

Peter Luscombe. [City Heritage Society Chairman]



# City of London Conservation Area Advisory Committee

Mr. Ted Rayment,  
Department of the Built Environment,  
Corporation of London,  
P.O. Box 270,  
Guildhall,  
London EC2P 2EJ

16<sup>th</sup> July 2019

Dear Sir,

At its meeting on 27<sup>th</sup> June 2019 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.70 19/00466/FULLEIA - 1 - 14 Liverpool Street And 11-12 Bloomfield Street, London EC2M 7AW**

**New Broad Street Conservation Area/Broad Street Ward. No Ward Club rep.**

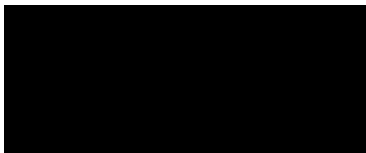
Demolition of the existing building and over site development to provide a 10 storey building for office use (Class B1) (24,749sq.m GIA) with retail floorspace (Class A1-A3) at ground (641sq.m GIA), roof plant and two levels of partial basement.

This application is accompanied by an Environmental Statement. Electronic copies of the Environmental Statement may also be obtained from DP9 Limited, 100 Pall Mall, London SW1Y 5NQ free of charge.

There was no objection in principle, but there was serious concern regarding the design of the top three 3 floors where the dormers appeared out of place with the remainder of the building and given the prominence, particularly from Finsbury Circus, it was felt this design should be revisited.

I should be glad if you would bring the views of the Committee to the attention of the Planning and Transportation Committee.

Yours faithfully,



Mrs. Julie Fox  
Secretary



Mr Gideon Stothard  
CORPORATION OF LONDON  
LONDON  
EC2P 2EJ

Direct Dial: 020 7973 3765

Our ref: P01078886  
19 June 2019

Dear Mr Stothard

**T&CP (Development Management Procedure) (England) Order 2015  
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**1 - 14 LIVERPOOL STREET AND 11-12 BLOMFIELD STREET. LONDON EC2M  
7AW**

**Application No. 19/00466/FULEIA**

Thank you for your letter of 28 May 2019 regarding the above application for planning permission. On the basis of the information available to date, we offer the following advice to assist your authority in determining the application.

**Historic England Advice**

The application site stands in close proximity to three conservations areas, namely Finsbury Circus, New Broad Street and Bishopsgate, but is not located within one. Each of the conservation areas are distinct in character and appearance, exhibiting different height, scale and architectural styles.

The west of the Bishopsgate Conservation Area is particularly recognisable for its Victorian rail terminus and buildings constructed in direct association with it. Some of these buildings, such as the station itself and the Great Eastern Hotel are listed grade II. The contrast in scale between the grand station and the more domestic scale of the buildings of Old Broad Street and Liverpool Street is significant and contributes to the understanding of development of this part of the City. New Broad Street Conservation Area is characterised by buildings of a generally uniform height and massing from the turn of the C20. Finsbury Circus Conservation Area is distinctive for its planned form around the formal garden space at its centre and is dominated by decorative stone buildings of the early C20.

The proposed site is an amalgamated through a partnership between Aviva (1-14 Liverpool Street) and Crossrail (11-12 Blomfield Street). The Blomfield Street site provides a vent shaft for the Crossrail Line which was agreed through the Crossrail Act (2008) and under the original provisions, was to be developed, albeit with limited scope, with a facade to respond to its immediate townscape.

Whilst I have no objection in principle to the proposed redevelopment or the



4TH FLOOR, CANNON BRIDGE HOUSE, 25 DOWGATE HILL, LONDON EC4R 2YA

Telephone 020 7973 3700  
HistoricEngland.org.uk





amalgamation development, the new building is much greater in height, scale and bulk than that currently on the site or in the immediate area. The new building would appear in a number of views from within the conservation areas identified above and particularly prominent in the views from Bishopsgate, through the Liverpool Street Conservation Area (views 8, 9 and 10). The scale and bulk of the scheme, which would appear domineering in these views, would cause some harm to the significance of the designated heritage asset of Bishopsgate Conservation Area arising from development proposed in its setting.

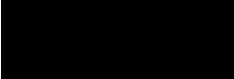
Whilst this impact is less than substantial, it nonetheless requires consideration against national and local planning policies, particularly those within the NPPF. Paragraph 196 requires that harm should be weighed against the public benefits of the proposal. In considering these benefits, the City of London must be convinced that these benefits are genuine and not deliverable by other means. Very careful consideration must be given to whether any public benefits associated with the delivery of Crossrail are relevant in this consideration as under the Crossrail Act 2008, these benefits have already been secured.

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



**Breda Daly**

Inspector of Historic Buildings and Areas

E-mail: [breda.daly@HistoricEngland.org.uk](mailto:breda.daly@HistoricEngland.org.uk)



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## **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 as summarised in the Conclusions section of the report

## **Appendix B**

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

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

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

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

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

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

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

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 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 7.1 Development should be designed so that the layout, tenure, mix of uses interface with surrounding land will improve people's access to social and community infrastructure (including green spaces), the Blue Ribbon Network, local shops, employment opportunities, commercial services and public transport.

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 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 7.12 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

### ***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.

#### ***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.

### ***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.

### ***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.

### ***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.

#### ***DM20.1 Principal shopping centres***

1. Within Principal Shopping Centres (PSCs) the loss of retail frontage and floorspace will be resisted and additional retail provision will be encouraged. Proposals for changes between retail uses within the PSC will be assessed against the following considerations:
  - a) maintaining a clear predominance of A1 shopping frontage within PSCs, refusing changes of use where it would result in more than 2 in 5 consecutive premises not in A1 or A2 deposit taker use;
  - b) the contribution the unit makes to the function and character of the PSC;
  - c) the effect of the proposal on the area involved in terms of the size of the unit, the length of its frontage, the composition and

distribution of retail uses within the frontage and the location of the unit within the frontage.

2. Proposals for the change of use from shop (A1) to financial and professional service (A2) restaurant and cafes (A3) drinking establishments (A4) or hot food takeaways (A5), use at upper floor and basement levels will normally be permitted, where they do not detract from the functioning of the centre.

### ***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.

### ***DM1.2 Protection of large office sites***

To promote the assembly and development of sites for large office schemes in appropriate locations. The City Corporation will:

a) assist developers in identifying large sites where large floorplate buildings may be appropriate;

b) invoke compulsory purchase powers, where appropriate and necessary, to assemble large sites;

c) ensure that where large sites are developed with smaller buildings, the design and mix of uses provides flexibility for potential future site re-amalgamation;

d) resist development and land uses in and around potential large sites that would jeopardise their future assembly, development and operation, unless there is no realistic prospect of the site coming forward for redevelopment during the Plan period.

### ***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.

### ***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.

#### ***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.

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

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

#### ***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.

### ***DM10.5 Shopfronts***

To ensure that shopfronts are of a high standard of design and appearance and to resist inappropriate designs and alterations. Proposals for shopfronts should:

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials;
- d) include signage only in appropriate locations and in proportion to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;
- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

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

#### ***DM11.2 Public Art***

To enhance the City's public realm and distinctive identity by:

- a) protecting existing works of art and other objects of cultural significance and encouraging the provision of additional works in appropriate locations;
- b) ensuring that financial provision is made for the future maintenance of new public art;
- c) requiring the appropriate reinstatement or re-siting of art works and other objects of cultural significance when buildings are redeveloped.

#### ***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.

#### ***DM12.2 Development in conservation areas***

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

#### ***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.

***DM12.5 Historic parks and gardens***

1. To resist development which would adversely affect gardens of special historic interest included on the English Heritage register.
2. To protect gardens and open spaces which make a positive contribution to the historic character of the City.

***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.

## SCHEDULE

APPLICATION: **19/00466/FULEIA**

**1 - 14 Liverpool Street And 11-12 Blomfield Street London EC2M 7AW**

**Demolition of the existing building and over site development to provide a 10 storey building for office use (Class B1) (24,134sq.m GIA) with retail floorspace (Class A1-A4) at ground (615sq.m GIA), roof plant and two levels of partial basement.**

## 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 any works including demolition are begun a site survey and survey of highway and other land at the perimeter of the site shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces. The development shall be carried out in accordance with the approved survey unless otherwise agreed in writing by the local planning authority.  
REASON: To ensure continuity between the level of existing streets and the finished floor levels in the proposed building and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Local Plan: DM10.8, DM16.2. These details are required prior to commencement in order that a record is made of the conditions prior to changes caused by the development and that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.
- 3 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, design for system exceedance, design for ongoing maintenance, rainwater harvesting elements, pumps, green roofs; surface water flow rates shall be restricted to no greater than 7.9 l/s from one outfall and free discharge from an area no more than 0.06 hectares from one other distinct outfall, provision should be made for

an attenuation volume capacity capable of achieving this, which should be no less than 97.4m<sup>3</sup>;

(b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.

(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.

- 4 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(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details 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. No demolition or construction shall be carried out other than in accordance with the approved details and methods.

REASON: To ensure that demolition and 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 demolition and construction work commencing in order that the impact on the transport network is minimised from the time that demolition and construction starts.

- 5 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.



- 6 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 network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that the construction starts.
- 7 Unless otherwise approved in writing by the City of London Corporation the development shall not be commenced until the City Corporation makes an order under section 6 of the Road Traffic Regulation Act 1984 for the provision of a loading bay on the eastern side of Blomfield Street between Finsbury Circus and New Broad Street.  
REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM16.5.
- 8 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.
- 9 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.

- 10 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling, any other temporary or permanent installations and for site investigations, have been submitted to and approved in writing by the Local Planning Authority which:-

- (i) Accommodate the location and of the Crossrail/TfL/LUL structures including temporary works,
- (ii) Accommodate ground movement arising from the construction thereof,
- (iii) Mitigate the effects on Crossrail/TfL/LUL of ground movement arising from development

The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i), C1 (ii) and C1 (iii) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

REASON: To ensure that the development does not prejudice construction of Crossrail and to protect the amenity of occupiers of the proposed building in accordance with the following polices of the Local Plan: CS5, DM16.1.

- 11 None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that,

during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels or other TfL/LUL assets/infrastructure are not impeded.

REASON: To ensure that the development does not prejudice construction of Crossrail and to protect the amenity of occupiers of the proposed building in accordance with the following policies of the Local Plan: CS5, DM16.1.

- 12 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.

- 13 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.

- 14 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.

- 15 Before any construction works hereby permitted are begun a detailed assessment of measures to improve carbon dioxide emissions savings 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.

- 16 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.  
REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction
- 17 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.
- 18 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 shopfronts;  
(d) details of ground floor elevations;  
(e) details of the exposed flank wall(s) of the proposed new building;  
(f) details of windows and external joinery;  
(g) details of soffits, hand rails and balustrades;  
(h) details of external terraces and planting;  
(i) details of junctions with adjoining premises;  
(j) details of the integration of window cleaning equipment, cradles and the garaging thereof, plant, flues, fire escapes, solar panels and other excrescences at roof level  
(k) details of plant, plant enclosures and ductwork;  
(l) details of ventilation and air-conditioning for the [A1] [A3] [A4] use(s);

(m) details of the display vitrine; and  
(n) details of an advertising strategy showing areas designated at ground floor level for fascia and projecting signs.

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.

- 19 The metal cladding to all parts of the building shall be painted in a colour to be agreed by the Local Planning Authority and shall be so maintained for the life of the building to protect it at all times from oxidisation and corrosion.  
REASON: To ensure the design quality and appearance of the building is maintained for the life of the building in accordance with the following policy of the Local Plan: DM10.1.
- 20 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.
- 21 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.
- 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 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.

- 24 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 be 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.

- 25 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.

- 26 (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.

- 27 No properties shall be occupied until confirmation has been provided that either:
- all combined 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 sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.
- 28 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.
- 29 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.
- REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan: CS15, DM15.1, DM15.2.

- 30 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
- 31 At least one unit with a frontage to Liverpool Street shall be used for Class A1 retail purposes for the life of the development.  
REASON: To ensure that there is a predominance of A1 retail use within the Liverpool Street Principal Shopping Centre in accordance with the following policies of the Local Plan: CS20, DM20.1.
- 32 Permanently installed pedal cycle storage shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 292 Long Stay pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.  
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.
- 33 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.
- 34 No doors, gates or windows at ground floor level shall open over the public highway.  
REASON: In the interests of public safety
- 35 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: 00 002 Rev P00; 01 697 Rev P00; 01 698 Rev P00; 01 699 Rev P00; 01 700 Rev P01; 01 701 Rev P03; 01 702 Rev P00; 01 703 Rev P00; 01 707 Rev P00; 01 708 Rev P00; 01 709 Rev P00; 01 710 Rev P00; 01 711 Rev P01; 01 712 Rev P00; 01 713 Rev P00; 01 714 Rev P00; 02 000 Rev P00; 02 700 Rev P00; 02 701 Rev P00; 02 702 Rev P00; 02 703 Rev P00; 02 704 Rev P00; 02 710 Rev P00; 02 711 Rev P00; 02 701 Rev P00; 03 701 Rev P00; 03 706 Rev P00; 14 700 Rev P00; 14 701 Rev P01; 14 702 Rev



P00; 14 703 Rev P00; 14 704 Rev P00; 14 705 Rev P00; 14 706 Rev P00.

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

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

Office £185 sq.m

Retail £165 sq.m

Hotel £140 sq.m

All other uses £80 per sq.m

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

The City of London Community Infrastructure Levy is set at a rate of £75 per sq.m for offices, £150 per sq.m for Riverside Residential, £95 per sq.m for Rest of City Residential and £75 for all other uses.

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

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

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

- 3 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.

- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 5 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) Connections to the local sewerage and surface water system.

(e) 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".

6 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.

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

Noise and Dust

(a)

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

(b)

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

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act

1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d)

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

#### Air Quality

(e)

Compliance with the Clean Air Act 1993

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

#### Boilers and CHP plant

(f)

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

(g)

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

(h)

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

discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

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

#### Standby Generators

(j)

Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

(k)

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

#### Cooling Towers

(l)

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

#### Noise Affecting Residential Properties

(m)

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

(n)

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

## Ventilation of Sewer Gases

(o)

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

## Food Hygiene and Safety

(p)

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

(q)

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

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

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

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

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

(r)

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

- 8 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 Class A1, A2, A3 and A4 for a period of ten years from the date of this permission.
- 9 Consent may be needed from the City Corporation for the display of advertisements on site during construction works. The display of an advertisement without consent is an offence. The City's policy is to restrain advertisements in terms of size, location, materials and illumination in order to safeguard the City's environment. In particular, banners at a high level on buildings or scaffolding are not normally acceptable. The Built Environment (Development Division) should be consulted on the requirement for Express Consent under the Town & Country Planning (Display of Advertisements) (England) Regulations 2007.
- 10 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.
- 11 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 12 The Developer is recommended to assess and mitigate the possible effects of noise and vibration arising from the operation of Crossrail (the future Elizabeth Line) and TfL/LUL.



# Agenda Item 6

<b>Committee(s):</b> Planning and Transportation Committee	<b>Date(s):</b> 05/11/2019
<b>Subject:</b> Transport Strategy Update: Quarter 1 & Quarter 2 2019/20	<b>Public</b>
<b>Report of:</b> Director of the Department of the Built Environment	<b>For Information</b>
<b>Report author:</b> Bruce McVean, Acting Assistant Director – City Transportation	

## Summary

Members have requested quarterly updates on progress with delivering the City of London Transport Strategy. This report covers Quarters 1 and 2 of 2019/20 (May – September).

The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and will be updated on an annual basis. The update on progress with Delivery Plan projects is provided in Appendix 1.

Progress with projects and activities to deliver Vision Zero and help mitigate corporate risk CR20 - Road Safety includes:

- Gaining approval for interim improvements to widen pavements and narrow crossings at Bank junction.
- Beginning work to develop the submission to DfT requesting approval for a City-wide 15mph speed limit.
- Supporting TfL's proposals to introduce a 20mph speed limit on remaining 30mph sections of the Transport for London Road Network.
- Ongoing engagement with TfL on improvements to Ludgate Circus and the Gracechurch St/Fenchurch St and Bishopsgate/Camomile St junctions.
- Delivering a motorcycle speed campaign and continuing to engage businesses and employees through the Active City Network.

Additional activities in Quarters 1 and 2 included:

- Hosting the London Walking and Cycling Conference in partnership with LB Hackney.
- Arranging Healthy Streets training, attended by representatives from Transportation, Public Realm, Highways and Planning teams.
- Supporting the Mayor of London and TfL to deliver the 'Reimagine' Car Free Day event.

## Recommendation(s)

Members are asked to note the report.

## **Main Report**

### **Background**

1. The City of London Transport Strategy was adopted in May 2019. The Strategy sets the framework for the design and management of transport and streets in the Square Mile over the next 25 years.
2. The Transport Strategy is supported by a three-year Delivery Plan. This provides details of projects to deliver the Transport Strategy and will be updated on an annual basis. The Delivery Plan is currently in draft pending completion of the Fundamental Review.
3. Members have requested quarterly updates on progress with delivering the Transport Strategy. This report covers Quarters 1 and 2 of 2019/20 (May – September).
4. Progress against Transport Strategy targets and KPIs will be reported on an annual basis in April or May.

### **Q1 and Q2 Update**

5. The quarterly update on progress with Delivery Plan projects is provided in Appendix 1. Progress during the first two quarters of 2019/20 includes:
  - a. Developing proposals to provide a walking route on Puddle Dock to connect with the proposed crossing on Upper Thames Street (to be delivered by TfL).
  - b. Securing funding from TfL for feasibility studies of the first phase of the City Cycle Network (Route 1: CS1 to Monument via Bank and Route 2: Aldgate to Blackfriars via Bank). Funding was also secured for upgrades to Quietway 11, particularly improvements to Queen Street.
  - c. Gaining Gateway 3 approval for the delivery of an experimental scheme to make Beech Street a Zero Emission Street.
  - d. Securing Mayor's Air Quality Funding to support the delivery of the City Cluster and Barbican and Golden Lane Zero Emission Zones.
  - e. Appointing consultants to develop the City of London Street Accessibility Standard.
  - f. Initiating a project to develop the City Cluster Healthy Streets Plan. This will identify traffic management changes required to deliver the City Cluster Vision, including timed access restrictions.
  - g. Successful delivery of two Lunchtime Streets events on St Mary Axe and Chancery Lane.
  - h. Installing 57 Legible London signs between May and September, the first phase of the City-wide roll out.
  - i. Working with London & Partners to begin industry engagement on the Future City Streets Programme.

6. Progress with projects and activities to deliver Vision Zero and help mitigate corporate risk CR20 - Road Safety includes:
  - a. Gaining Gateway 4/5 approval for interim improvements to widen pavements and narrow crossings at Bank junction. Delivery is scheduled to begin in January 2020 and complete within six months.
  - b. Developing feasibility designs for safety improvements at Gresham Street/Old Jewry, Gresham Street/Wood Street and Creechurch Lane/Leadenhall St.
  - c. Beginning work to develop the submission to DfT requesting approval for a City-wide 15mph speed limit, including commissioning analysis of current speeds.
  - d. Supporting TfL's proposals to introduce a 20mph speed limit on Victoria Embankment, Blackfriars Underpass, Upper Thames street, Lower Thames Street, Byward Street, Minorities, Goodmans Yard, and Mansell Street.
  - e. Ongoing engagement with TfL on improvements to Ludgate Circus and the Gracechurch St/Fenchurch St and Bishopsgate/Camomile St junctions.
  - f. Delivering a motorcycle speed campaign, with over 4 million impressions on Twitter and more than 100 people attending the campaign event at Dowgate Fire Station.
  - g. Continuing to work through the Active City Network and with the City Police to engage with cycling groups at employer sites including WeWork, Commerzbank, Duetsche Bank and Nomura.
7. Additional activities in Quarters 1 and 2 included:
  - a. Hosting the London Walking and Cycling Conference in partnership with LB Hackney on 24 May. Speakers included the Chair of Planning & Transportation and Chairman of Streets & Walkways, Sadiq Khan, Mayor of London, Judith Bokehove, Vice Mayor of Rotterdam and Silviya Barrett, Research Manager, Centre for London.
  - b. The publication of Wind Microclimate Guidelines in August 2019, which support the delivery of Proposal 10: Incorporate protection from adverse weather in the design of streets and the public realm
  - c. Arranging Healthy Streets training, attended by representatives from Transport, Public Realm, Highways and Planning teams, to support embedding the Healthy Streets Approach in transport planning and delivery (Proposal 1).
  - d. Supporting the Mayor of London and TfL to deliver the 'Reimagine' Car Free Day event in central London on 22 September. This event allowed people to explore and experience over 20km of traffic free streets in the Square Mile, including Cheapside, Bank Junction, Leadenhall and Fenchurch Street. A report on Car Free Day will be brought to Committee in December.

## **Corporate & Strategic Implications**

8. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
9. Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.

## **Conclusion**

10. Good progress has been made in the four months following the adoption of the Transport Strategy, supporting delivery across Strategy outcomes and proposals.
11. Where possible, the development and delivery of projects and activities is being coordinated to maximise benefits, particularly activities focussed on the City Cluster and Smithfield and Barbican/Culture Mile areas.
12. The next quarterly update (Quarter 3) will be presented to this Committee in January 2020. A separate update on the programme of activities to deliver freight and servicing proposals is being prepared for the December meeting of this Committee.

## **Appendices**

- Appendix 1: Progress update on Transport Strategy Delivery Plan Q1 & Q2 2019/20

## **Background Papers**

- City of London Transport Strategy  
<https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/city-of-london-transport-strategy.pdf>

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## Appendix 1: Progress update on Transport Strategy Delivery Plan Q1 & Q2 2019/20

**Table 1: Capital programme**

Project description	Start date	End date	Progress update Q1 & Q2 2019/20
<p><b>City Wide 15 mph speed limit</b></p> <p>Schemed development; implementation and education programme</p>	2019/20	2021/22	24hr speed surveys of City Streets have been commissioned. This will inform the empirical basis for 15mph along with KSI statistics. A submission to DfT being prepared for sign off by Q4 2019/20.
<p><b>City Streets 20 mph streets south of Thames Street to be brought into 20 mph limit with TfL scheme 20 mph on Upper and Lower Thames Street</b></p>	2019/20	2019/20	Statutory public consultation launched on 26 September (ends 18 October). Supported TfL proposals to introduce 20mph limits on Victoria Embankment, Blackfriars Underpass, Upper Thames street, Lower Thames Street, Byward Street, Minories, Goodmans Yard, and Mansell Street.
<p><b>Legible London</b></p> <p>pedestrian signing scheme</p>	2019/20	2020/21	57 Legible London signs installed by 30 September.
<p><b>Road Danger Reduction priority schemes</b></p> <p>Scheme development and implementation, including:</p> <ul style="list-style-type: none"> <li>-Gresham St, Old Jewry</li> <li>-Gresham street / Wood Street</li> <li>-Old Broad Street / London Wall</li> <li>-Fenchurch Street / Philpot Lane/ Lime Street</li> <li>-Creechurch Ln / Leadenhall Street</li> <li>-London Wall / Wormwood / Old Broad St</li> </ul>	2019/20	2021/22 (rolling to 2030)	<p>Feasibility designs completed. Planning for implementation of improvements to:</p> <ul style="list-style-type: none"> <li>• Gresham Street/Old Jewry,</li> <li>• Gresham Street/Wood Street,</li> <li>• Creechurch Lane/Leadenhall/ St.</li> </ul> <p>Schemes at Old Broad Street/London Wall and Fenchurch Street / Philpot Lane/ Lime Street are currently deferred as they are affected by other schemes or developments.</p>

<b>Project description</b>	<b>Start date</b>	<b>End date</b>	<b>Progress update Q1 &amp; Q2 2019/20</b>
<b>Pedestrian Priority/Healthy Streets</b> priority projects -Old Broad Street -Abchurch Lane -Basinghall Street	2019/20	2021/22 (rolling to 2044)	Feasibility designs complete. Planning for implementation of schemes at three locations: <ul style="list-style-type: none"> <li>• Old Broad Street by Pinner's Passage</li> <li>• Abchurch Lane by King William Street</li> <li>• Basinghall Street by Gresham Street</li> </ul>
<b>Bus priority</b> Within Healthy Streets minor schemes; and TfL bus priority schemes, at: Fleet Street, Ludgate Hill, Holborn, London Wall, Cannon Street.	2019/20	2020/21	Fleet Street – Investigation completed, revealed limited benefits and is no longer be progressed. Ludgate Hill, Holborn, London Wall, Cannon Street – investigations still in progress
<b>Puddle Dock Pedestrian route</b> safety and provision of new walking route (further scheme elements to be delivered by TfL on TLRN)	2019/20	2020/21	Project initiated and Gateway 3/4/5 will be presented to Streets & Walkways and Project Sub Committee in October for approval to start works.
<b>Riverside Walkway –</b> Globe View section, reinstatement and improvement of Thames path for public access	2019/20	2020/21	Sketch designs and public consultation completed. Detailed design underway alongside structural investigations. Gateway 4 report planned for December.
<b>Mansion House Station Environs</b> walking and public realm improvements, including routes to rail stations	2019/20	2020/21	Sketch designs and public consultation completed. Detailed design underway alongside structural investigations. Gateway 4 report planned for December.
<b>100 Minorities</b> public realm enhancements	2019/20	2020/21	Scheme delayed due to delay to adjacent hotel development. Detailed design under development.

<b>Project description</b>	<b>Start date</b>	<b>End date</b>	<b>Progress update Q1 &amp; Q2 2019/20</b>
<p><b>Sustainable logistics centre – FUNDAMENTAL REVIEW</b></p> <p>Co-location major suppliers including, waste collection, courier services, (feasibility and scheme development; implementation to follow in 2030)</p>	2020/21	2030	N/A
<p><b>City Cycle Network Phase 1</b> scheme implementation</p> <p>Route 1: CS1 to Monument via Bank (subject to funding confirmation from TfL)</p> <p>Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)</p>	2019/20	2020/21	Funding secured from TfL. Consultants commissioned to carry out feasibility studies for both routes
	2019/20	2021/22	
Cycle route Quietway 11 Queen Street upgrade	2019/20	2019/20	Proposals designed. Gateway 3/4/5 will be presented to Streets & Walkways and Projects Sub Committees in October.
<p><b>City Cycle Network Phase 1</b> scheme development:</p> <p>Route 3: Duke's Place to St Paul's Gyratory</p> <p>Route 4: Bank to Holborn</p>	2021/22	2024/25	N/A
<p><b>Bank Junction and surrounding streets</b> Walking and public realm improvements – scheme development during plan period (to 2021/22)</p> <p><b>Bank on Safety</b> <b>All change at Bank ON HOLD FUNDAMENTAL REVIEW</b> <i>Approval to Gateway 4, full scheme on hold</i></p>	2013/14	(2023)	<p>Bank on safety: Gateway 4/5 approval gained for interim improvements to widen pavements and narrow crossings at Bank junction.</p> <p>All change at Bank: Initial sifting of the 35 potential traffic closure/restriction options has been undertaken. A consultancy specification has been prepared and will shortly be issued for tender to assist with traffic modelling requirements.</p>

<b>Project description</b>	<b>Start date</b>	<b>End date</b>	<b>Progress update Q1 &amp; Q2 2019/20</b>
<b>Moorgate Crossrail Integration</b> Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Moorgate Station.	2019/20	2025	The first phase works around the station are being completed to the approved programme. Resumed the wider area work at Moorgate (Moorgate Crossrail Station Links Project) and working on designs for the activation of the Finsbury Circus Western Arm closure to motor vehicles.
<b>Smithfield Area Public Realm and Transport Measures</b> <b>Barbican &amp; Smithfield - Healthy Streets Plan</b> scheme development and transport study.	2019/20	2020/21	Consultants are currently being procured for Public Realm concept design and traffic counts and kerbside activity surveys.
Implementation of <b>public realm and transport measures</b> improvements to support Culture Mile and Museum relocation	2021/22	2026	N/A
<b>Beech Street</b> air quality and public realm enhancements	2018/19	2022/23	Gateway 3 approval for a two-way Zero Emission Street was gained in July. A provisional TMAN application has been submitted to TfL and officers are currently seeking approvals with aim of delivering in Q4 2019/20. New signage has been approved by DfT.
<b>Barbican &amp; Golden Lane Zero Emission Zone</b> (includes Beech Street)	2019/20	2021/22	Data collection to provide baseline data and inform traffic and air quality modelling has been commissioned.
<b>St Paul's gyratory removal – ON HOLD FUNDAMENTAL REVIEW</b> Traffic management measures removal of St Paul's gyratory system and Museum of London roundabout.	2013/14	2025	N/A



<b>Project description</b>	<b>Start date</b>	<b>End date</b>	<b>Progress update Q1 &amp; Q2 2019/20</b>
<b>City Cluster Vision and Traffic Management</b> Healthy Streets Plan Traffic management measures	2019/20	2022/23	The Healthy Streets Plan project has been initiated and traffic and pedestrian counts have been commissioned to provide baseline data and to be used in the traffic modelling.
<b>City Cluster Vision Phase 1</b> Including Lime Street; greening & trial schemes for traffic management and vehicle access restrictions.	2019/20	2020/21	An outline programme has been produced, work is ongoing to develop the detail and undertake feasibility studies/surveys.
<b>City Cluster Zero Emission Zone</b>	2019/20	2021/22	Secured Mayor's Air Quality Funding to support the delivery of the City Cluster Zero Emission Zones. Discussion with TfL and neighbour boroughs has commenced on the overall approach. Identification of required monitoring locations for air quality changes has been agreed. A programme has been produced and traffic modelling requirements with other City Cluster projects are being progressed.
<b>City Cluster Vision Phase 2 – ON HOLD FUNDAMENTAL REVIEW</b> Phase 2 – St Mary Axe, Leadenhall Street - Public realm/ traffic access restrictions; area wide greening <b>Phase 3 – ON HOLD FUNDAMENTAL REVIEW</b>	2021/22	2030	N/A
<b>Liverpool St Crossrail Integration</b> Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Liverpool Street Station	2019/20	2024/25	A report to resume the work in the wider area has been prepared and will be presented to Streets and Walkways Sub Committee in October.

Project description	Start date	End date	Progress update Q1 & Q2 2019/20
<p><b>Fleet Street and Courts Area - APPROVED MAJOR PROJECT</b></p> <p>Healthy Streets Plan traffic management study and improvement required for Fleet Street between Chancery Lane and Ludgate Circus (scheme development only, implementation beyond Delivery Plan period – 2025-2040)</p>	2020/21	2021/22 (2025-2040)	N/A
<p><b>Temple area traffic management and public realm – ON HOLD FUNDAMENTAL REVIEW</b></p> <p>Measures to improve traffic movement, access, egress and greenery</p>	2019/20	2020/21	N/A
<p><b>Street lighting upgrade</b> main and side streets upgraded</p>	2018/19	2019/20	Ongoing delivery in line with City Lighting Strategy.

**Table 2: Revenue programme**

<b>Project description</b>	<b>Start date</b>	<b>End date</b>	<b>Progress update Q1 &amp; Q2 2019/20</b>
<p><b>Lunchtime Streets</b> City Cluster and Chancery Lane Further streets to be identified and funding beyond plan period</p>	2019/20	2021/22	Lunchtime Streets events were successfully delivered on St Mary Axe from 13 – 15 August and Chancery Lane from 3 – 5 September. The potential for continuing and expanding the programme is being developed.
<p><b>Kerbside uses review</b> Full assessment of all street parking/loading activity, to identify opportunity to improve on-street delivery and reduce vehicles numbers.</p>	2019/20	2019/20	Kerbside side occupancy and activity surveys have been commissioned. A Motorcycle Study looking at travel behaviour of motorcyclists is underway.
<p><b>Road Danger Reduction Campaigns</b> Behaviour change and community engagement, (including working with City of London Police)</p>	2019/20	2021/22	A motorcycle speed campaign in June resulted in over 4 million impressions on Twitter and over 100 people attending the event at Dowgate Fire Station. Work through the Active City Network and with the City Police has engaged cycle user groups at WeWork, Commerzbank, Duetsche Bank and Nomura. We have also delivered on road-street roadshow targeted at people cycling with Keltbray.
<p><b>Streets Accessibility Programme</b> City of London Street Accessibility Standard and Audit, and plan for delivery</p>	2019/20	2019/20 (rolling to 2025)	Consultants appointed to develop the standard.
<p><b>Last mile delivery hubs</b> Two ‘last mile’ logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025</p>	2020/21	2021/22	<p>Further soft market testing has taken place with freight operators. We are preparing to release land at London Wall for a last mile logistics operation. Noise assessments at Middlesex Street and Barbican Trading Estate access road have been commissioned to identify and mitigate any potential disruptions.</p> <p>We are preparing to lease car park spaces through season tickets for non-motorised users. This space will be used to store cargo cycles and support non-motorised couriership operations.</p>

<b>Project description</b>	<b>Start date</b>	<b>End date</b>	<b>Progress update Q1 &amp; Q2 2019/20</b>
<b>Peak time access restrictions/ Pedestrian Priority</b> feasibility and prioritisation process across pedestrian priority streets	2019/20	2019/20	Received approval for the closure of Finsbury Circus western arm to deliver interim pedestrian and public realm improvements (delivered as part of Moorgate Crossrail Integration).  Review of potential locations underway.
<b>Disabled parking bays</b> adjustment for space requirements	2019/20	2020/21	Site visits completed, approximately 100 sites identified as requiring line marking changes.
<b>Accessibility minor works</b> dropped kerbs and raised street entry treatment	2019/20	2019/20	Need for improvements to Old Bailey identified. Works due to commence in Q4 2019/20.
<b>Cycle Parking stands</b> implementation of additional	2019/20	2019/20	13 sites (50 stands total) identified and designs being finalised prior to installation.
<b>Cycle infrastructure</b> advance stop line (ASL) capacity increases various junctions	2019/20	2020/21	13 of 14 capacity increases delivered.
<b>Shared use review</b> for walking and cycling - Policy and design guide	2019/20	2019/20	Initial identification for potential review completed
<b>EV Infrastructure Action Plan</b>	2019/20	2019/20	TfL EV Infrastructure Task Force report published June 2019, provided some details on requirements for electric vehicle charging infrastructure across London. Consultants have been commissioned to undertake additional detailed analysis specific to the Square Mile.
<b>Future Transport Programme</b>	2019/20	2019/20	The Future City Streets Programme was soft launched at a London & Partners event over the Summer. A Terms of Reference have been drafted and a draft Advisory Board membership list has been prepared. Programme partnerships are being identified and discussions are ongoing with over a dozen businesses and organisations.
<b>Sustainable Servicing Programme policy and guidance working with TfL</b>	2019/21	2020/21	Delayed due to TfL reorganisation. Reprogramming expected by end of 2019.

**Table 3. Corporate projects**

<b>Project description</b>	<b>Start date</b>	<b>End date</b>	<b>Progress update Q1 &amp; Q2 2019/20</b>
<p><b>Zero Emission Waste Collection</b> procurement of waste collection service with Zero Emission Vehicles</p>	2019/20	Ongoing contract	<p>Since the start of the cleansing/Waste and Ancillary contract on 5<sup>th</sup> April 2019, Veolia has introduced four (of six) fully electric small mechanical sweepers, four fully electric cage trucks (3.5 tonne), ten 7.5 tonne hybrid Mitsubishi caged tippers and are awaiting delivery of seven 18 Tonne fully electric refuse collection waste vehicles that are due to be delivered between late November 2019 and January 2020.</p>
<p><b>Consolidation of Deliveries</b> at CoL sites</p>	2019/20		<p>Ongoing use of the CEVA consolidation service for Guildhall. Additionally, we have worked closely with City developers and property owners to either mandate or encourage greater uptake of these services.</p>

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<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	5 <sup>th</sup> November 2019
<b>Subject:</b> Update on Enforcement Monitoring Report	<b>Public</b>
<b>Report of:</b> Chief Planning Officer	<b>For Information</b>

## Summary

On the 10 September 2019 an Annual Enforcement Monitoring Report was laid before Committee for information. Members resolved to note the report and the proposed actions to ensure the targets as set out in the Enforcement Plan SPD were met, and to reduce the number of cases older than a year by 25% by 1 April 2020. Furthermore, Members requested that officers review the issue of short-term lets and report back to committee for further consideration. In response, Members were advised that a procedure note for dealing with unauthorised short-term lets would be laid before committee for their consideration.

This report outlines the issues involved in dealing with short-term lets in residential premises and includes a procedure note outlining the enforcement process. Members are asked to note the report.

## For Information

### Planning Enforcement – short term lets

#### Background

1. On the 10 September 2019 an Annual Enforcement Monitoring Report was laid before Committee for information. Members resolved to note the report and the methodology to ensure the targets as set out in the Enforcement Plan SPD were met, and to reduce the number of cases older than a year by 25% at 1 April 2020.
2. Members requested that officers review the issue of short term lets and report back to committee. In response, Members were advised that a procedure note for dealing with unauthorised short term lets would be laid before committee (see Appendix 1).
3. There are currently 97 outstanding short term let cases affecting 135 properties. These enforcement complaints have arisen from both members of the public and Corporation staff.

#### Background Legislation

4. If a person lets their property for fewer than 90 consecutive nights but the cumulative total of all short-term lets of the property exceeds 90 nights in the same calendar year (i.e. January to December), planning permission is required. This is subject to a number of conditions as set out in Appendix 2. Guidance for the public is set out on the Corporation's web site:

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/Pages/Short-term-letting.aspx>

#### Policy and Guidance

5. The relevant policies are set out in the development plan which consists of the London Plan and the City of London Local Plan. Government policy is contained in the National Planning Policy Framework with guidance in Planning Practice Guidance.
6. Policies CS21, DM21.2, DM21.3, and DM21 of the Local Plan resist development that adversely affects the amenity of adjoining residents and present a security risk and resist the loss of permanent housing to short-term lets.

#### Consideration of planning applications

7. Short-term letting can cause conflict with long-term residents due to unfamiliarity with established practices, such as security precautions, waste disposal and acceptable noise levels. A high turnover of visitors and renters can reduce the sense of community and raise the fear of crime. The short-term letting of residential properties reduces the permanent housing stock impacting on the local housing supply. Therefore, any application for planning permission to provide short-term lets needs careful consideration having regard to the relevant policies in the development plan and any other material considerations.



## **Enforcement**

8. If a short-term let use is implemented without planning permission it will constitute an unauthorised material change of use and may leave the offenders open to enforcement action.
9. The City Corporation, as the Local Planning Authority, has responsibility for taking enforcement action in the public interest. The power to issue an Enforcement Notice is discretionary and may be exercised where it appears to the City Corporation that there has been a breach of planning control and it is expedient to do so. Expediency requires having regard to the provisions of the development plan and to any other material considerations including case law and human rights.
10. The City Corporation is not required to take enforcement action because there is a breach of planning control and action will only be taken where there is demonstrable harm. Planning harm is not defined in the legislation but includes adverse impacts on amenity such as noise, fear of crime etc. If a person fails to comply with an Enforcement Notice requiring cessation of such a use, they could be liable on conviction to an unlimited fine and the court will have regard to any financial benefit which has or appears likely to accrue in consequence of the offence. The City Corporation's approach to enforcement is set out in the Enforcement Plan Supplementary Planning Document with a reference to short terms lets para. 5.2:
11. <https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-enforcement/Pages/enforcement-plan.aspx>

### **Pro-active Approach to Enforcement of Unauthorised Short-Term Lets**

12. Officers have been pro-active in trying to streamline the procedure, working closely with the Comptroller and City Solicitor's Department. A meeting was held with the City of Westminster and discussions/correspondence have taken place with the London Borough of Kensington and Chelsea to compare approaches and procedures. Officers work closely with other departments within the Corporation to provide a joined-up approach when dealing with short-term lets. They have also been proactive in responding to surveys and consultations and have supported the London Borough of Kensington and Chelsea recent lobbying efforts. As a result the following enforcement approach has been adopted.

### **Short-Term Let Enforcement Process**

13. In checking compliance with the Acts, it is first established whether someone pays council tax. Thereafter the main issues in determining whether enforcement is appropriate centre around:
  - Establishing whether the permitted 90 nights per calendar year limit of short-term letting has been exceeded and,
  - If so, does the use give rise to demonstrable harm.
14. Establishing the number of nights a residential property is occupied on a short-term letting basis can be problematic. The initial investigation involves researching the planning history and, where relevant, information held by other departments, carrying out a Land Registry Search and checking letting websites. It should be noted that websites often do not identify a specific property or give an exact address until a booking is made and confirmed, hampering the investigation process.

15. At this stage the matter may be discussed with the complainant if appropriate. Occasionally the complainant may be monitoring the site, for example a concierge. However, in many cases the complainants are neighbours and ask to remain anonymous. Officers must be mindful that they should not ask the complainant to monitor the site as this could put the complainant at risk. Regardless, Officers try to keep the complainant informed of progress throughout the investigation.
16. A site visit is then made by an officer to the property. Frequently there is no response as the premises are often let out to tourists who leave early and return late. This stage rarely secures additional information and it is not a feasible method of monitoring short-term let use to prove the premises are being used in excess of the 90 nights limit; particularly given the resources available.
17. Following a Land Registry Search, a letter is sent to the alleged offender informing them that a complaint has been received alleging that a breach of planning control has occurred. The standard letter sets out the legislation and the issues for consideration with the option of either ceasing the breach or applying for planning permission (see Appendix 3). Sometimes a letter alone will resolve the matter.
18. If no response is received within 21 days and there is reason to believe that a breach of planning control has occurred, a Planning Contravention Notice (PCN) may be served. In the same way as an Enforcement Notice, a PCN will be served on anyone with an interest in the premises and will include the managing agent where known. Very often the use of a residential property on a short-term let basis can be a breach of the terms of the lease and can leave the premises uninsured. By contacting the Freeholder, it also gives them the opportunity to deal with the matter under the terms of the leases.
19. The PCN is a useful tool as it enables Officers to require information about ownership and use of the property and to invite interested parties to attend a meeting (see Appendix 4 PCN Questionnaire). A Notice should only be served if it appears that a breach of planning control has occurred, it cannot be used as a 'fishing exercise'. Failure to comply with the Notice within 21 days or knowingly or recklessly giving information which is false or misleading is an offence.
20. The service of a PCN is not straight forward and can be time consuming. Notices may be returned on the basis that people have gone away and there is often no response. To date, the City has not prosecuted anyone for non-compliance with a PCN as in those cases it was not considered in the public interest to do so.
21. When as much information as possible has been gathered, a decision is made as to whether it is expedient to enforce taking into account the provisions of the development plan and any other material considerations. The Enforcement Plan Supplementary Planning Document SPD sets out the approach in detail. It is at this point that officers have to be confident that an unauthorised material change of use has occurred.
22. The way the legislation is set up makes it very difficult for the local authority to enforce. Often, Officers are unable to gain sufficient information to satisfy themselves that it appears that a short-term let has been in use for more than 90 nights, even if it is likely the case. Without such evidence Officers cannot demonstrate a breach of planning control. If it is evident that a breach has

occurred, Officers need to demonstrate harm for it to be expedient to enforce. This often relies on the co-operation of other residents within a block which can be an issue if they wish to remain anonymous.

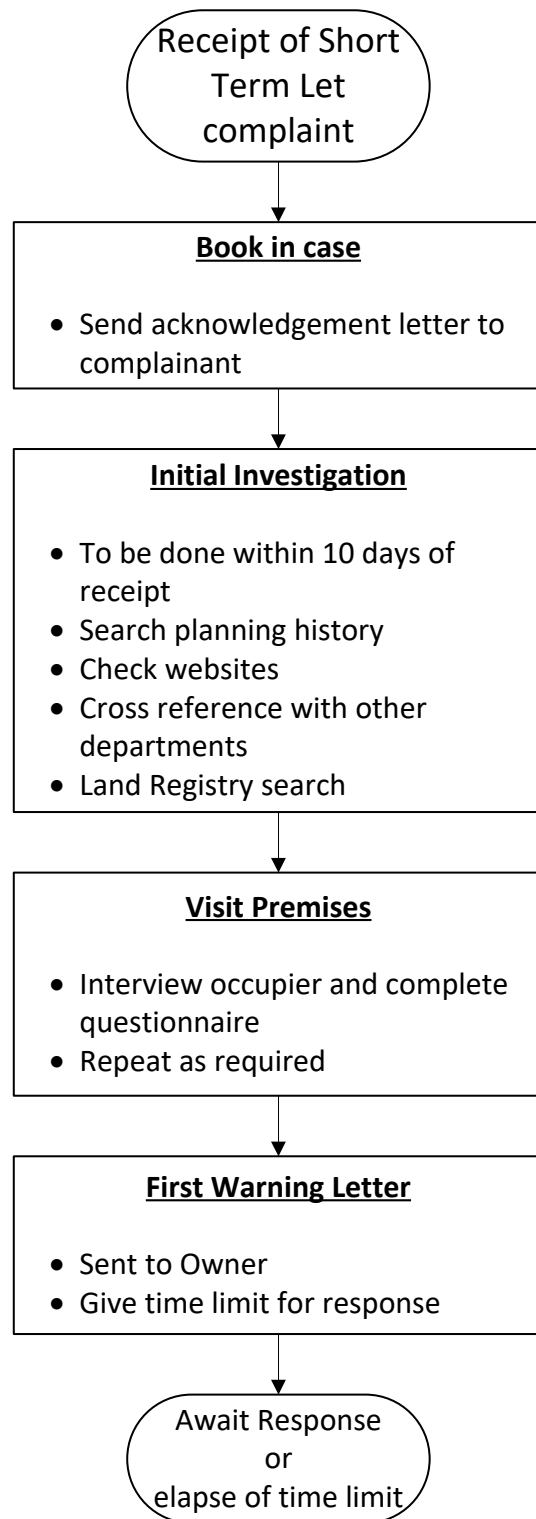
23. There are currently 97 short-term let cases. To deal with this backlog, Officers intend to make more use of Planning Contravention Notices to require relevant information and restructure and simplify the process to make it easier to issue them.

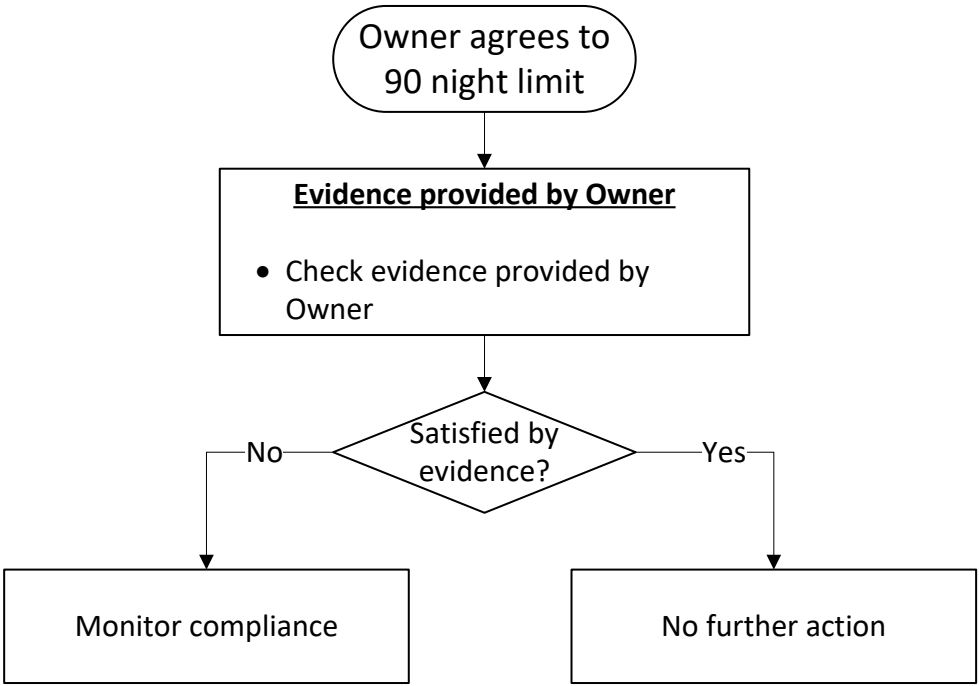
### **Conclusion**

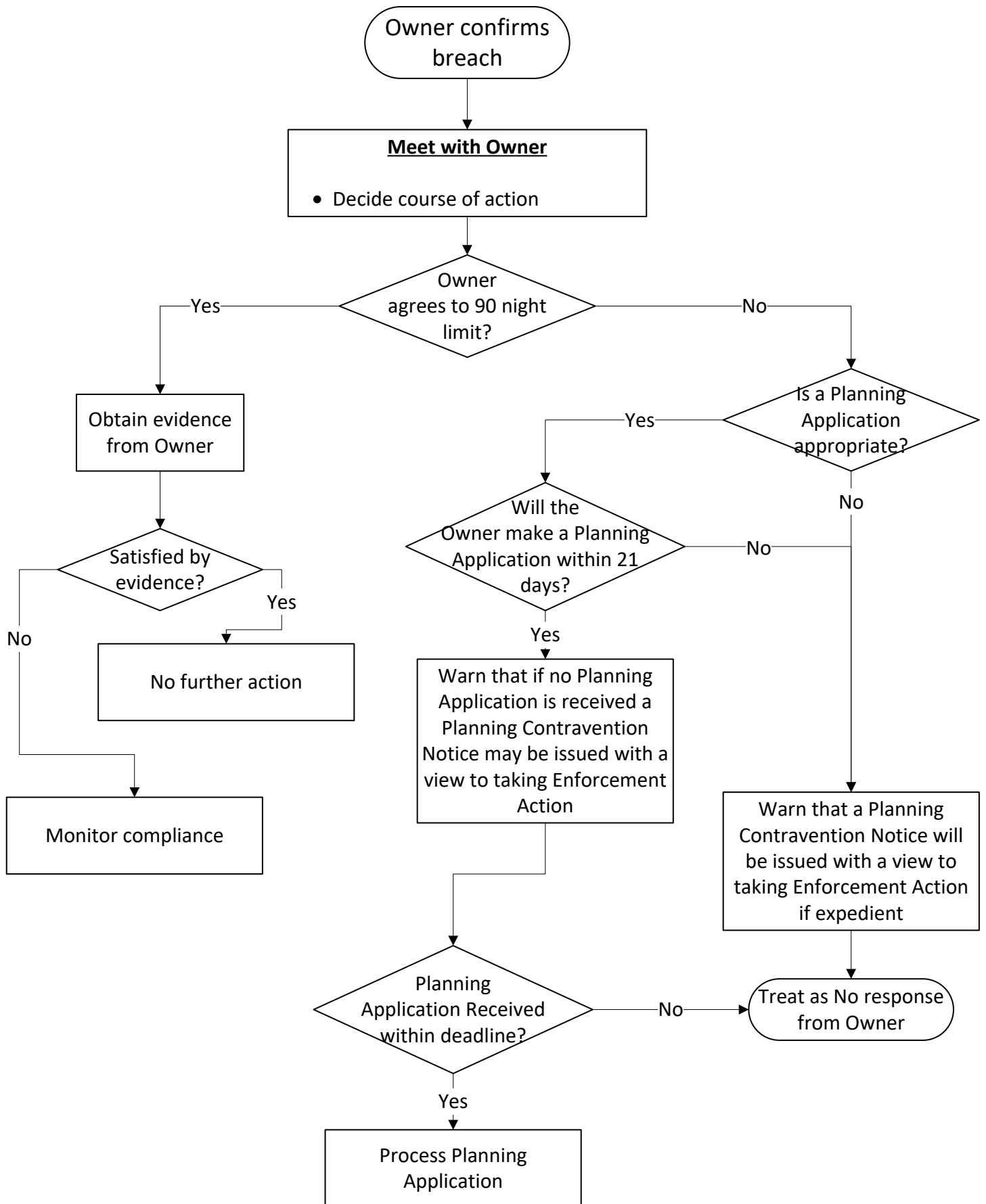
24. Members are asked to note the report.

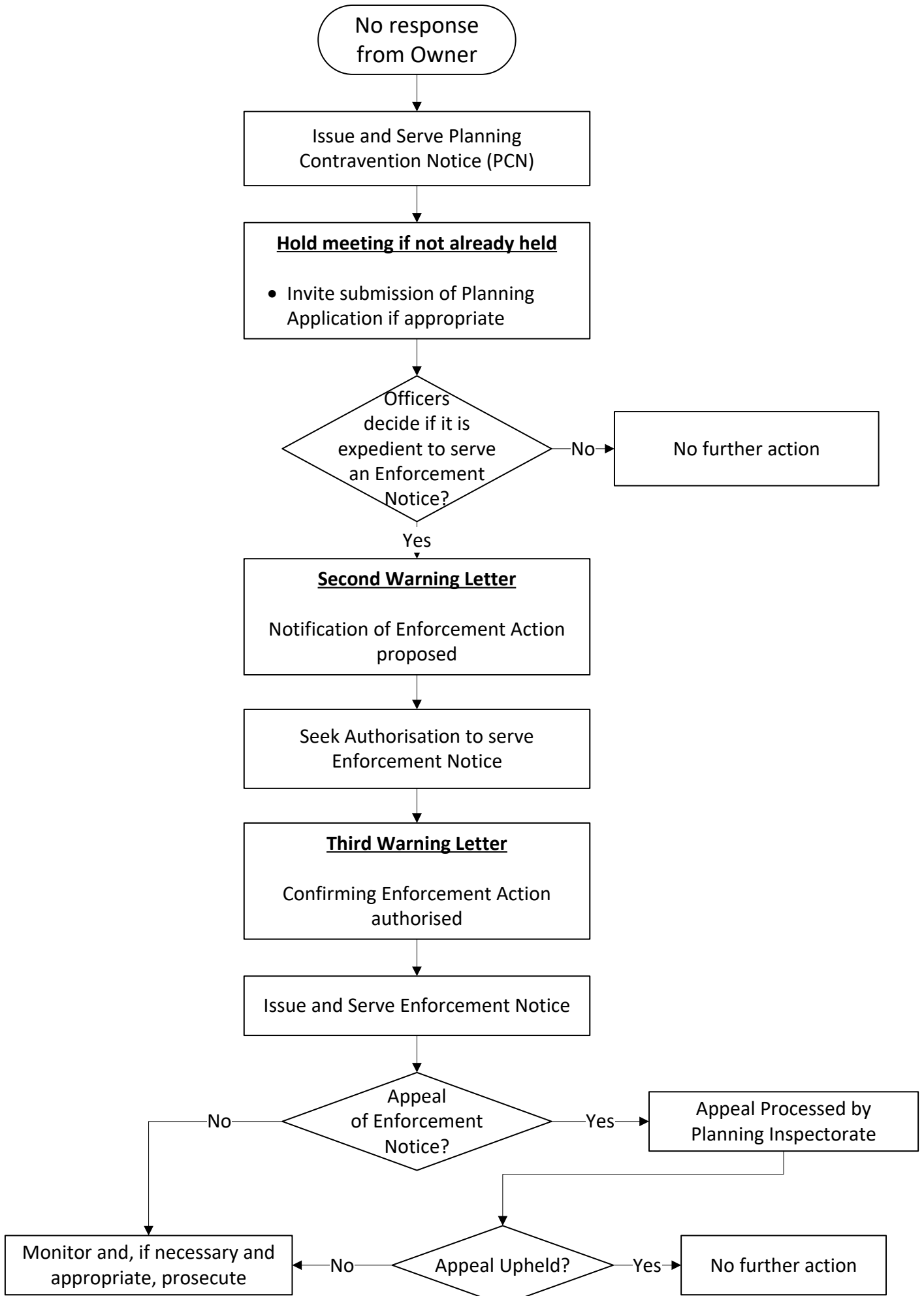
**APPENDIX 1**

**Procedure Note Short Term Lets**











## APPENDIX 2

### Legislation

Temporary sleeping accommodation is sleeping accommodation which is occupied by the same person for fewer than 90 consecutive nights and which is provided, (with or without services), for:

a consideration arising either by way of trade for money or money's worth, or by reason of the employment of the occupant, whether or not the relationship of landlord and tenant is thereby created.

The use of residential premises in the City as temporary sleeping accommodation is a material change of use which needs planning permission pursuant to Greater London Council (General Powers) Act 1973 (as amended) unless it benefits from the exception made by the Deregulation Act 2015.

The 2015 Act adds a section to the 1973 Act which provides that the use as temporary sleeping accommodation of a residential premise in the City does not constitute a change of use, (for which planning permission would be needed), if certain conditions are met.

The conditions are:

1. that the total number of nights of use as temporary sleeping accommodation is fewer than 90 nights in the same calendar year and
2. the person who provided the sleeping accommodation must be liable to pay council tax

If these two conditions are not met, using a residential premise for temporary sleeping accommodation is a material change of use which needs planning permission.

## **APPENDIX 3**

### **First Letter**

## Department of the Built Environment

WAB Hampson OBE, BA (Hons), DipTP, MRTPI  
Chief Planning Officer and Development Director

The Occupier/Owner

Telephone

Email

Our ref

Case Officer

Date

Dear Sir/Madam

### **Town and Country Planning Act 1990 The Greater London Council (General Powers) Act 1973 (as amended) Deregulation Act 2015**

It has come to my attention that the above property, which has planning permission as a permanent residential unit, is available to rent as temporary sleeping accommodation (commonly referred to as short-term let) through online booking services. This letter is to advise you of the planning restrictions associated with such activity and request that you contact the Planning Enforcement Case Officer within 21 days of the date of this letter to determine whether a breach of planning control has occurred.

#### **What is Temporary Sleeping Accommodation?**

Temporary sleeping accommodation is defined as sleeping accommodation which is occupied by the same person for less than 90 consecutive nights and which is provided (with or without services) for a consideration arising either by way of trade for money or money's worth, or by reason of the employment of the occupant, whether or not the relationship of landlord and tenant is thereby created.

#### **The Legislation**

The use of residential premises in Greater London as temporary sleeping accommodation involves a material change of use requiring planning permission by virtue of Section 25 of the Greater London Council (General Powers) Act 1973 (as amended) unless it benefits from the new exception introduced by the Deregulation Act 2015 which came into force on 26th May 2015.

Section 44 of the Deregulation Act 2015 creates a new section 25A of the 1973 Act which provides that the use as temporary sleeping accommodation of any residential premises in Greater London does not constitute a change of use, (for which planning permission would be required), if certain conditions are met (the 'Exception'). The conditions are set out in subsections (2) and (3) of section 25A:

- Condition one - The sum of (a) the number of nights of use, and (b) the number of nights of any previous use of the same premises as temporary sleeping accommodation in the same calendar year, does not exceed ninety nights.
- Condition two - For each night counted under (a), the person who provided the sleeping accommodation must be liable to pay council tax (this includes people who are liable to council tax but are in receipt of a discount).

If the two conditions in the new exception are not met, use as temporary sleeping accommodation of residential premises involves a material change of use requiring planning permission as set out in section 25(1) of the 1973 Act.

### **What does this mean for me and what do I need to do?**

#### **Compliance**

If you are the council tax payer for your property and you rent your apartment as temporary sleeping accommodation for a total number of nights that does not exceed 90 nights in a single calendar year (January to December) you are in compliance with the planning legislation outlined above.

To confirm this position, please Contact the Planning Enforcement Case Officer and ensure that any future short-term lettings do not exceed the specified limits or, subject to legislative changes, any limits that may be in force at the time.

#### **Non-compliance**

If you rent your apartment as temporary sleeping accommodation:

- (i) For a total number of nights that does not exceed 90 nights in a single calendar year (January to December) but you are not the council tax payer, you would not meet the conditions laid out in the new section 25A of the Greater London Council (General Powers) Act 1973 (as amended) and there would be a breach of planning control.

and/or

- (ii) You rent your property as temporary sleeping accommodation and the total number of nights rented exceeds 90 nights in a single calendar year (January to December) you would not meet the conditions laid out in the new section 25A of the Greater London Council (General Powers) Act 1973 (as amended) and there would be a breach of planning control.

In either case, if not appropriately addressed, the breach of planning control could lead to planning enforcement action and the potential for criminal prosecution.

## Options to regularise the situation

### **Option 1.**

Cease the use of the property as temporary sleeping accommodation for the remainder of the calendar year and/or return the property to permanent residential use i.e. single lets for periods in excess of 90 consecutive nights.

Ensure that any future short-term lettings do not exceed the specified limits.

### **Option 2.**

If you wish to continue renting the apartment as temporary sleeping accommodation and you would not meet the conditions outlined in the new section 25A of the Greater London Council (General Powers) Act 1973 (as amended) i.e. you are not the council tax payer or the number of nights would exceed the 90 night limitation, you will need to make an application for planning permission.

Any planning application would need to demonstrate that the use of your apartment as temporary sleeping accommodation would not be contrary to the policies of the City of London Local Plan 2015 and, that the use would be operated without causing detriment to the residential amenity of the long-term residents of the building. Impacts on the amenity of long-term residents can be particularly marked from short-term lettings due to the different priorities of people on holiday. Conflict with long-term residents can arise because of unfamiliarity with established practices, such as, security precautions, waste disposal, and acceptable noise levels.

Guidance on making a planning application can be found on the City of London website:

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-applications/submitted-planning-applications/Pages/application-forms-and-guidance-notes.aspx>

Please be aware that the planning process is public and consultative. Each planning application is considered on its own merits having regard to the development plan and any other material considerations. There is no guarantee that planning permission will be granted.

### **Conclusion**

The advice outlined in this letter is intended to help you stay within the law and avoid the need for formal enforcement action and potential criminal prosecution. To further that aim and aid the ongoing investigation of this case, please contact the Planning Enforcement Case Officer either by email or on the direct dial number provided, to discuss how this matter may be satisfactorily resolved.

If no response is received within 21 days of the date of this letter it shall be assumed that the property is being operated in breach of the relevant legislation and authority shall be sought to instigate formal planning enforcement proceedings.

Yours faithfully

**APPENDIX 4**  
**Planning Contravention Notice Questionnaire**

**SCHEDULE 1**

**PLANNING CONTRAVENTION NOTICE DATED.....**

**PROPERTY: Flat .....**

[In answer to the questions below, if a company please state registered name, address and company secretary. If a partnership please state names of all parties and addresses. Continue on a separate sheet if required]

1) Please state your name, permanent address and telephone number.

**Ownership**

2) What is your interest in the property and for how long have you held this interest? Are you the freeholder, leaseholder, tenant, sub-tenant or other. Please specify.

3) Who owns the property in a freehold capacity? Please provide the name(s) and address(es) of all freeholder(s) of the property.

4) Does anyone have a lease on the property? Please provided the name(s) and address(es) of all leases of the property.

5) Is there anyone else with a legal interest in the property e.g tenant, sub-tenant or other? If so, please state who has such interest and what their interest is?

6) Is there a mortgage or any other charge currently on the property? If so please provide details, including name(s) and address(es), of anyone who has granted a mortgage and the mortgagee(s).

### **Current Occupation**

7) a) How is the property currently being occupied and how long has it been occupied in this capacity?

b) Please provide name(s) of all current occupiers of the property.

c) Is this their permanent address if not specify their permanent address, date of arrival and date expected to vacate the property.

*Please provide copies of any tenancy or letting agreements covering this period*



## Temporary Sleeping Accommodation

8) a) Is the property currently being used as temporary sleeping accommodation for 90 consecutive nights or less in a calendar year as defined in the Planning Contravention Notice?

b) Is the property currently being used as temporary sleeping accommodation for more than 90 consecutive nights in a calendar year as defined in the Planning Contravention Notice?

9) When was the property last used for residential purposes as defined by Class C3 of the Town and Country Planning (Use Classes) Order 1987(as amended) i.e use as a dwelling house.

10) For the calendar year 1 January .... to 31 December ..... please provide details of:

- a) number of lettings that have taken place
- b) length of each letting that has taken place including dates and names and addresses of the occupiers
- c) whether rent was paid on each occasion by the occupant and to whom and if the occupation was by reason of the employment of the occupant
- d) whether the person providing the sleeping accommodation paid the Council tax in each case

*See Table 1 attached. Please provide answers to questions 10) a), b), c) and d) in boxes provided*

- e) any residential use (Class C3) including dates, length of occupation and names and addresses of the occupiers

*Please provide copies of any tenancy or letting agreements covering this period*

11) For the calendar year 1 January .... until the date of service of the Notice please provide details of:

- a) number of lettings that have taken place to date
- b) length of each letting that has taken place including dates and names and addresses of the occupiers
- c) whether rent was paid on each occasion by the occupant and to whom and if the occupation was by reason of the employment of the occupant
- d) whether the person providing the sleeping accommodation paid the council tax in each case  
*See Table 2 attached. Please provide answers to questions 11) a), b), c) and d) in boxes provided*
- e) any residential use (Class C3) including dates, length of occupation and names and addresses of the occupiers

*Please provide copies of any tenancy or letting agreements covering this period*

12) Have any tenancy agreements been signed to let/sublet at the property until the end of this year. If so please provide details of the length of stay.

*Please provide copies of any tenancy or letting agreements covering this period*

(13) Has the property been offered to let in its capacity as temporary sleeping accommodation by an Agent since January ....? If so please give dates and their name(s) and address(es) and telephone number(s).

**I declare that the information I have provided in completing the above questionnaire is true and accurate to the best of my knowledge.**

**Name (Please print):**

**Signature:**

**Date:**

*Please return completed questionnaire to:  
Department of the Built Environment, Planning Enforcement, City of London, PO Box 270,  
Guildhall, London EC2P 2EJ*

Table 1 - Questions (10) (a), (b), (c), and (d) Calendar year 1 January .... to 31 December .....

Number of Letting(s)	Date Occupied	Date Vacated	Names of occupier(s)	Address of Occupier(s)	Was rent paid on each occasion by the occupant Yes/No and to whom	Was the occupation by reason of employment of the occupant Yes/No	Was Council Tax paid by the person providing the accommodation Yes/No
1							
2							
3							
4							
5							

6							
7							
8							
Page 129							
10							
11							
12							

Continue on a separate sheet

Table 2 - Questions (11) (a), (b), (c) and (d) Calendar year 1 January .... until the date of service of the Planning Contravention Notice

Number of Letting(s)	Date Occupied	Date Vacated	Names of occupier(s)	Address of Occupier(s)	Was rent paid on each occasion by the occupant Yes/No and to whom	Was the occupation by reason of employment of the occupant Yes/No	Was Council Tax paid by the person providing the accommodation Yes/No
1							
2							
3							
4							
5							

6							
7							
8							
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# Agenda Item 8

<b>Committee(s):</b> Planning & Transportation Committee	<b>Date(s):</b> 5 November 2019
<b>Subject:</b> 2019/20 Business Plan Update Q2	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Elisabeth Hannah	

## Summary

This report sets out the progress made during Q2 of the 2019/20 Departmental Business Plan. This report continues to develop our approach to share data, awards and results as Infographics; additional information on the infographics is available at Appendix 2.

At the end of the September 2019, the Department of Built Environment was £354k (6.3%) overspent against the local risk budget to date of £5.609m, over all the services managed by the Director of Built Environment covering the Planning & Transportation Committee. Appendix 3 sets out the detailed position for the individual services covered by this department.

## Recommendation

Members are asked to:

- Note the report and appendices.

## **Main Report**

### **Background**

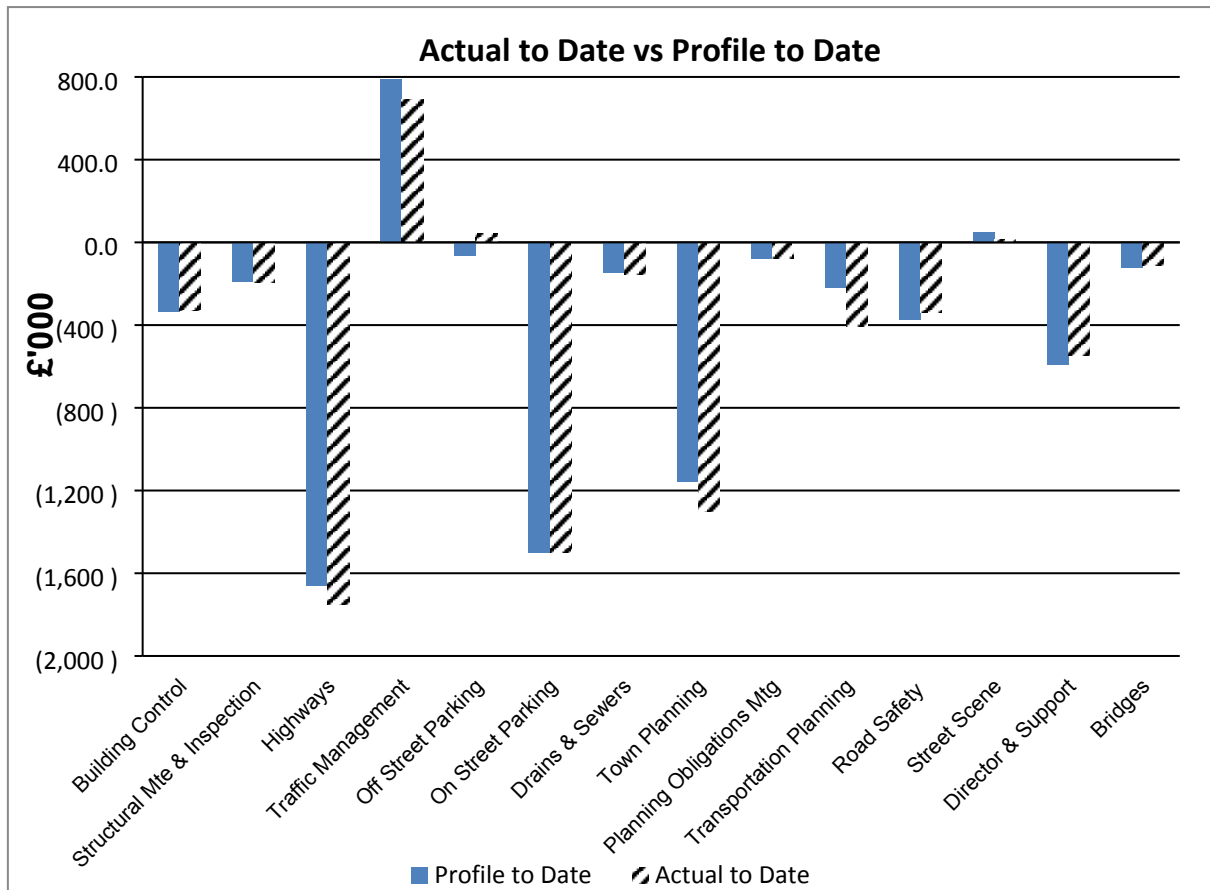
1. The 2019/20 Business Plan of the Department of the Built Environment was approved by this committee on 18 March 2019.

### **Current Position**

2. Work of the department continues to fully support the Corporate Plan, with all work streams being linked to the plan and the proposed Corporate Performance Measures.
3. A new working group has been established in the department to review the data we collect, to ensure we can fully service the Corporate Performance Measures and that we have meaningful KPIs across the department. The work of this group will be closely linked to future monitoring of the 20/21 Business Plan.
4. Appendix 1 shows our Infographic approach to presenting departmental achievements, results and data. The work of the department continues to support City of London's Corporate Plan.
5. Appendix 2 captures the achievements, deliverables and awards which support the Departmental 2019/20 Business Plan.
6. The UK's first Wind Microclimate Guidelines for new development proposals have been published in August and approved by this Committee. The guidelines have received critical acclaim across the country and raises the benchmark for acceptable wind conditions in the City, putting the comfort and safety of cyclists and pedestrians first.
7. The first phase of relighting the Barbican has been completed, 5 weeks early, and has been well received by residents. Additional work has been done at St Alphage Gardens, transforming the space with the use of lighting to enhance the historic London Wall.
8. 3 members of staff were invited to represent the City of London at an event in Prague to mark 100 years of the British Embassy; the focus of the event was to showcase City Architecture. As part of our Talent Strategy, Officers who had recently completed professional development programmes were chosen from DBE and CPAT to share their skills and expertise to an audience of over 150 Czech delegates.
9. A number of external audits, and statistical information are due to be published this Autumn which will be reported to members in Q4; this includes office growth, urban greening and road safety.

### **Detailed Finance Information**

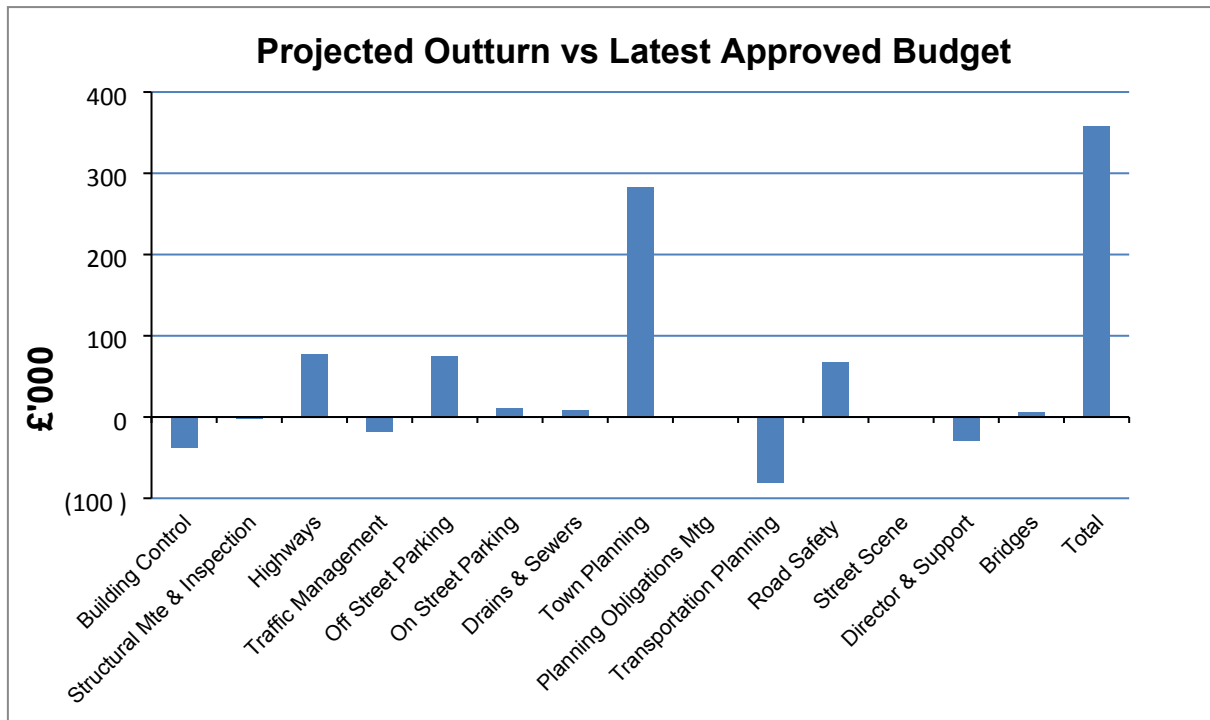
10. The end of September 2019 monitoring financial position for the Department of Built Environment services covered by Planning & Transportation Committee is provided at Appendix 3. This reveals a net overspend to date for the Department of £354k (6.3%) against the overall local risk budget to date of £5.609m for the end of September 2019.



**Notes:**

1. Graph shows the actual local risk net position against the profiled budget to date for each Division.
2. A position above the baseline shows overall net income.
3. A position below the baseline shows overall net expenditure.
4. DBE total actual to date net exp of £5,963k is £354k over the profiled budget to date of £5,609k.

11. Overall the Director of Built Environment is currently forecasting a year end underspend position of £357k (3.1%) for her City Fund and Bridge House Estate services within Planning & Transportation Committee.



**Notes:**

1. Zero is the baseline latest approved budget for each Division of Service.
2. Graph shows projected outturn position against the latest approved budget.
3. A variance above the baseline is favourable i.e. either additional income or reduced expenditure.
4. A variance below the baseline is unfavourable i.e. additional expenditure or reduced income.
5. Overall the Department is forecasting an underspend of £357k at year end.

12. The reasons for the significant budget variations are detailed in Appendix 3, which sets out a detailed financial analysis of each individual division of service relating to this Committee, for the services the Director of Built Environment supports.

13. The worse than budget position at the end of September 2019 is mainly due to additional spends on Highways repairs & maintenance works as these have been carried out ahead of schedule during the summer months; lower than expected planning application fee income received against the budget profile, however, this is expected to increase by year end and achieve the budget target as three major planning applications are in the pipeline; under recovery of staff costs recharged to capital projects due to current staff vacancies within the Department; and finally lower than expected hoarding & scaffolding license fee income. These overspends to date are partly offset by additional Off-Street car parking income due to increased activity levels, which are expected to continue until year end.

14. The Director of Built Environment anticipates this current worse than budget position will move to a favourable position by year end. This is due to the continued staffing vacancies held throughout the Department; additional Off-Street car parking income forecast; and reduced electricity costs from the installation of LED street lighting. These anticipated underspends are partly offset by forecast reductions in building regulation income due to lower than expected activity levels within the City; additional costs for On-Street Parking due to the

Mobius contract dispute legal settlement; and the continuation of under recovery of staff costs recharged to capital projects due to current staff vacancies within the Department.

15. Members are asked to note that the overall Departmental underspend (P&T Cttee underspend offset by Port Health Cttee and Open Spaces Cttee overspend = net underspend £106K for DBE) has now been committed to hastening progress on preparing a Climate Action Strategy.

### **Appendices**

- Appendix 1 – Infographic
- Appendix 2 – Supporting Data
- Appendix 3 – Finance Report

### **Background Papers**

DBE Business Plan 2018/19

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1,000+ - Rotunda visitors  
 7,500 - Visitors to Smithfield Street Party  
 9,815 - Culture Mile visitors  
 11,000 - Visitors to Sculpture in the City website  
 47,327 - Sculpture in the City visitors

The UK's first Wind Microclimate Guidelines for new development proposals were published in August

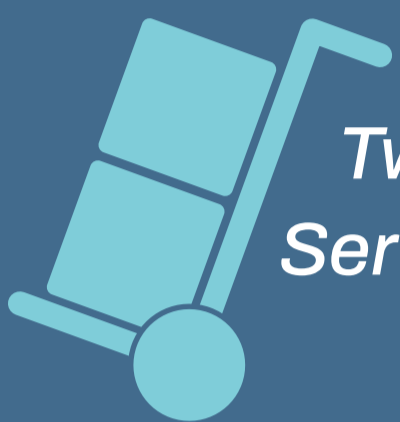


A successful bid was agreed by the Thames Regional Flood and Coastal Committee-Sub Committee for funding to carry out a survey of the Thames River defence wall in support of a "riverside strategy"

Healthy Streets Plan project has been initiated with feasibility designs complete for minor schemes. Traffic modelling commissioned.



Percentage of minor planning applications determined within 8 weeks in quarter 2 - 94%



Two freight Delivery & Servicing plans approved

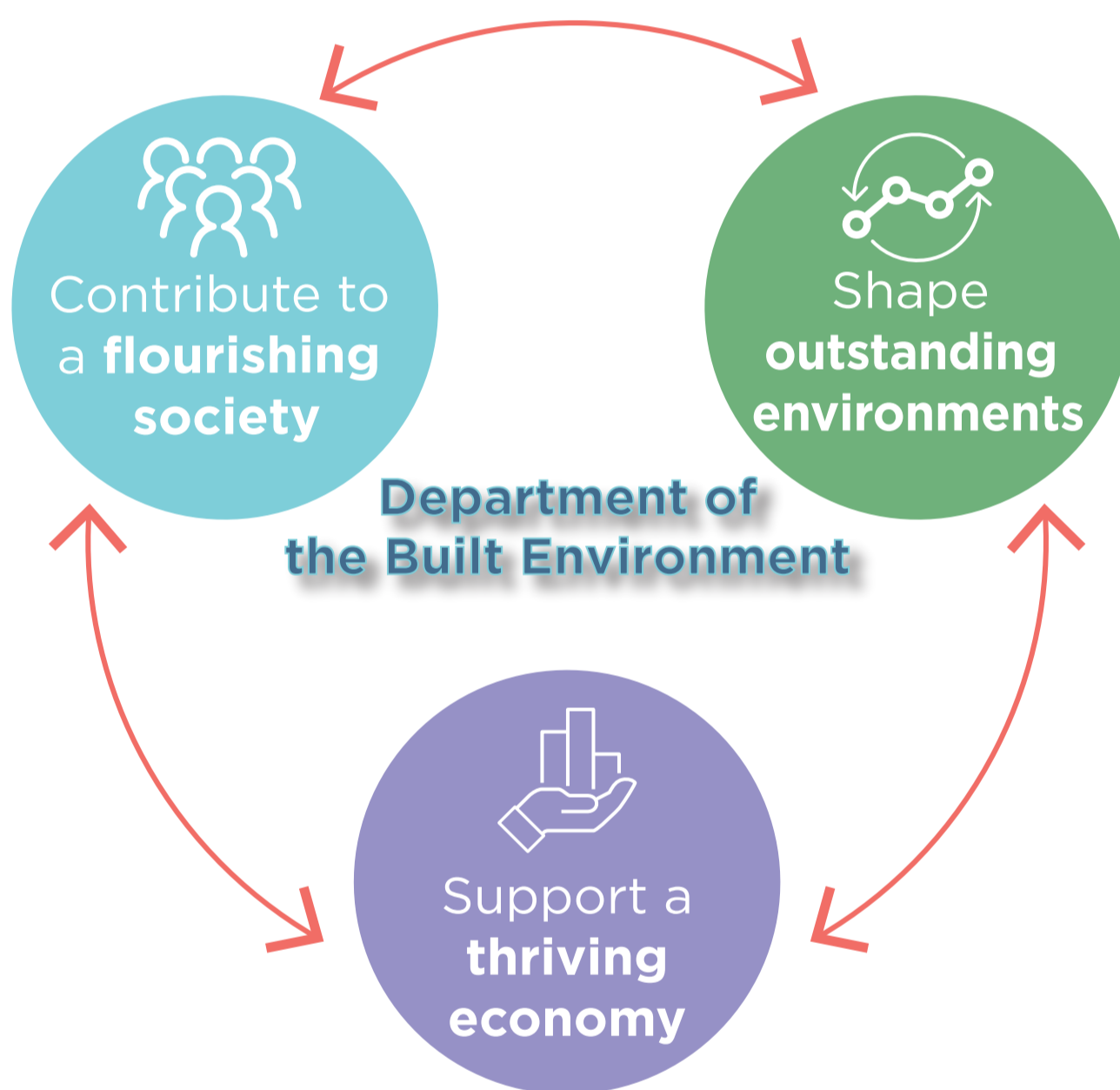
From August 2019 City land has the following % levels of waste:



Litter - **0.50%**  
 Detritus - **0%**  
 Flyposting - **0.33%**  
 Graffiti - **2.33%**  
 NI196 - **0.79%**



Schedule of unknown building ownership completed in July - enables infrastructure enhancements including ultrafast broadband



Lighting along river and up to St Pauls improved to complement the Illuminated River Project and improve wayfinding



Progress continues with transport strategy



Including commissioning noise assessments for 2 delivery hub sites



Four new apprentices joined DBE during the second quarter



A new corporate fleet management system has been implemented



Nearly 3000m of underscore lighting installed at the Barbican and has been well received by residents



Delivery of a two-way Zero Emission Street approved in July by Streets & Walkways Sub (Planning & Transportation) Committee

• Illuminated River was shortlisted for the 2019 Lux Award - Outdoor Lighting Project of the Year

• City of London CMS Street Lighting Upgrade was shortlisted for 2019 Lux Award - Controls Product of the Year



• The City's emissions-based parking charge won the On-Street Parking category at the European Parking Awards 2019

• The Mechanical and Electrical Team won the LoLEG (London Lighting Engineers Group) innovation award in July 2019

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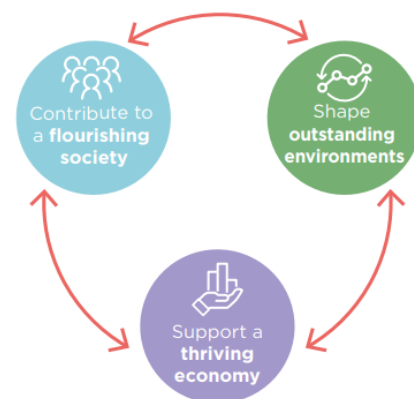


## Appendix 2

Department of the Built Environment  
19/20 Q2

### Contribute to a flourishing society

- *People are safe and feel safe.*
- *People enjoy good health and wellbeing.*
- *People have equal opportunities to enrich their lives and reach their full potential.*
- *Communities are cohesive and have the facilities they need.*



- Healthy Streets Plan project has been initiated. Traffic and pedestrian counts have been commissioned to provide baseline data, and to be used in the traffic modelling.
- Feasibility designs complete for Healthy Street minor schemes. Planning for the implementation of the schemes at locations including:
  - Old Broad Street by Pinner's Passage
  - Abchurch Lane by King William Street
  - Basinghall Street by Gresham Street
- Delivery of a two-way Zero Emission Street approved in July by Streets & Walkways Sub (Planning and Transportation) Committee. This will be delivered as an experimental scheme initially to measure success, before a decision on making it permanent is made.
  - Significant increase in air quality is predicted
  - A provisional TMAN application has been submitted to TfL and officers are currently seeking approvals with the aim of delivering first ZEZ in London by Quarter 1 2020
  - New signage was recently approved by DfT
  - Public realm concepts are to be developed by specialist consultants in collaboration with artist(s) to promote Culture Mile
- Four new apprentices joined DBE in the second quarter.
- Installation of water refill points on track, however commissioning is subject to Thames Water.
- During quarter two, there were approximately 47,000 visitors to Sculpture in the City.
- 11,000 visitors to Sculpture in the City website.
- 7,500 visitors to Smithfield Street Party.
- 9,815 visitors to the Culture Mile.
- 1000+ Smithfield Rotunda visitors.

## Support a thriving economy

- *Businesses are trusted and socially and environmentally responsible.*
  - *We have the world's best legal framework and access to global markets.*
  - *We are a global hub for innovation in finance and professional services, commerce and culture.*
  - *We have access to skills and talent we need.*
- Two Freight Delivery and Servicing plans approved, improving the efficiency of servicing and delivery.
  - Progress continues with transport strategy, including commissioning noise assessments for two delivery hub sites.
  - 94% of minor planning applications determined within 8 weeks in quarter 2
  - 99% of 'other' planning applications determined within 8 weeks in quarter 2
  - Implementation of rapid charging points is on track, and due for completion in Q4

## Shape outstanding environments

- *We are digitally and physically well connected and responsive.*
  - *We inspire enterprise, excellence, creativity and collaboration.*
  - *We have clear air, land and water and a thriving sustainable natural environment.*
  - *Our spaces are secure resilient and well maintained.*
- The UK's first Wind Microclimate Guidelines for new development proposals have been published in August and were approved at Planning & Transportation Committee on 1<sup>st</sup> October.
  - A new corporate fleet management system has been successfully implemented
  - Lighting along river and up to St Pauls improved to complement the Illuminated River Project.
    - The festoons were removed, and a warmer light source was used.
    - Peters Hill was relighted in line with the City Lighting Strategy improving the vistas from Millennium Bridge to St Pauls, and allowing for better legibility and wayfinding
  - The first phase of the relighting of the Barbican involving the installation of underscore lighting was completed 5 weeks early and was well received by the residents.
  - St Alphege Gardens was transformed into a welcoming public space with underlit benches and spotlights enhancing the historic London Wall.

- The St Mary Axe pedestrianisation project benefitted from new LED lighting and a dedicated power source for Sculpture in the City.
- LED heritage lanterns were installed on the Shoe Lane underpass under Holborn Viaduct. The lanterns were designed to recreate the look and feel of the original bridge lighting.
- Schedule of unknown building ownership completed in July providing key information to enable infrastructure enhancements including ultrafast broadband.
- Environmental Resilience Team’s focus is preparing the City’s “Climate Action Strategy” to launch in July 2020. Also set to gather data to ensure Climate Action Strategy is based on accurate and up to date information.
- A successful bid was agreed by the Thames Regional Flood and Coastal Programme Sub Committee for funding to carry out a survey of the Thames river defence wall in support of a “riverside strategy”.
- Discussion is underway between Environmental Resilience Team and Public Realm team to incorporate environmental resilience design into the new Smithfield Museum of London.
- The Cleansing contract continues to settle in well, with preliminary results showing promising improvements against the following measures:

Date	Litter	Det	Fly	Graf	NI195
Aug-19	0.50%	0%	0.33%	2.33%	0.79%

### Awards

- The City’s emissions-based parking charge won the *On-Street Parking* category at the European Parking Awards 2019
- The Mechanical and Electrical Team won the LoLEG (London Lighting Engineers Group) innovation award in July 2019
- Illuminated River was shortlisted for 2019 Lux Award - Outdoor Lighting Project of the Year
- City of London CMS Street Lighting Upgrade was shortlisted for 2019 Lux Award - Controls Product of the Year

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**Department of Built Environment Local Risk Revenue Budget - 1st April to 30th September 2019**  
**(Expenditure and unfavourable variances are shown in brackets)**

Appendix 3

	Latest Approved Budget 2019/20 £'000	Budget to Date (Apr-Sep)			Actual to Date (Apr-Sep)			Variance Apr-Sep £'000	Forecast for the Year 2019/20			Notes
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		LAB £'000	Forecast Outturn £'000	Better / (Worse) £'000	
<b>Planning &amp; Transportation (City Fund)</b>												
Building Control	(293)	(818)	482	(336)	(741)	410	(331)	5	(293)	(331)	(38)	
Structural Maintenance & Inspection	(501)	(262)	71	(191)	(258)	64	(194)	(3)	(501)	(503)	(2)	
Highways	(3,213)	(2,410)	751	(1,659)	(2,376)	623	(1,753)	(94)	(3,213)	(3,136)	77	1
Traffic Management	1,256	(532)	1,320	788	(485)	1,174	689	(99)	1,256	1,238	(18)	2
Off Street Parking	336	(1,498)	1,434	(64)	(1,518)	1,563	45	109	336	410	74	3
On Street Parking	(3,395)	(1,500)	0	(1,500)	(1,619)	116	(1,503)	(3)	(3,395)	(3,384)	11	
Drains & Sewers	(229)	(279)	130	(149)	(341)	187	(154)	(5)	(229)	(221)	8	
Recoverable Works	0	(500)	500	0	(407)	407	0	0	0	0	0	
Town Planning	(2,916)	(1,728)	570	(1,158)	(1,606)	305	(1,301)	(143)	(2,916)	(2,633)	283	4
Planning Obligations Monitoring	0	(79)	0	(79)	(76)	0	(76)	3	0	0	0	
Transportation Planning	(608)	(1,453)	1,235	(218)	(1,360)	952	(408)	(190)	(608)	(689)	(81)	5
Road Safety	(432)	(380)	5	(375)	(348)	10	(338)	37	(432)	(365)	67	6
Street Scene	(70)	(272)	320	48	(325)	342	17	(31)	(70)	(70)	0	
Director & Support	(1,164)	(593)	0	(593)	(547)	1	(546)	47	(1,164)	(1,193)	(29)	7
	<b>(11,229)</b>	<b>(12,304)</b>	<b>6,818</b>	<b>(5,486)</b>	<b>(12,007)</b>	<b>6,154</b>	<b>(5,853)</b>	<b>(367)</b>	<b>(11,229)</b>	<b>(10,877)</b>	<b>352</b>	
<b>Planning &amp; Transportation (BHE)</b>												
London Bridge	(88)	(40)	0	(40)	(29)	0	(29)	11	(88)	(75)	13	
Blackfriars Bridge	(57)	(22)	0	(22)	(21)	0	(21)	1	(57)	(59)	(2)	
Southwark Bridge	(49)	(24)	0	(24)	(22)	0	(22)	2	(49)	(51)	(2)	
Millennium Bridge	(76)	(37)	0	(37)	(38)	0	(38)	(1)	(76)	(80)	(4)	
	<b>(270)</b>	<b>(123)</b>	<b>0</b>	<b>(123)</b>	<b>(110)</b>	<b>0</b>	<b>(110)</b>	<b>13</b>	<b>(270)</b>	<b>(265)</b>	<b>5</b>	
<b>TOTAL PLANNING &amp; TRANSPORTATION CTTEE</b>	<b>(11,499)</b>	<b>(12,427)</b>	<b>6,818</b>	<b>(5,609)</b>	<b>(12,117)</b>	<b>6,154</b>	<b>(5,963)</b>	<b>(354)</b>	<b>(11,499)</b>	<b>(11,142)</b>	<b>357</b>	

**Notes:**

- Highways** - adverse variance to date due to R&M works carried out ahead of budget profile. Projected year end underspend due to reduced electricity costs from installation of LED lighting.
- Traffic Management** - overspend to date mainly due to lower than anticipated hoardings & scaffolding license fee income, which is partly offset by higher road closure license fee income.
- Off Street Parking** - favourable variance to date based on additional car park income due to increased activity, which is expected to continue until year end.
- Town Planning** - overspend to date due to lower than expected planning application fee income received against the budget profile, however, this is expected to meet the budget target by year end as 3 big planning applications are in the pipeline. The year end projected underspend is due to staff vacancies following the new Development Management structure changes.
- Transportation Planning** - projected overspend is mainly due to under recovery of staff costs from capital projects due to staffing vacancies, incomplete timesheets and insufficient capital staff budgets allocated to recover staff costs.
- Road Safety** - favourable variance due to staff vacancies continuing until year end.
- Director & Support** - underspend to date is mainly due to staff vacancies.

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# PLANNING AND TRANSPORTATION COMMITTEE REPORT

## Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 2 public escalator/lifts that were in service for less than 95% of the time.
- The report was created on 21st October 2019 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

Location	Status as of 21/10/2019	% of time in service Between 04/10/2019 and 21/10/2019	Number of times reported Between 04/10/2019 and 21/10/2019	Period of time Not in Use Between 04/10/2019 and 21/10/2019	Comments Where the service is less than 95%
Millennium Bridge SC6459245	IN SERVICE	5.26%	0	295 hrs	Lift out of service for most of the period, specialist technician attended site on the 17 <sup>th</sup> October 2019 and returned lift to service.
Blackfriars Bridge SC6462771	OUT OF SERVICE	0 %	0	312 hrs	Lift was out of service for the whole period, due to damage sustained to the doors and wiring issues caused by vandalism. Specialist parts have been ordered and a technician is due on the 24 <sup>th</sup> October 2019 to repair and return to service.

*Additional information*

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<b>Committees</b>	<b>Date</b>
Public Relations and Economic Development Sub-Committee (for information)	5 November 2019
Planning and Transportation Committee (for information)	5 November 2019
Culture Heritage and Libraries Committee (for information)	11 November 2019
Hampstead Heath, Highgate Wood and Queens Park Committee (for information)	13 November 2019
Education Board (for information)	14 November 2019
Epping Forrest and Commons Committee (for information)	18 November 2019
Health and Wellbeing Board (for information)	22 November 2019
Streets and Walkways Sub (Planning and Transportation) Committee (for information)	3 December 2019
Open Spaces and City Gardens Committee (for information)	9 December 2019
Community and Children’s Services Committee (for information)	13 December 2019
Hampstead Heath Consultative Committee (for information)	27 January 2020
<b>Subject</b> The City of London Corporation’s DRAFT Sport and Physical Activity Strategy for 2020-25	
<b>Report of</b> Kate Smith – Head of Corporate Strategy and Performance	<b>Public</b>
<b>Report Author</b> Sufina Ahmad – Corporate Strategy Manager	<b>For information</b>

## Summary

The Corporate Strategy and Performance Team (CSPT) was asked to develop a Sport and Physical Activity Strategy for the City of London Corporation following a decision in December 2018 at Policy and Resources Committee to invest in sport engagement work. Elected Members reviewed a previous version of the Sport and Physical Activity strategy for 2019-23 at nine Committees and a Members’ Breakfast Briefing held between April 2019 and July 2019. Members provided extensive comments, including raising a motion at Court (included at Appendix One), and asked that a new draft be shared at Committees and at a Members’ Breakfast for their feedback, and hopefully, endorsement. The new draft, which incorporates all the comments raised, can be found at Appendix Two.

The vision for the strategy is: *To champion and maximise the social, economic and health benefits of sport and physical activity to individuals, communities, businesses and public bodies we work with across the Square Mile, London and beyond.* The key outcomes and activities include the City Corporation working with others to deliver successful major sporting events for London and the UK, sport engagement activities that strengthen community cohesion, and work that ensures people have

access to and participate in sport and physical activity. The strategy aligns to our Corporate Plan for 2018-23, specifically outcomes 2, 3, 4, 7 and 10. Once the strategy has been shared with all of the Committees listed on page one for their feedback and comments, these will be incorporated in to a proposed final version, which will be presented to Policy and Resources Committee in February 2020 for their approval.

## **Recommendations**

This Committee is asked to:

- i. Review the draft version of the Sport and Physical Activity Strategy – and provide their feedback on it which officers will then incorporate as directed.
- ii. Consider whether or not they will endorse the strategy, subject to the changes requested being made.
- iii. Consider and advise if a budget should be set aside and a brief agreed for an expert to review the commercial prospects of existing assets and how best to promote participation and access.

## **Main Report**

### **Background**

1. In December 2018, Policy and Resources Committee approved a paper setting out a strategic approach to sport engagement activities by the City Corporation, which included the decision to invest in a Sports Engagement Manager, based in the Corporate Affairs Team. Consequently, it was felt that the City Corporation would benefit from a strategy document on sport and physical activity. The CSPT was asked to develop this strategy, which it did through desk-based research and meetings with the following internal and external colleagues:
  - a) Sam Hutchings – Town Clerk’s
  - b) Eugenie de Naurois – Town Clerk’s
  - c) Nick Bodger – Town Clerk’s
  - d) Paul Double – Remembrancer’s
  - e) Daniel McGrady – Community and Children’s Services
  - f) Andrea Laurice – Built Environment
  - g) Gerry Kiefer – Open Spaces
  - h) Xenia Koumi – Community and Children’s Services
  - i) Sam Bedford – Community and Children’s Services
  - j) Simon Cribbens – Community and Children’s Services
  - k) Greg Knight – Community and Children’s Services
  - l) Steve Garrett – Sport England
  - m) Emily Neilan – London Sport.

### **Current Position**

2. The strategy was shared with elected Members at the following Committees for comment:
  - Health and Wellbeing Board (HWB), April 2019
  - Hampstead Heath Consultative Committee (HHCC), April 2019

- Community and Children’s Services (CCS) Committee, May 2019
- Epping Forest and Commons Committee (EF&C), May 2019
- Education Board (EB), May 2019
- Planning and Transportation Committee (P&T) (via email to chairman and deputy chairman), May 2019
- Streets and Walkways (Planning and Transportation) Sub-Committee (S&WSC), May 2019
- Hampstead Heath, Highgate Wood and Queen’s Park (HHHWQP) Committee, June 2019
- Public Relations and Economic Development (PRED) Sub-Committee, to take place on 2 July 2019.

Two additional informal opportunities to comment were requested and arranged:

- A meeting with Richard Sumray, a co-opted Member of HHCC and chair of the Sports Advisory Group, the chairman of HHCC and of HHHWQP and the chairman of EF&C, June 2019; and
- Informal Members’ Breakfast Briefing, on 28 June 2019, for which this pack has been produced so that comments to date and officers’ resultant proposals can be viewed in the round for further comment.

3. Members made substantial comments and have asked that it be presented to all Committees again. A motion was also raised at the Court of Common Council in September 2019. This can be found at Appendix One.
4. The new version incorporates all of the changes and additions suggested and is presented in this paper at Appendix Two, as well as incorporating feedback shared at a Members’ Breakfast Briefing held on 18 October 2019. The main changes to the draft relate to the vision and outcomes and the period of the strategy (2020-25). Information on the sport and physical activity related assets owned and operated by the City Corporation has also been included in the draft, as well as adding in information on the oversight and responsibility for the strategy.
5. For the purpose of this strategy, the City Corporation has defined sport and physical activity as follows:  
*Sport relates to any and all individual or team sports and physical activity is any bodily movement that requires the expenditure of low, moderate or high levels of energy. This can include activities such as walking, dancing, playing and other recreational pursuits. Exercise is a sub-category of physical activity, and it is defined as something that is planned, structured and repetitive, and aims to improve or maintain one or more components of physical fitness.*
6. The City Corporation’s vision for the strategy is: *To champion and maximise the social, economic and health benefits of sport and physical activity to individuals, communities, businesses and public bodies we work with across the Square Mile, London and beyond.* The City Corporation will work with relevant local, regional and central governments, infrastructure bodies including Sport England and London and Partners, national governing bodies for sport, businesses, civil society organisations, including charities, and individuals and communities directly to deliver the work outlined in the strategy.

7. The three key outcomes the City Corporation aims to achieve are:
  - a) People enjoy good health and wellbeing through participating in accessible and high-quality sport and physical activity.
  - b) High profile and inclusive mass participation events strengthen community bonds and encourage more sport and physical activity.
  - c) London and the UK's economy and attractiveness as a place to live, work and visit is boosted through major sporting events.
8. The City Corporation will achieve these outcomes by building on our existing work and supporting the development and delivery of bids for major sporting events that benefit communities and the economy in London and the UK, alongside events, campaigns and activities that encourage individuals and communities to access and participate in sport and physical activities, including those activities that bring communities together positively.

### **Governance and implementation**

9. Members have asked that a Sport and Physical Activity Working Party made up of elected Members is set up to oversee the successful implementation of this strategy. The Working Party would be supplied with information on progress against the strategy from relevant officers within the organisation. It is suggested that elected Members from the following Committees are represented on the Working Party:
  - Community and Children's Services Committee
  - Culture, Heritage and Libraries Committee
  - Epping Forest and Commons Committee
  - Education Board
  - Hampstead Heath Consultative Committee
  - Hampstead Heath, Highgate Wood and Queen's Park Committee
  - Health and Wellbeing Board
  - Hospitality Working Party of the Policy and Resources Committee
  - Planning and Transportation Committee
  - Policy and Resources Committee
  - Public Relations and Economic Development Sub-Committee
  - Streets and Walkways (Planning and Transportation) Sub-Committee.
10. The discussions of the Working Party could include, but not be limited to: approving the action plan for the strategy; ensuring that the strategy is reflected within the relevant departmental business plans and management plans; reviewing the effectiveness and impact of existing and planned activities and linking these to qualitative and quantitative success measures for each activity; investigating the best possible activities and use of assets and resources in pursuit of the outcomes in this strategy; and ensuring activities are delivered within the resources available – monitoring impact and spend to inform resource allocation.

11. This strategy will be delivered through the following departments:
- **Town Clerk's Department** – Corporate Affairs, Media, Committee and Member Services, Cultural Services and Events teams.
  - **Department of Community and Children's Services** – Strategic Education, Skills and Cultural Learning Unit, Commissioning, Public Health and Community Engagement teams.
  - **Remembrancer's Department** – Events Team.
  - **Department of Built Environment** – Strategic Transportation team.
  - **Open Spaces Department** – Central Management and site-specific teams.

### **Corporate and Strategic Implications**

12. Corporate and Strategic Implications:

This strategy will support the following outcomes and associated high-level activities within the City Corporation's Corporate Plan for 2018-23:

**Outcome 2:** People enjoy good health and wellbeing

**Outcome 3:** People have equal opportunities to enrich their lives and reach their full potential.

**Outcome 4:** Communities are cohesive and have the facilities they need.

**Outcome 7:** We are a global hub for innovation in financial and professional services, commerce and culture.

**Outcome 10:** We inspire enterprise, excellence, creativity and collaboration.

This strategy also supports the work outlined in the following corporate strategies: Joint Health and Wellbeing, Social Wellbeing, Mental Health, Education, Visitor Destination, Corporate Volunteering and Transport.

13. Security Implications: The City Corporation will ensure that security needs are met when delivering major sporting events, involving Health and Safety, Security and City of London Police colleagues as needed.
14. Financial and Resourcing Implications: Existing officer resource and budgets, including the Hospitality Working Group budget, will be used to deliver the activities outlined in this strategy, including the maintenance of our facilities and the level to which the organisation expects to maintain this. However, decisions need to be made on how funding and resourcing will be prioritised, including if an existing or a new budget should be set aside and a brief agreed for an expert to review the commercial prospects of existing assets and how best to promote participation and access
15. Equalities Implications: All activities will need to comply with the priorities set out in the City Corporation's Equalities and Inclusion Action Plan, ensuring that the diverse needs of individuals and communities this work is aimed at are met.
16. Legal Implications: Any legal agreements or partnerships that the City Corporation considers or enters in to, particularly as part of major sporting events, will need to be signed off by the Comptroller and City Solicitor's department – ensuring that early steer and sign off is sought wherever possible.

## **Conclusion**

17. This Committee is asked to review the Sport and Physical Activity Strategy for 2020-25 and provide their comments and feedback. It is also hoped that this committee will endorse the strategy, subject to the specified changes being made. Please note that once the draft strategy has been reviewed by all of the committees listed on page one, and the relevant changes incorporated, a new proposed final version of the strategy will be shared with Policy and Resources Committee in February 2020 for their approval.

## **Appendices**

Appendix One – Motion raised at the Court of Common Council

Appendix Two – Proposed Final Draft Version of Sport and Physical Activity Strategy, 2019-23.

### **Sufina Ahmad**

Corporate Strategy Manager

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Motion –  
*by Dominic Christian*

*To be presented on Thursday, 12<sup>th</sup> September 2019*

*To the Right Honourable The Lord Mayor, Aldermen and Commons*

*of the City of London in Common Council assembled.*

**Motion:-**

That this Honourable Court welcomes the development of a Sport & Physical Activity Strategy for the City of London Corporation which will enhance the City's contribution to London's cultural and community life; build on the existing work of our open spaces, schools, and academies; and support our commitment to the health and wellbeing of City residents, workers, and visitors.

In guiding Officers as they draft the Corporation's strategic vision for sport and physical activity, the Court believes that:

- Sport inspires competitors to achieve the best they can, and celebrates both winning and taking part;
- Sport and physical activity enables participants of all ages to live healthier more active lives;
- Sport unifies society: it is the ultimate social inclusion with participants and spectators drawn together from all backgrounds, helping to develop more cohesive communities;
- Sport produces significant social return, for example by improving mental health and reducing crime, including diverting young people away from gang and knife crime;
- Sport teaches fusion skills which enhance employability, such as teamwork and resilience;
- Sport contributes to London's global brand in offering a comprehensive attractive package to businesses and their staff in a way few other cities can;
- Sport enhances the Corporation's convening power by providing networking opportunities to bring people together informally.

Moreover, this Court notes the wide engagement of the City's business community in sport as commercial partners, as well as supporting staff and community sport activities, using both to strengthen brand and build bridges with domestic and international customers and stakeholders.

It further notes the importance that the Mayor of London and agencies such as London & Partners place on sport, both in growing participation and in bringing more elite competitions to the capital.

This Court therefore commits the Corporation to develop a comprehensive and unified Sport & Physical Activity Strategy which:

- a) supports the development and improvement of our existing sport and physical activity facilities, including those in our open spaces, and their use for both widening participation and hosting elite competitions;
- b) fully involves the City's schools and academies as part of their educational and co-curricular provision;
- c) supports London bids for international elite sport tournaments in accordance with Government, UK Sport and the Mayor of London's priorities, including provision of facilities and hospitality both during bids and once an event has been successfully secured;
- d) as part of our regional strategy, provides appropriate support for hosting bids submitted by other parts of the United Kingdom (where they are not in competition with London);
- e) engages City residents and workers, as well as students in our schools and academies and residents in Corporation housing, in sport and physical activity programmes and events designed to increase participation and improve health and wellbeing;
- f) promotes diversity and inclusion in sport, including women and girls, disability, BAME and LGBTQ+ involvement; and
- g) works alongside the Department for Digital, Culture, Media, & Sport; UK Sport; Sport England; the Sport & Recreation Alliance; London Sport; the Greater London Authority; London Councils; international and national sport federations; and local professional and amateur sports clubs.

In developing the new Strategy, this Court also requests:

- i. the Policy and Resources Committee to put in place:
  - (a) appropriate Member-level governance arrangements for strategic oversight of the Corporation's sport activities and sport engagement; and,
  - (b) being mindful of the ongoing Fundamental Review, appropriate resource allocation for sport, including drawing together existing resources into one identifiable budget;
- ii. the Establishment Committee to ensure that adequate management and operational structures are in place to oversee the delivery of the Strategy.

*Signatories to the Motion, pursuant to Standing Order 12(3):-*

*Dominic Christian  
Caroline Addy  
Rehana Ameer  
Alexander Barr  
Deputy Keith Bottomley  
Karina Dostalova  
Christopher Hayward*

*Alderwoman Susan Langley  
Munsur Ali  
Randall Anderson  
Nicholas Bensted-Smith  
Graeme Doshi-Smith  
Deputy Kevin Everett  
Sophie Fernandes*



*Deputy Jamie Ingham Clark  
Deputy Edward Lord  
Andrew McMurtrie  
Alderman William Russell*

*Alderman Gregory Jones  
James de Sausmarez  
Jeremy Simons  
Deputy Philip Woodhouse*

**Appendix Two:**  
**Draft Version of Sport and Physical Activity Strategy, 2020-25**  
**Strategy Author:** Sufina Ahmad, Corporate Strategy Manager

**Sport and Physical Activity Strategy, 2020-25**  
*For a healthy, active and thriving London*

**Foreword by the Chair of Policy and Resources and Town Clerk**

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To be added, post approval at officer and Member Committees.

**Deputy Catherine McGuinness**  
Chair of Policy and Resources  
Committee

**John Barradell**  
Town Clerk and Chief Executive

**January 2020**

# Sport and Physical Activity Strategy, 2020-25 – For a healthy, active and thriving London

## Executive Summary

### Our definition of sport and physical activity, based on those used by Sport England and the World Health Organisation

Sport refers to activities that require physical exertion and involve individuals or teams, and physical activity is any bodily movement that requires the expenditure of low, moderate to high levels of energy, e.g. walking or dancing. Exercise is a sub-category of physical activity.

### Why sport and physical activity matters to us

The City Corporation aims to contribute to a flourishing society, support a thriving economy and shape outstanding environments, as set out in our Corporate Plan (CP). We want to raise London and the UK's profile globally: driving and inspiring engagement with and participation in sport and physical activity and contributing to London and the UK's attractiveness for individuals, communities and business. This drives improvements in physical and mental health, including tackling health inequalities, individual development, social and community development, including social isolation, and economic development.

### Who we will work with

We will work with relevant local, regional and central governments, sport infrastructure bodies, businesses, civil society organisations, including charities, national governing bodies of sport and individuals and communities to deliver the work outlined in this strategy. We want this strategy to support London as a whole, including our residents, our students, the visitors to our Open Spaces and the businesses and workers we support in the Square Mile.

### Our Vision

*To champion and maximise the social, economic and health benefits of sport and physical activity to individuals, communities, businesses and public bodies we work with across the Square Mile, London and beyond.*

### Our Outcomes

*People enjoy good health and wellbeing through participating in accessible and high-quality sport and physical activity.*

**Links to CP Outcomes 2 and 3**

*High profile and inclusive mass participation events strengthen community bonds and encourage more sport and physical activity.*

**Links to CP Outcomes 3 and 4**

*London and the UK's economy and attractiveness as a place to live, work and visit is boosted through major sporting events.*

**Links to CP outcomes 7 and 10**

### Our Activities

- Promote active travel in the Square Mile.
- Commission sport and physical activity services that individuals and communities in the Square Mile want and need.
- Work with Public Health to encourage sport and physical activity in the Square Mile.
- Use our assets to encourage accessible and inclusive sport and physical activity.
- Raise awareness of the benefits of sport and physical activity across our programmes, services, schools and Open Spaces.

- Host, and where needed, co-design inclusive mass participation events for local communities.
- Champion community-led ideas that encourage sport and physical activity and community cohesion.
- Engage businesses, including those in the Square Mile, in mass participation events.
- Work with sport infrastructure bodies, national governing bodies of sport and civil society to drive up sport and physical activity levels.

- Proactively and strategically support the development and delivery of bids and cross-sectoral partnerships for major sporting events.
- Deliver events and activities to celebrate and promote major sporting events.
- Offer a range of relevant services and support to visitors, event organisers, volunteers etc.
- Promote London and the UK's major sporting events offer, including the benefits, nationally and internationally to different audience

### Our Success Measures

This strategy will deliver an increased number of high-quality major sporting and mass participation events in London and the UK, ensuring that the City Corporation is recognised as a key partner within these, as well as a diverse and inclusive sport and physical activity offer that aims to support increased activity levels and improves wellbeing for our residents and workers, our students and those visiting our Open Spaces.

## Introduction and vision

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The City of London Corporation (City Corporation) is the governing body for the Square Mile, dedicated to a vibrant and thriving City, supporting a diverse and sustainable London within a globally successful UK. This strategy outlines our vision, approach and commitment to sport and physical activity until 2025. It is an externally-focussed strategy that complements the strategic priorities set out in Central Government's *'Sporting Future'* Strategy; Sport England's *'Towards an Active Nation'* Strategy; Public Health England's *'Everybody Active, Every Day'* Briefing; and the Greater London Authority's (GLA) *'Sport for All of Us'* Strategy.

## Definitions

Our definition of **sport and physical activity** is based on the definitions used by Sport England and the World Health Organisation<sup>1</sup>. Sport relates to any and all individual or team sports and physical activity is any bodily movement that requires the expenditure of low, moderate or high levels of energy. This can include activities such as walking, dancing, playing and other recreational pursuits. Exercise is a sub-category of physical activity, and it is defined as something that is planned, structured and repetitive, and aims to improve or maintain one or more components of physical fitness.

We are keen for this strategy to encourage and inspire individuals from all backgrounds and abilities to be active every day, as per the UK Chief Medical Officer's recommendations. We are defining an **inactive person** as someone who has done less than 30 minutes of moderate intensity activity per week – which is the definition used by Sport England in its *'Active Lives Survey'*<sup>2</sup>. The Chief Medical Officer's definition of an **'active' person** is someone who is physically active for more than 150 minutes a week, in sessions of at least 10 minutes.

## Why sport and physical activity matters

According to 2017/18 figures published by the Department for Digital, Culture, Media and Sport on physical activity among the UK's population, 25% of people aged 16 years and over in England are categorised as physically inactive<sup>3</sup>. Specific groups are more likely to be physically inactive compared with the wider population, including women and people from black, Asian and minority ethnic (BAME) backgrounds<sup>4</sup>.

Investing in sport and physical activity is very much aligned to our own strategic aims set out in our Corporate Plan for 2018-23, to contribute to a flourishing society, to support a thriving economy and to shape outstanding environments. Like Central Government, we agree that sport and physical activity brings significant benefits and improvements to individuals and communities in the UK in the outcome areas listed on the following page:

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<sup>1</sup> <https://www.who.int/dietphysicalactivity/pa/en/>

<sup>2</sup> <https://www.sportengland.org/research/active-lives-survey/>

<sup>3</sup> <https://www.ethnicity-facts-figures.service.gov.uk/health/exercise-and-activity/physical-inactivity/latest>

<sup>4</sup> <https://www.ethnicity-facts-figures.service.gov.uk/health/exercise-and-activity/physical-inactivity/latest>

## **1. Physical health –**

Sport and physical activity help people of all ages and backgrounds – including children and young people – to live healthier and more active lives. It can reduce the risks associated with a range of common health conditions, including musculoskeletal disorders (MSDs), cancer, dementia, strokes, heart disease and diabetes. Sport and physical activity can also offer meaningful opportunities to address and tackle health inequalities. In addition to the health benefits, regular physical activity can help to alleviate the symptoms associated with common physical and mental health conditions, which in turn helps to reduce costs to businesses associated with sickness absence among the workforce.

## **2. Mental health –**

Sport, exercise and physical activity can increase self-confidence and contribute to the reduction of symptoms relating to a range of mental health conditions, such as stress, anxiety and depression. This applies in a range of settings, including in public and open spaces, such as parks.

## **3. Individual development –**

Sport and physical activity can positively contribute to improving educational attainment and students' behaviours and attitudes, offering them fusion skills (a combination of creative, technical, cognitive and emotional skills), as well as support the development of characteristics and skills that enhance an individual's employability and wellbeing, such as team working, communication, resilience and problem solving.

## **4. Social and community development –**

Sport and physical activity can bring people together, often from different backgrounds, highlighting the positive aspects of their community and the place where they live, work or study, resulting in greater levels of community cohesion and reducing social isolation. This is often due to the values that sports instil such as respect, friendship, excellence, inspiration, equality, courage and many more.

## **5. Economic development –**

Sport and physical activity create jobs, promote growth, enhance the attractiveness of a place, drive exports and increase levels of inward investment. The sport sector contributes £39 billion to the UK's Gross Domestic Product and it plays a significant role in supporting the UK Government's the GREAT Campaign, which promotes the UK abroad in a number of areas including our tourism offer. Indeed, sport is seen as an increasingly important political influencing and policymaking tool, as evidenced by the Department for Digital, Culture, Media and Sport, the Foreign and Commonwealth Office, the Cabinet Office and others considering this as part of the British Foreign Policy Group – a group that the City Corporation's Remembrancer is a member also. Ultimately, major sporting events hosted in London and the UK, alongside London and the UK's sport and physical activity offer, contribute to London's global brand by offering a comprehensive and attractive package to businesses and their workers in a way that few other places can.

## Why sport and physical activity matters to us

In addition to all of the above reasons, we are committed to the GLA, Sport England and London Sport's ambitions to make London ***the most physically active city in the world***. As part of this, they are committed to the following two major priority areas, which, given the breadth and quality of our assets, we feel our organisation can contribute to positively:

### 1. Major Sporting Events

London is globally recognised for its ability to host inspiring major sporting events, resulting in increased levels of positive social and community development, as well as improvements in the local, regional and national economy – especially through increased levels of inward investment and increased numbers of visitors.

### 2. Increased levels of sport and physical activity

All Londoners, including those with visual impairments, physical disabilities, or those who are elderly, can access and participate in sport and physical activity, resulting in improvements in their physical and mental health, individual development and community cohesion.

Additionally, it is our belief that investing in sport and physical activity is essential right now, in the face of:

- Higher prevalence of mental and physical health conditions for people that are inactive, as evidenced by Public Health England and Sport England.
- An ageing population and the health and social risks that this brings, including increasing levels of loneliness and isolation, as evidenced by Public Health England and Sport England. Social isolation can be experienced by people of all ages and backgrounds, including young adults.
- Challenges to community cohesion – as evidenced in strategies and research by the GLA, often citing how this issue is exacerbated in London due to the levels of transience across different population demographics and the lack of positive diversions for people, such as young people who are at higher risk of being negatively impacted by knife crime in London.
- Reductions in public sector spending on sport and physical activity.
- Economic uncertainty alongside cost of living increases.
- Changing perceptions of London as a welcoming and attractive place to be for residents, workers, visitors and businesses, as highlighted through London's ranking in the Global Brand Index.
- Political uncertainty relating to UK trade agreements and our ability to develop partnerships abroad.

Going forward, **our vision** is:

*To champion and maximise the social, economic and health benefits of sport and physical activity to individuals, communities, businesses and public bodies we work with across the Square Mile, London and beyond.*

## **What we will do**

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### **Our outcomes and high-level activities**

In order to build upon our experience, and fulfil our strategic vision, we have identified the following three outcomes and associated high-level activities –

#### **Outcome 1: People enjoy good health and wellbeing through participating in accessible and high-quality sport and physical activity.**

This means that we will prioritise the following types of activities:

- a) Promote and support active travel, i.e. cycling and walking, for all abilities throughout the Square Mile.
- b) Adopt an evidence-based commissioning approach to the services we commission, using feedback from residents and insights collected through the Sport England ‘Active Lives Survey’. This will include incorporating elements of behavioural science, where relevant and feasible.
- c) Deliver public health-led campaigns for residents and workers in the Square Mile that result in increased access to and safer and healthier participation in sport and physical activity and improved health outcomes.
- d) Use City Corporation-owned assets, such as our cultural venues, our estates, our schools and our Open Spaces to encourage sport, physical activity and recreational activities that are accessible and inclusive for residents, workers, visitors and students – ensuring that they have the facilities that they need.
- e) Continue to remove barriers to engaging in outdoor recreation activities, such as walking, cycling and running across City Corporation-owned Open Spaces, and make efforts to ensure that those in the Square Mile are aware of our Open Spaces and feel encouraged to access them.
- f) Raise awareness of the importance of sport and physical activity across our various activities, institutions, including our schools, and assets, including the importance to do this without resorting to performance enhancing substances.

#### Who we will work with:

To deliver this outcome, we will work in partnership with our residents and workers in the Square Mile and across our family of schools, as well as the volunteers at and

visitors to our Open Spaces and the relevant local government bodies in these areas. This outcome seeks to support mainly:

- Residents, workers and students that are completing less than 30 minutes of moderate intensity activity per week and are therefore considered 'inactive'.
- Residents, workers, visitors and students that are less likely or able to engage with sport and physical activity, e.g. disabled people, older people, those with caring responsibilities etc.

This outcome area will be led on by colleagues in the Community and Children's Services, Built Environment, Town Clerk's – Cultural Services and Open Spaces departments primarily.

**Outcome 2: High profile and inclusive mass participations events strengthen community bonds and encourage more sport and physical activity.**

This means that we will prioritise the following types of activities:

- a) Host and, where needed, co-design mass participation events across our Open Spaces and in the Square Mile that are inclusive and positively engage and benefit local communities, including our residents, workers and local schools, including the City family of schools. Examples of this include Cross Country competitions, Yard Yoga etc.
- b) Champion resident, volunteer and worker-led ideas in the Square Mile, as well as ideas from other local communities we work with, e.g. through our Open Spaces, which encourage sport and physical activity and community cohesion.
- c) Engage businesses in the Square Mile and the areas surrounding our Open Spaces in mass participation events as supporters and contributors, e.g. through funding, volunteers etc., as well as providing opportunities for their workforce to be more physically active.
- d) Continue to develop relationships with national governing bodies of sport, sport infrastructure bodies and civil society organisations to encourage more people to engage positively with sport and physical activity.

Who we will work with:

To deliver this outcome, we will work in partnership with local communities, our residents in the Square Mile, event organisers and visitors to our Open Spaces. This work will particularly seek to target:

- Individuals and communities that are completing less than 30 minutes of moderate intensity activity per week, who are therefore considered 'inactive'.
- Communities in London that are less likely or able to engage with sport and physical activity, e.g. disabled people, older people etc.
- Universally targeted interventions that engage the people we work with in the Square Mile and beyond to increase their level of physical activity and



participation in sport. These will also support efforts to engage specific communities and improve health-related outcomes, as outlined above.

This outcome area will be led on internally by colleagues in the Town Clerk's, Community and Children's Services, Built Environment and Open Spaces departments primarily.

**Outcome 3: London and the UK's economy and attractiveness as a place to live, work and visit is boosted through major sporting events.**

This means that we will prioritise the following types of activities:

- a) Contribute proactively and strategically to all stages of bid development and delivery for London and the UK to host major sporting events.
- b) Facilitate the development of cross-sectoral partnerships, collaborations and promotional materials to support with bids for major sporting events. These should align with – and seek to support where possible – existing strategic goals and aspirations set out in our Corporate Plan, including for example our commitments to responsible business practices, health and wellbeing, the promotion of sugar reduction and healthier eating and ensuring the City remains a global destination for financial and professional services, commerce and culture.
- c) Deliver exceptional events and activities for major sporting events and sports people in our iconic venues, through welcome receptions and dinners, celebrations with athletes, Freedom of the City ceremonies etc.
- d) Provide support to others in delivering outdoor major sporting events, including route decision-making, road closures, traffic diversions, parking enforcement etc.
- e) Facilitate and/or support volunteer training programmes during major sporting events, including major tournaments.
- f) Offer signposting and information services to visitors at major sporting events.
- g) Promote London and the UK's major sporting events offer during international and national trade visits undertaken by our staff, the Chair of Policy and Resources and the Lord Mayor.
- h) Promote the positive benefits of London and the UK's major sporting events to the media at a local, national and international level and to local communities to drive up their engagement with sport and physical activity.

Who we will work with:

To deliver this outcome, we will work in partnership with the relevant local, regional and central governments, infrastructure bodies, such as Sport England and London and Partners, businesses, national governing bodies and civil society organisations involved in the major sporting event that is being bid for.

This outcome area will be led on internally by colleagues in the Town Clerk's, Remembrancer's and Built Environment departments primarily, with support from Open Spaces as required.

## **Our sport and physical activity related experience**

The outcomes and activities that we have identified for this strategy are based on our existing expertise and work in this space, which relates to co-designing and co-delivering major sporting events and mass participation sporting events; encouraging recreation and physical and sporting activities across our 11,000 acres of Open Spaces and in our City family of schools<sup>5</sup>; and designing and delivering commissioned and public-health led activities for residents and workers in the Square Mile. Activities relating to these areas or work include, but are not limited to:

1. **Promoting sport and physical activity:** including campaigns and activities to encourage sport and physical activity among the City's worker and resident populations, such as those delivered through the Business Healthy programme and the Active City Network; running an extensive sport and physical activity offer across our 11,000 acres of Open Spaces, including hosting sporting events at our sites; and ensuring sport and physical activity is prioritised and encouraged for our students across the City family of schools.
2. **Physical recreation:** including encouraging recreational activities to our residents and ensuring our Open Spaces are designed and maintained to encourage positive physical recreation for all.
3. **Commissioned services:** including services and facilities to encourage physical activity and sport engagement among those living or working in the Square Mile, such as exercise on referral and sports development services.
4. **Support for events:** including volunteer training, running information centres, road closures and route planning, delivering cultural events that complement and celebrate sport, and an extensive hospitality offer.

## **Our staffing for this strategy**

To deliver this strategy, we are delighted that we have much in terms of staffing expertise and assets to build upon. Officers that will be involved in delivering this strategy are based in the following departments:

- **Town Clerk's Department** – Corporate Affairs, Media, Committee and Member Services, Cultural Services and Events teams.
- **Department of Community and Children's Services** – Strategic Education, Skills and Cultural Learning Unit, Commissioning, Public Health and Community Engagement teams.
- **Remembrancer's Department** – Events Team.
- **Department of Built Environment** – Strategic Transportation team.

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<sup>5</sup> See page 6 of [City of London Corporation Education Strategy, 2019-23](#)

- **Open Spaces Department** – Central Management and site-specific teams.

Where necessary, officer support can be sought from colleagues within the Innovation and Growth department and the Lord Mayor's Office as well.

### **Our assets for this strategy**

A full mapping exercise of our sport and physical activity related assets across all our sites, including our family of schools, is underway and due to be completed in 2020. Key assets and activities identified to-date are included at **Appendix One**, but we recognise that more exist across the City of London family of schools.

### **Our funding for this strategy**

It is only through continued investment in our sport and physical activity related work that we can ensure the successful delivery of this strategy. The funding of sport and physical activity comes from departmental budgets which provide revenue to cover the costs relating to the staffing for this strategy highlighted above, the activities, including commissioned activities, they deliver and the running costs of the assets. It is important to ensure that this work is sustainable and attractive in relation to neighbouring providers. However, we understand that this has to be considered alongside our ambition to offer a diverse sport and physical activity offer for our residents, students, workers and visitors in the Square Mile and beyond to benefit from, as this ensures that all, regardless of their socio-economic background, can be supported by us to engage in sport and physical activity. Consequently, targeted interventions may be introduced to tackle health inequalities and barriers to being active.

Where additional funding is required to extend services to deliver the strategy and support the delivery of these duties, then this can be sought from internal funding streams and grant pots that exist, for example funding for events can be sought from the Hospitality Working Party of the Policy and Resources Committee. Furthermore, from time to time, and where appropriate, activities and events may be sponsored by external stakeholders such as City businesses.

In terms of maintenance of our physical assets, this can be funded in three ways mainly: departmental budgets, internal and/or external fundraising and the Cyclical Works Programme (CWP) if it forms part of the asset management plan. The CWP relates to the entirety of our assets, not just those used for sports and physical activity. It aims to ensure that our assets are maintained and do not fall into disrepair or unplanned disuse, however it does not guarantee that the facilities are brought up to or above changing modern day standards or requirements. The CWP is funded through a central budget and managed by the City Surveyors department. The CWP outlines on an annual basis the work that needs to happen across all sites. The list is compiled and prioritised based on the health and safety, security, equality duties, income stream maintenance, reputational risk and customer/client feedback received for each project listed. If the nature of the work requires capital expenditure, then funding can be applied for through the annual capital bidding process.

The departments which commit finances towards sport and physical activity are Community and Children's Services (circa £75k per annum), Open Spaces (circa £1.7m, based on 2015 data), Built Environment (TBC) and Remembrancer's (TBC).

### **Oversight and responsibility for this strategy:**

Given the way in which this strategy cuts across many different areas of our work, it is recommended that a Sport and Physical Activity Working Party made up of elected Members is set up to oversee the successful implementation of this strategy. The Working Party would be supplied with information on progress against the strategy from relevant officers within the organisation. It is suggested that elected Members from the following Committees are represented on the Working Party:

1. Community and Children's Services Committee
2. Culture, Heritage and Libraries Committee
3. Epping Forest and Commons Committee
4. Education Board
5. Hampstead Heath Consultative Committee
6. Hampstead Heath, Highgate Wood and Queen's Park Committee
7. Health and Wellbeing Board
8. Hospitality Working Party of the Policy and Resources Committee
9. Planning and Transportation Committee
10. Policy and Resources Committee
11. Public Relations and Economic Development Sub-Committee
12. Streets and Walkways (Planning and Transportation) Sub-Committee

The discussions of the Working Party could include, but are not limited to, the following:

1. Approving the action plan for the strategy, ensuring that all identified activities align to at least one of the three identified outcome areas, as well as ensuring that the strategic outcomes outlined above are reflected within the relevant departmental business plans and management plans.
2. Reviewing the effectiveness and impact of existing and planned activities and linking these to qualitative and quantitative success measures for each activity, which are part of the strategy's overarching performance and impact framework and can be tracked as part of the Corporate Performance Framework.
3. Investigating the best possible activities and use of assets and resources in pursuit of the outcomes in this strategy, including whether they should continue as they are or be stopped or repurposed .
4. Ensuring activities are delivered within the resources available – monitoring impact and spend to inform resource allocation.

If delivered successfully, this strategy should result in:

1. A diverse and inclusive sport and physical activity offer that reduces inactivity levels and improves the physical and mental health of our residents and workers in the Square Mile, our students and those that access our Open Spaces.
2. An increased number of high-quality major sporting and mass participation events in London and the UK that offer economic, social and/or health benefits for individuals and communities.
3. The City Corporation being recognised as a key partner within bids for and the delivery of major sporting events in London and the UK.

### **Links to our Corporate Plan**

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Our vision as the governing body of the Square Mile, as set out in our Corporate Plan for 2018-23, is a *'vibrant and thriving City, supporting a diverse and sustainable London within a globally-successful UK'*. We aim to do this by *contributing to a flourishing society, supporting a thriving economy and shaping outstanding environments*. This strategy will support the following outcomes and associated high-level activities within the Corporate Plan (CP):

- **CP Outcome 2:** People enjoy good health and wellbeing  
We will:
  - Promote equality and inclusion in health through outreach to our working, learning and residential communities and better service design and delivery.
  - Raise awareness of factors affecting mental and physical health.
  - Provide advice and signposting to activities and services.
  - Provide inclusive access to facilities for physical activity and recreation.
- **CP Outcome 3:** People have equal opportunities to enrich their lives and reach their full potential.  
We will:
  - Provide access to world-class heritage, culture and learning to people of all ages, abilities and backgrounds.
  - Cultivate excellence in academia, sport and creative and performing arts.
- **CP Outcome 4:** Communities are cohesive and have the facilities they need.  
We will:
  - Bring individuals and communities together to share experiences and promote wellbeing, mutual respect and tolerance.
  - Support access to suitable community facilities, workspaces and visitor accommodation.
- **CP Outcome 7:** We are a global hub for innovation in financial and professional services, commerce and culture.  
We will:
  - Strengthen local, regional, national and international relationships to secure new opportunities for business, collaboration and innovation.

- Promote London for its creative energy and competitive strengths.
- **CP Outcome 10:** We inspire enterprise, excellence, creativity and collaboration. We will:
  - Create and transform buildings, streets and public spaces for people to admire and enjoy.
  - Protect, curate and promote world-class heritage assets, cultural experiences and events.

This strategy also supports the work outlined in the following corporate strategies: Joint Health and Wellbeing, Corporate Volunteering, Social Wellbeing, Mental Health, Education, Visitor Destination and Transport and as such, joint action planning will take place wherever possible. All work delivered through this strategy will also comply with the priorities set out in our Equalities and Inclusion Action Plan.

## **Conclusion**

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We are pleased to commend the many and diverse benefits of sport and physical activity through this strategy. We feel that this strategy will contribute positively to London's cultural and community life, build on the existing work of our Open Spaces and schools, and support the delivery of our statutory duties to protect and improve the health and wellbeing of our residents, workers and students, and to promote the value of sport and physical activity to our visitors.

Ultimately, sport and physical activity delivers positive social, economic and health benefits for all. However, as in our own individual lives, there are both challenges and opportunities when it comes to ensuring sport and physical activity is prioritised, and so we know that we must collaborate with others and commit to learning from our work in this space.

## **Appendix One – Our assets for this strategy**

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A full mapping exercise of our sport and physical activity related assets across all our sites, including our family of schools, is underway and due to be completed in 2020. Key assets and activities identified to-date are included at Appendix One, but we recognise that more exist across the City of London family of schools, for example:

### **Within the Square Mile –**

1. **Golden Lane Sport and Fitness Centre** – which we have commissioned Fusion Lifestyle to run.
2. **Outdoor Gym** – located between Lower Thames Street and the Thames riverside, between London Bridge and Old Billingsgate, made up of benches with instructions for completing different exercises.
3. **Guildhall Yard** – available to host sport and physical activity events, including Yard Yoga, Police tug of war, Fetcher's archery etc.

4. **Square Mile Streetscape** – available for use in mass participation sporting events, such as London Landmarks Half Marathon, Square Mile relay etc.

## **Outside of the Square Mile**

### **Open Spaces –**

#### **1. Hampstead Heath:**

- Cricket facilities: two cricket nets, one cricket square
- Football facilities: two pitches
- Rugby: six grids
- Tennis facilities: 10 hard courts
- Swimming facilities: one lido, three ponds
- Athletics facilities: one full track, one cross country club
- Other facilities: one bowls and croquet club lawn, one outdoor gym, one orienteering course, one outdoor table tennis table, one soft ball pitch and one rounders pitch (marked and used when required), five angling ponds.

#### **2. Golders Hill:**

- Rugby: two grids
- Tennis facilities: two grass courts, four hard courts
- Other facilities: two croquet half-size practice lawns, one junior orienteering course, two outdoor table tennis tables.

#### **3. Hampstead Extension:**

- Cricket facilities: two cricket nets, two cricket squares
- Football facilities: three pitches
- Rugby: three rugby pitches
- Athletics facilities: 70 m and 100m marked for local schools, one junior cross-country club
- Other facilities: marked horse-riding bridle routes.

#### **4. Queens Park:**

- Tennis facilities: six hard courts
- Golfing: one nine-hole pitch and putt
- Other facilities: four trim trail items, two tag rugby team areas from April to August.

#### **5. Highgate Wood:**

- Cricket facilities: two cricket nets, one cricket square
- Football facilities: two pitches
- Athletics facilities: 70 m and 100m marked for local schools
- Other facilities: one trim trail.

#### **6. West Ham Park:**

- Cricket facilities: three cricket nets, two cricket squares
- Football facilities: one adult pitch, two junior training pitches, three junior artificial pitches.
- Tennis facilities: 12 hard courts

- Athletics facilities: 400m and 100m running track marked for school sports days
- Other facilities: one outdoor gym, and up to three rounders pitches (marked and used when required).

**7. The Commons:**

- Football facilities: one grass pitch leased to Caterham Pumas on Couldson Common.

**8. Wanstead Flats:**

- Football facilities: 44 pitches in operation, but potential for 60.

**9. Epping Forest:**

- Cricket facilities: two leased cricket grounds.
- Athletics: host several cross-country clubs and Orion Hammers is a running club based in the Forest
- Golf facilities: three leased courses (two are nine hole and one is 18 hole)
- Other facilities: orienteering course, 25 angling lakes, open to horse riding in summer and marked horse riding bridle routes, able to host school sports days.

**10. Chingford:**

- Golfing facilities: one golf course.

*It should also be noted that the Open Spaces listed above can and are used regularly for a variety of mass participation events, and in some cases, as part of major sporting events.*

**End of strategy.**



<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	<b>5<sup>th</sup> November 2019</b>
<b>Subject:</b> Delegated decisions of the Chief Planning Officer and Development Director	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

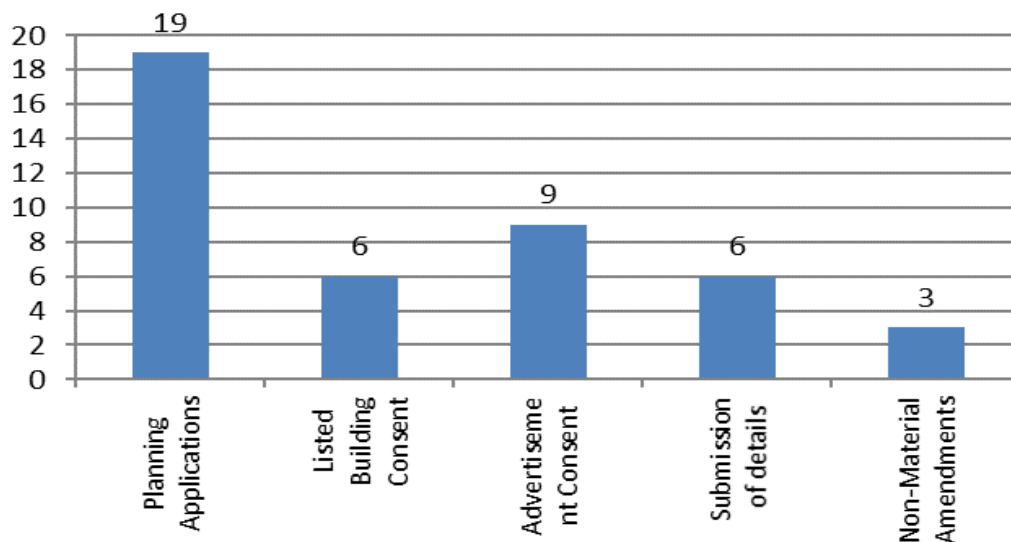
## Summary

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

In the time since the last report to Planning & Transportation Committee forty-three (43) matters have been dealt with under delegated powers. Six (6) relate to submission of details of previously approved schemes. Nine (9) applications for express consent to display advertisements. Six (6) Listed Building Consents, and three (3) Non-Material Amendments.

Nineteen (19) applications including one (1) Change of use have been approved for development. Extra floorspace of 1560sq.m having been created.

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



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

### Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent name
19/00822/FULLR3 Aldersgate	Beech Street London EC2Y 8DR	Installation of an artwork for a temporary period until 31.08.2020	Approved 10.10.2019	City Public Realm - DBE
19/00518/ADVT Aldgate	77 Leadenhall Street & 40 Mitre Street London EC3A 3DE	Installation and display of: (i) two non-illuminated fascia signs measuring 0.6m high, 2.4m wide, at a height above ground of 4m; (ii) one internally illuminated projecting sign measuring 0.45m high, 0.9m wide, at a height above ground of 3.2m; (ii) three sets of internally illuminated lettering measuring 0.5m high, 2.11m wide, one at a height above ground of 3.5m, two at a height above ground of 3.1m.	Approved 08.10.2019	WeWork
19/00831/ADVT Aldgate	5 Lloyd's Avenue London EC3N 3AE	Installation and display of i) one internally illuminated fascia sign measuring 0.75m high by 2m wide at a height above ground of 3.31m; ii) two internally illuminated fascia sign measuring 0.18m high by 2m wide at a height above ground of 3.22m; iii) one internally illuminated fascia sign measuring 0.18m high by 2m wide at a height above ground of 3m; iv) one internally illuminated projecting sign measuring 0.6m	Approved 10.10.2019	Azzuri Group

		high by 0.6m wide at a height above ground of 3.16m and v) one internally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 3.38m.		
19/00903/LBC Aldgate	6 Lloyd's Avenue London EC3N 3AX	Erection of internal partitions to the rear of the lower ground floor	Approved 17.10.2019	Central London Lloyds Avenue Limited
19/00642/FULL Bassishaw	55 Gresham Street London EC2V 7HQ	(i) Installation of three CCTV cameras at seventh floor level and four cameras at ninth floor level (iii) Installation of new curved sliding door at ground floor level.	Approved 08.10.2019	Investec Asset Management Limited
19/00815/FULL Bassishaw	Brewers' Hall Aldermanbury Square London EC2V 7HR	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow variation of condition 9 (approved plans) of planning permission dated 7th March 2019 (18/01198/FULL) to allow the following amendments: i) alterations to the entrance doors on the southern and eastern elevations; ii) addition of a stepped roof to accommodate improved internal ceiling heights; iii) removal of a rooflight; iv) replacement of a louvre in a dormer window on the eastern elevation with glazing; v) relocation of risers at roof level; and vi) installation of plant at roof level.	Approved 10.10.2019	The Worshipful Company of Brewers

19/00886/FULL Billingsgate	Ground Floor Offices 30 - 40 Eastcheap London EC3M 1HD	Insertion of two new external ventilation grilles on the stall riser below the existing windows on the St Mary at Hill (West) elevation of the ground floor facade .	Approved  17.10.2019	ROAR Fitness Ltd
19/00162/ADVT Bishopsgate	The Broadgate Campus London EC2M 3WA	Installation and display of 77 illuminated signs comprising digital screens, static posters, directional and information signs and one non-illuminated information sign.	Approved  08.10.2019	Bluebutton Properties UK Limited
19/00730/FULL Bishopsgate	119 Middlesex Street London EC2M 4TP	Change of use of the basement and ground floor from shop (Class A1) to restaurant (Class A3) (221sq.m).	Approved  10.10.2019	Franco Manca
19/00731/FULL Bishopsgate	Bishopsgate Institute 230 Bishopsgate London EC2M 4QH	Installation of new air conditioning units and dehumidifiers and associated ductwork with the external lightwell and internally at basement level to serve the basement archive.	Approved  17.10.2019	Bishopsgate Institute
19/00732/LBC Bishopsgate	Bishopsgate Institute 230 Bishopsgate London EC2M 4QH	Installation of new air conditioning units and dehumidifiers and associated ductwork with the external lightwell and internally at basement level to serve the basement archive.	Approved  17.10.2019	Bishopsgate Institute
19/00813/NMA Bishopsgate	19 - 33 Liverpool Street London EC2M 7PD	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 18/00206/FULL dated 23.07.2019 for the	Approved  10.10.2019	The British Land Company PLC

		relocation of the double door from Unit 19 to Unit 20 and installation of a second set of doors to Unit 22.		
19/00851/LBC Bishopsgate	9A Devonshire Square London EC2M 4YN	Installation of a new entrance door and screen in place of the existing.	Approved 08.10.2019	Cogent BC
19/00853/ADVT Bishopsgate	Broadgate Circle London EC2M 2QS	Installation and display of: (i) one internally illuminated totem sign measuring 1.45m high by 0.62m wide and (ii) one internally illuminated central pergola sign measuring 0.75m high by 3m wide at a height above ground of 2.7m.	Approved 08.10.2019	Nationwide Building Society
19/00857/FULL Bishopsgate	9A Devonshire Square London EC2M 4YN	Installation of a new entrance door and screen in place of the existing.	Approved 08.10.2019	Cogent BC
19/00876/LDC Bishopsgate	9A Devonshire Square London EC2M 4YN	Details of new internal service runs pursuant to condition 2(a) of listed building consent 19/00478/LDC dated 18 July 2019.	Approved 10.10.2019	Cogent
19/00496/FULL Broad Street	12 Throgmorton Avenue London EC2N 2DL	Installation of new external steel access ladders with protection cages and safety balustrades at levels 10, 11, 14, 15 and 16.	Approved 08.10.2019	Blackrock
19/00814/ADVT Candlewick	55 King William Street London EC4R 9AD	Installation and display of: (i) one internally illuminated fascia sign measuring 0.34m high by 2.85m wide located	Approved 10.10.2019	Shavata

		at a height above ground of 2.75m; (ii) one internally illuminated fascia sign measuring 0.34m high by 1.10m wide located at a height above ground of 2.75m and (iii) one non illuminated projecting sign measuring 0.34m high by 0.7m wide located at a height above ground of 2.75m.		
19/00477/FULL Castle Baynard	10 Gough Square London EC4A 3DE	Proposal to infill and enclose the existing exterior underpass and building overhang with a glass screen and new entrance door to create an enclosed lobby to the building (Total of 28sq.m of additional floorspace).	Approved 15.10.2019	Hexpark Properties Limited
19/00630/FULL Castle Baynard	11 Gough Square London EC4A 3DE	Replacement of principal entrance doors and side panels.	Approved 10.10.2019	Ilchester Estates
19/00920/MDC Castle Baynard	111 Fleet Street London EC4A 2AB	Submission of an acoustic report pursuant to conditions 2, 3(b) and 4 of planning permission dated 05/06/2018 (app. no. 18/00330/FULL).	Approved 17.10.2019	Playgate (City) Ltd
19/00874/FULL Cheap	31 - 33 Foster Lane London EC2V 6HD	Installation of two new and four replacement louvres in the external elevation.	Approved 10.10.2019	UP Fitness
19/00875/LBC Cheap	31 - 33 Foster Lane London EC2V 6HD	Installation of two new and four replacement louvres in the external elevation and associated refurbishment of the interior.	Approved 10.10.2019	UP Fitness

<p>19/00625/MDC Coleman Street</p>	<p>74 Coleman Street London EC2R 5BT</p>	<p>Submission of: samples of materials, sample panel of brickwork, details of all windows including elevations, sections, reveal depth and glazing bar details, details of the shopfront, details of entrance from Coleman Street and projecting canopy, details of green wall enclosure to roof plant, lintel details to windows and glazed areas, details of store, servicing and secondary entrance including louvers, pursuant to condition 9(a), 9(b), 9(c), 9(d), 9(f), 9(g), 9(h), 9(k) of planning permission 18/1309/FULL dated 14.03.19.</p>	<p>Approved 08.10.2019</p>	<p>Stirling Securities Limited</p>
<p>19/00803/FULL Coleman Street</p>	<p>1-5 London Wall Buildings London EC2M 5PD</p>	<p>Refurbishment of part ground and first floor level including alterations to London Wall Buildings 2 and 3 entrances (ancillary to Class B1 use) comprising replacement lighting; part facade cleaning; refurbishment of entrance doors, windows, steps and handrails; replacement planting and mattwells; and other associated works.</p>	<p>Approved 08.10.2019</p>	<p>AG EL LWB B.V.</p>
<p>19/00804/LBC Coleman Street</p>	<p>1-5 London Wall Buildings London EC2M 5PD</p>	<p>Refurbishment of part ground floor and first floor level including reconfiguration and refurbishment comprising: the removal of internal partitions;</p>	<p>Approved 08.10.2019</p>	<p>AG EL LWB B.V</p>

		<p>installation of new marble finishes within the foyer; restoring original floor finishes in the stair core where possible; installation of new internal finishes throughout; removal of existing ramp at first floor level; installation of lighting; installation of secondary glazing; installation of new flooring to allow level access. External alterations to London Wall facade including replacement lighting; part facade cleaning; refurbishment of entrance doors, windows, steps and handrails; replacement planting and mattwells; and other associated works.</p>		
<p>19/00833/ADVT Coleman Street</p>	<p>Moorgate Hall 143 - 171 Moorgate London EC2M 6XB</p>	<p>Installation and display of: i) one internally illuminated fascia sign measuring 0.84m high by 3.7m wide situated at a height of 2.8m above ground level; ii) one internally illuminated fascia sign measuring 0.885 high x 3.7m wide situated at a height of 2.9m above ground level; iii) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide situated at a height of 2.8m above ground level; and iv) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide situated at a</p>	<p>Approved 08.10.2019</p>	<p>Pret A Manger (Europe) Ltd</p>



		height of 2.9m above ground level.		
19/00933/NMA Coleman Street	21 Moorfields, Land Bounded by Moorfields, Fore Street Avenue, Moor Lane & New Union Street London EC2P 2HT	Non-material amendment under Section 96a of the Town and Country Planning Act 1990 (as amended) to planning permission 17/01095/FULEIA dated 4 May 2018 to allow for amendments to conditions 7 (alterations to City Walkway bridge) and 28 (plant noise).	Approved 15.10.2019	LS 21 Moorfields Development Management Limited
19/01040/NMA Cripplegate	Speed House & Willoughby House Car Park Barbican London EC2Y 8AT	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission (08/00096/FULL) dated 3rd June 2008 to reflect the rearrangement of car and cycle parking spaces including the relocation of the previously approved cycle parking stands to accommodate 284 cycle parking spaces.	Approved 18.10.2019	Heron Property Corporation Limited
19/00751/FULL Dowgate	Dyers' Hall 10 Dowgate Hill London EC4R 2SU	Application under S73 of the Town and Country Planning Act 1990 (as amended) to allow the variation of condition 5 (approved plans) of planning permission 18/01268/FULL (dated 14th March 2019) to allow: i) the faux windows on the north facing lift shaft wall to be centralised; ii) the coping level of the new lift shaft wall to be raised by 600mm; iii) a third faux window to be	Approved 10.10.2019	The Worshipful Company of Dyers

		introduced at a high level on the north facing lift shaft wall; iv) a scalloped brick detail to be introduced; and v) the lift lobby coping level to be raised by 310mm.		
19/00022/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1	Details of hard and soft landscaping for Phase 3 of the development pursuant condition 45 (in part) of planning permission 16/00165/FULMAJ dated 16th March 2017.	Approved 10.10.2019	Barts Square First Limited
19/00521/FULL Farringdon Within	Stationers Hall Stationers Hall Court London EC4M 7DD	(i) Demolition of the south elevation and roof of the link building between the existing Livery Company Hall and Courtyard and the erection of a new facade and roof forming an extension into the Courtyard Garden to provide additional floorspace, level access and improved circulation within the building complex ( 39 Sq.m) (ii) Creation of one new window and installation of two sets of louvres at ground floor level on the north elevation. (iii) Alterations to existing ramp from Stationers Hall Court. (iv) Installation of new windows to the Garden Courtyard elevation at ground floor level and alteration of one window to accommodate a new door.	Approved 17.10.2019	The Worshipful Company of Stationers & Newspaper Makers

		(v) Installation of a infill gully at lower ground level of the Livery Company Hall to be level with the adjacent paving within the Courtyard Garden; alterations to the historic paving.		
19/00612/FULL Farringdon Within	Amen Lodge The Penthouse Warwick Lane London EC4M 7BY	Alterations and extensions to the penthouse apartment at sixth floor level including new solarium, green walls and two air conditioning units (total increase in floorspace 55sq.m).	Approved 15.10.2019	Mr Motasim Abdellatif
19/00782/ADVT Farringdon Within	67 Long Lane London EC1A 9RQ	Installation and display of: (i) one externally illuminated fascia sign measuring 0.4m high by 1.42m wide at a height above ground of 3.1m; and (ii) one externally illuminated projecting sign measuring 0.6m in diameter at a height above ground of 2.86m.	Approved 08.10.2019	Mr Spencer
19/00661/ADVT Farringdon Without	28 Chancery Lane London WC2A 1LB	Installation and display of: (i) one non-illuminated fascia sign measuring 0.23m high, 2.35m wide, at a height above ground of 4m; (ii) one externally illuminated projecting sign measuring 0.6m high, 0.7m wide, at a height above ground of 3.13m.	Approved 08.10.2019	Honi Poke
19/00808/LDC Farringdon Without	37 Fleet Street London EC4Y 1BT	Discharge of Condition 2a and 2c in respect of application ref. 19/00021/LBC dated 5th March 2019.	Approved 08.10.2019	Hoares Bank

18/01336/FULMAJ 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 4,515sq.m, additional floorspace 1,298sqm GEA)	Approved 08.10.2019	The Leathersellers' Company
19/00535/FULL Portsoken	Aldgate House 33 Aldgate High Street London EC3N 1DL	Creation of mezzanine (140sq.m) and change of use of part of the ground floor and mezzanine from a cafe with an ancillary bakery (Class A1) to a flexible use for either Class A3 or A4 use (298sq.m).	Approved 10.10.2019	Granier Bakery Cafe
19/00722/MDC Tower	2 Seething Lane London EC3N 4AT	Submission of details of measures to minimise transmission of structure borne sound or vibration from new plant and an acoustic report pursuant to conditions 7 and 8 of planning permission dated 9th March 2018 (17/00980/FULL).	Approved 08.10.2019	Portland Property Limited
19/00758/ADVT Tower	The Chamberlain Hotel 130 - 135 Minories London EC3N 1NU	Installation and display of: (i) two internally illuminated projecting signs measuring 0.9m high by 0.6m wide at a height above ground of 3.58m; (ii) one internally illuminated fascia sign measuring 0.8m high by	Approved 08.10.2019	Fuller Smith Turner

		0.69m wide at a height above ground of 3.88m; (iii) two internally illuminated menu signs measuring 0.34m high by 0.56m wide at a height above ground of 1.3m; (iv) two internally illuminated menu signs measuring 0.34m high by 0.56m wide at a height above ground of 1.24m; (v) one non-illuminated fascia sign measuring 0.21m high by 0.35m wide at a height above ground of 1m; (vi) two retractable awnings measuring 6.06m wide projecting 1.2m at a height above ground of 3.08m; and (vii) four retractable awnings measuring 3.09m wide projecting 1.2m at a height above ground of 3.08m.		
19/00883/FULL Tower	13 - 17 Byward Street London EC3R 5BA	Installation of a horizontal dry riser inlet cabinet to be externally located on the south elevation.	Approved 15.10.2019	Mr James Hodgkins
19/00729/FULL Vintry	10 Queen Street Place London EC4R 1BE	Installation of one air handling unit and five air-conditioning units within a new three-metre-high acoustic enclosure to an external rear balcony, with associated installation of an access door, at second floor level.	Approved 15.10.2019	ION Trading
19/00888/LBC Walbrook	60 Gresham Street London EC2V 7BB	Removal and replacement of 3rd floor modern partition walls.	Approved 10.10.2019	Bank of China

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<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	<b>5<sup>th</sup> November 2019</b>
<b>Subject:</b> Valid planning applications received by Department of the Built Environment	<b>Public</b>
<b>Report of:</b> Chief Planning Officer and Development Director	<b>For Information</b>

### Summary

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

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

### Details of Valid Applications

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>	
19/01045/FULL Aldersgate	Thomas More Car Park, Barbican, London, EC2Y 8BT	Alterations to the existing cleaners store to provide a new welfare unit for the Barbican Estate cleaners (Sui-Generis).	30/09/2019	Barbican Estates Office
19/01054/FULL Bishopsgate	110 - 114 Middlesex Street, London, E1 7HY	Change of use of part basement, part ground and first floor level of 110 Middlesex Street from non-residential institution (Class D1) use to a flexible use as either office (Class B1) or non-residential institution (Class D1) use and first floor of 112-114 Middlesex Street, second, third and fourth floor of 110-114 Middlesex Street from office (Class B1) use to a flexible use as either office (Class B1) or non-residential	03/10/2019	QA Limited

		institution (Class D1) use and on cessation of the use reversion to office (Class B1) use (1,374sq.m).		
19/00987/FULL Castle Baynard	61 Fleet Street, London, EC4Y 1JU	Installation of a 10m. x 10m painted sundial on the blank flank wall of 61 Fleet Street with projecting gnomon.	03/10/2019	Mr Piers Nicholson
19/01070/FULL Castle Baynard	Ludgate House, 107 - 111 Fleet Street, London, EC4A 2AB	Change of use of part of the mezzanine floor from office (Class B1) to a flexible use for office (Class B1) or health clinic (Class D1) (10sqm).	09/10/2019	Mr Alexander Hamilton
19/01044/FULL Cheap	134-147 Cheapside, London, EC2V 6BJ	Upgrade to existing telecommunications equipment at roof level comprising the installation of a new stub mast (10m high) with six antennae, four dishes and ten equipment cabinets.	30/09/2019	MBNL
19/01068/FULL Coleman Street	Pavement Outside 118A London Wall, London, EC2Y 5JA	Change of use of one telephone kiosk to one retail (Class A1) unit (0.6sq.m)	08/10/2019	Red Kiosk Designs
19/01052/FULL Coleman Street	London Metropolitan University, 84 Moorgate, London, EC2M 6SQ	Installation of two lifts within existing lightwells.	11/10/2019	City of London
19/01066/FULL Cordwainer	1 Poultry, London, EC2R 8EJ	Change of use of Unit 2A and 2B at ground floor level from shop (Class A1) to a flexible use as either shop (Class A1) or food and drink (Class A3) or non-residential institutions (Class D1) or assembly and leisure (Class D2) (292sq.m).	07/10/2019	Hana Property SARL



19/01067/FULL Cornhill	66 - 67 Cornhill, London, EC3V 3NB	Application under section 73 of the Town and Country Planning Act 1990 to vary condition 7 (hours of opening) and 9 (no music audible outside the premises) of planning permission dated 13 September 2018 (18/00861/FULL).	08/10/2019	Cumbrae Properties (1963) Limited
19/01011/FULL Farringdon Within	33 Black Friars Lane, London, EC4V 6EP	Change of use of the ground and lower ground floors of 33 Black Friars Lane from A3 / A4 (Restaurant / Bar) use to flexible B1a (Office) / D1 (Non-Residential Institutions) / D2 (Assembly and Leisure).	26/09/2019	E&A Securities
19/01051/FULLMAJ Tower	41 Tower Hill, London, EC3N 4SG	Refurbishment of the existing building and extensions to create 308sqm additional office (Class B1) floorspace. Change of use from office (Class B1) to flexible office, retail, financial services, restaurant, (Class B1/A1/A2/A3) at part ground floor and part basement level (Total floorspace 1662 sq.m) with entrance improvements and alterations to shopfront. Associated plant and cycle parking.	03/10/2019	CMSREUK Tower Hill Propco Limited
19/00977/FULL Walbrook	Scottish Provident Building, 1 - 6 Lombard Street, London, EC3V 9AA	Upgrade to existing rooftop base station and ancillary equipment.	19/09/2019	Cornerstone and Vodafone Ltd

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<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation Committee – For information	05 11 2019
<b>Subject:</b> Department of the Built Environment: ‘Brexit’ Update	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Richard Steele, 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 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. 829,000 square metres of new office stock have been completed since 2016, leading to a net increase in City office stock from 8.72 to 9.16 million square metres. Employment in the City has also increased from 484,000 to 513,000 during this period. There are another 0.88 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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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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