



Planning and Transportation Committee

Date: TUESDAY, 15 DECEMBER 2020

Time: 10.30 am

Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

Members:

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

Enquiries: Gemma Stokley
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Accessing the virtual public meeting

Members of the public can observe this virtual public meeting at the below link:

<https://youtu.be/6VFW39LILcw>

This meeting will be a virtual meeting and therefore will not take place in a physical location following regulations made under Section 78 of the Coronavirus Act 2020. A recording of the public meeting will be available via the above link following the end of the public meeting for up to one municipal year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 17 November 2020.

For Decision
(Pages 1 - 28)
4. **15 MINORIES, 57-60 & 62 ALDGATE HIGH STREET AND 1 LITTLE SOMERSET STREET LONDON EC3**
Report of the Interim Chief Planning Officer and Development Director.

For Decision
(Pages 29 - 480)
5. **BRIDGE HOUSE ESTATES, COLECHURCH HOUSE, SE1 - PROPOSED REMOVAL OF THE ELEVATED FOOTWAY**
Report of the City Surveyor.

For Decision
(Pages 481 - 490)
6. **LONDON WALL CAR PARK - PARTIAL REPURPOSING FOR LAST MILE LOGISTICS HUB**
Report of the Director of the Built Environment.

N.B: - To be considered alongside a Non-Public Appendix at Agenda Item 24.

For Decision
(Pages 491 - 502)
7. **LOCAL DEVELOPMENT SCHEME 2020**
Report of the Director of the Built Environment.

For Decision
(Pages 503 - 520)
8. **THERMAL COMFORT GUIDELINES**
Report of the Interim Chief Planning Officer and Development Director.

For Decision
(Pages 521 - 550)

9. **REVIEW OF PILOT AND FUTURE BRIDGE HOUSE ESTATES FUNDING FOR ENFORCEMENT ACTIVITY AGAINST ILLEGAL STREET TRADING ON AND BY THE BRIDGES**
Report of the Director of Markets and Consumer Protection.
- For Decision**
(Pages 551 - 562)
10. **GATEWAY 6 - OUTCOME REPORT - LONDON BRIDGE WATERPROOFING AND BEARINGS REPLACEMENT**
Report of the Director of the Built Environment.
- For Decision**
(Pages 563 - 574)
11. **TRANSPORT STRATEGY UPDATE: QUARTER 2 2020/21**
Report of the Director of the Built Environment.
- For Information**
(Pages 575 - 588)
12. **2020/21 BUSINESS PLAN UPDATE Q2**
Report of the Director of the Built Environment.
- For Information**
(Pages 589 - 606)
13. **DEPARTMENT OF THE BUILT ENVIRONMENT RISK MANAGEMENT - QUARTERLY REPORT**
Report of the Director of the Built Environment.
- For Information**
(Pages 607 - 646)
14. **PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE**
To receive the public minutes and summary of the Streets and Walkways Sub-Committee held virtually on 15 October 2020.
- For Information**
(Pages 647 - 656)
15. **OUTSTANDING ACTIONS**
Report of the Town Clerk.
- For Information**
(Pages 657 - 662)

16. **PUBLIC LIFT REPORT**
Report of the City Surveyor.

For Information
(Pages 663 - 664)

17. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Interim Chief Planning Officer and Development Director.

For Information
(Pages 665 - 682)

18. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Interim Chief Planning Officer and Development Director.

For Information
(Pages 683 - 688)

19. **PUBLIC REPORT OF ACTION TAKEN**
Report of the Town Clerk.

For Information
(Pages 689 - 690)

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

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

22. **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

23. **DEBT ARREARS - BUILT ENVIRONMENT (P&T COMMITTEE) PERIOD ENDING 30TH SEPTEMBER 2020**
Report of the Chamberlain.

For Information
(Pages 691 - 698)

24. **NON-PUBLIC APPENDIX 1 TO AGENDA ITEM 6 - LONDON WALL CAR PARK - PARTIAL REPURPOSING FOR LAST MILE LOGISTICS HUB**
To note the non-public appendix 1 to Agenda Item 6 – London Wall Car Park - partial repurposing for last mile logistics hub

For Decision
(Pages 699 - 702)

25. **NON-PUBLIC MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE**
To receive the non-public minutes and summary of the Streets and Walkways Sub-Committee held virtually on 15 October 2020.

For Information
(Pages 703 - 704)

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

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

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 17 November 2020

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

Present

Members:

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

Officers:

Gemma Stokley	- Town Clerk's Department
John Cater	- Town Clerk's Department
Julie Mayer	- Town Clerk's Department
Antoinette Duhaney	- Town Clerk's Department
Shani Annand-Baron	- Media Officer
Aqib Hussain	- Technology Support Partner
Simon Owen	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Alison Bunn	- City Surveyor's Department
Richard Chamberlain	- City Surveyor's Department
Damian Nussbaum	- Director of Innovation & Growth
Carolyn Dwyer	- Director of the Built Environment
Gwyn Richards	- Interim Chief Planning Officer and Development Director
David Horkan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bhakti Depala	- Department of the Built Environment
Peter Shadbolt	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Gemma Delves	- Department of the Built Environment
Peter Digby	- City of London Police

Kieran Mackay	- Department of the Built Environment
Dom Strickland	- Department of the Built Environment
Annie Hampson	- Department of the Built Environment
Rob Chipperfield	- Department of the Built Environment
Rachel Pye	- Markets and Consumer Protection

Also in Attendance:

Susan Cox – Barbican Resident
 Dr Elizabeth Simpson – Barbican resident
 Susan Hoefling - Clerk to the Worshipful Company of Information Technologists
 Bernadette Skehan – Bartholomew Close resident
 Alderman Vincent Keaveny – Alderman for the Ward of Farringdon Within and Partner at DLA Piper
 Jonathan Chenery - Beltane Asset Management
 Duncan Roe – Beltane Asset Management
 Ed Williams - Fletcher Priest Architects
 Giles Charlton - SpaceHub Landscape Architects
 William Brook - Waldrams
 Jeremy Randall -Gerald Eve

Introductions

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

A roll call of Members present was undertaken.

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

1. **APOLOGIES**

Apologies for absence were received from Deputy Peter Dunphy, Tracey Graham, Andrew Mayer 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 the public minutes and non-public summary of the virtual meeting held on 27 October 2020 and approved them as a correct record.

4. **PLANNING PROTOCOL UPDATE**

The Committee considered a joint report of the Town Clerk, the Director of the Built Environment and the Comptroller and City Solicitor recommending that the Planning Protocol be amended to reflect current case law and procedural updates, and particularly to address the recent judgement in the Holocaust Memorial case in respect of local authorities' own developments.

A Member highlighted that Members were permitted to serve on the Property Investment Board and Capital Buildings Committee from which planning applications for the City of London Corporation's own properties originate and also to serve on the Planning Committee which went on to determine those applications. He went on to state that the Corporation's Planning Protocol used to set out that a member of a property committee who also sat on the Planning Committee could not participate in the determination of a planning application made by the Corporation. However, in 2014, this provision was removed meaning that if any member of the Planning Committee who also serves on a property committee believes that they can participate in the determination of a planning application made by the Corporation they may do so. He recognised that it may be the case that members had the ability to compartmentalise their thinking and vote against an application if they felt it failed on planning grounds even though they may have spent some time supporting the plans in a property committee but added that this would generally be perceived as a conflict by most members of the public. The Member added that he did not feel that the law and public perception were distinct concepts and highlighted that the judgement of the House of Lords in the *'Magill and Porter'* case had made it clear that avoiding even a perception of bias was a principle of public law. This case was referenced within the advice received from Counsel referenced within this report.

The Member went on to state that he was aware that there was other authority for bias being interpreted as personal rather than political and that this may be relied upon by members participating in the determination of a planning application for a development which they may have supported on another committee. He added that he believed that drawing fine distinctions between conflicting legal authorities was not the path to public confidence and that the City Corporation had enough elected Members for this to not be necessary. Against this background, the Member referred to the proposed amendment to paragraph 8) e) ii) of the Planning Protocol which would have the effect of reinstating previous bans on members participating in the determination of a planning application for a development which they have supported in another committee and underlined that he welcomed this. He added that it was, however, wrong for this amendment to be presented as being an action taken solely due to the recent Holocaust Memorial case as it did not establish a new legal principle – something which the Comptroller and City Solicitor had agreed with. The Member commented that the review of the Planning Protocol triggered by this case should be one of several steps taken to improve the Corporation's planning regime.

The Member went on to comment that the suggested amendment to paragraph 4 b) of the Protocol which would require that any Member meeting an applicant or objector should now also ask an Officer to attend and make a record of the

meeting was also to be welcomed. The new wording included a statement that these meeting records would also be disclosable under the Freedom of Information (FOI) Act but the Member stated that he felt that this was problematic and questioned how a member of the public, affected by a particular application, would know that such a meeting had taken place in order to make a FOI request. He stressed that navigating the procedure involved in making such a request placed an undue burden on the public and that it would therefore be preferable for the meeting records to be placed on the planning file and published alongside all other documents. He concluded by stating that this was what was proposed within the Transparency International (TI) report that he had drawn to the attention of the Committee at its last meeting by way of a Motion but which Members had voted against taking into account as part of this Protocol Update. The Member underlined that he supported these amendments in so far as they went but would like to see these go further still in due course.

Another Member agreed with the point made on meeting records being FOI-able and questioned whether the intention was actually to make these publicly available, if not, she questioned whether the Protocol could be further amended at this stage to make it so. She noted that this practice had already been adopted by other bodies such as Westminster CC. She went on to refer to telephone discussions and stated that she felt it would be sensible for these to meet the same criteria as any other form of meeting with Officers also being involved and keeping a record of these.

The Comptroller and City Solicitor responded to the points raised by stating that she had discussed the publication of minutes with colleagues in planning who deal with such meetings on a regular basis who had confirmed that the inclination was not for these to be uploaded to the public webpages automatically alongside planning application material as this information could already be vast and it was considered that not all information around meetings, such as administrative arrangements, would be useful. Some information could also be considered exempt or confidential which would mean that not all documents could be uploaded as a matter of course. Having said that, any note which included information that was material to a decision would form part of a report and therefore readily available.

Another Member commented that she welcomed the proposed amendments but felt that other advice should also have been taken into account when reviewing the Protocol. She also questioned whether consideration was given to the audience when producing these documents – Members, Officers and members of the public - to ensure that they were provided with all of the information they might need to understand the planning process. She went on to comment that she found the LGA's Probity in Planning document for Councillors and Officers a lot clearer on certain matters where it stated that Members should attend pre-application meetings with Officers who should make a full record of the meeting with this then placed on public record with any confidential material also alluded to within the resulting report to ensure full transparency around any discussions that have taken place. She therefore felt that there should be a more fundamental review of the Planning Protocol to make it easier to understand and incorporate all of the recommendations within

the LGA's Probity in Planning document. Finally, the Member questioned whether Officers also made a record of pre-application advice and whether this was made available to the public. She questioned whether the Protocol might therefore be further reviewed by this Committee in January 2021 to take into account wider recommendations from the LGA and TI for example.

Another Member stated that he was supportive of the proposed amendments presented today. He commented on the points raised earlier in the debate as to the structure of this Committee and potential conflicts for Members who sat on both this and the Property Investment Board – himself included – and stressed that such matters were being reviewed as part of the City Corporation's Governance Review and, as such, were outside of the remit of this Committee.

The Comptroller and City Solicitor highlighted that paragraph 9 referred to the Officer pre-application meeting information which was available online and included very similar information to what was now proposed in respect of Member pre-application meetings.

RESOLVED – That the Planning and Transportation Committee :-

- (i) Recommends to the Policy and Resources Committee that the amendments to the Planning Protocol shown tracked at Annexure 1 to the report be approved; and
- (ii) Authorise the Chief Planning Officer and Development Director to prepare any necessary Regulation 64(2) Handling Note in respect of any development proposals promoted by the City.

5. **150 ALDERSGATE STREET**

The Committee considered a report of the Interim Chief Planning Officer and Development Director regarding 150 Aldersgate Street, 3-4 Bartholomew Place, London EC1A, specifically:

- (i) Demolition of roof top plant enclosure, rear service ramp and removal of cladding to facilitate the refurbishment, recladding and extension of the existing Office (Class B1 (a)) building at 150 Aldersgate Street to create a basement, ground plus nine storey building, including rear and roof top extensions, infill extensions to the rear courtyard (ground plus two storeys) to link with 3-4 Bartholomew Place;
- (ii) A part change of use at ground floor from Office (Class B1) to Café (Class A1).
- (iii) Erection of a new building Office (Class B1 (a)) at 3-4 Bartholomew Place comprised of basement, ground plus three storeys;
- (iv) The amalgamation of the two buildings;
- (v) The creation of new accessible and inaccessible terraces, green roofs, hard and soft landscaping, and creation of external courtyards;
- (vi) Upgrade works to Braidwood Passage, including new lighting; and
- (vii) Reconfiguration of the loading bay and associated works.

The Town Clerk drew Members' attention to the fact that a supplementary document pack containing additional background papers had also been circulated and published yesterday afternoon, as had an additional letter of

representation from DLA Piper and a response to this representation from Gerald Eve.

Officers presented the application to Members, reporting that it involved onto Cloth Street, an 8 storey post-modernist office building fronting onto Aldersgate Street, but also with faces onto Cloth Street, Half Moon Court and Bartholomew Place, with the site sitting opposite the Barbican and Golden Lane Estate Conservation Area and only the rearmost part of the site, formerly occupied by a commercial building at 3-4 Bartholomew Place, lying within the Smithfield Conservation Area. Members were informed that the surrounding area was mixed in character with the Barbican to the east and a mixture of commercial and residential uses to the west.

The Committee were informed that the application sought permission for the refurbishment and extension of the existing building, including infill extensions to the rear to provide Grade A office floor space increasing from 11,000 square metres to 17,000 square metres together with a retail unit at ground floor level. Members were informed that 123 objections were received to the original consultation with the majority of these coming from Barbican residents but also from residents of Bartholomew Close and some surrounding streets. The majority of these objections related to the scale of the development in its context, the impact on residential amenity in terms of daylight/sunlight and overlooking and an increase in footfall from those using Bartholomew Place entrance. A letter of support had also been received and both Historic England and the City Heritage Society have stated no objection to the proposal. It was also highlighted that the owner of 9 Newbury Street, adjoining the site, had now withdrawn their objection, as detailed within the addendum report and that a further letter in support of the scheme had also been received from the Chief Executive of Helical, the developers of Barts Square, although it was noted that they were questioning the benefits of extensive urban greening. A letter of objection from the commercial owners of the adjacent building at 160 Aldersgate Street had also been separately circulated to the Committee yesterday and a response to this from the applicant had also been circulated ahead of this meeting. Officers stated that they were happy to share both of these documents on screen at the conclusion of their presentation to afford Members the opportunity to read them both in full should they so wish. Officers summarised by reporting that the grounds for objection in the letter circulated yesterday related to a loss of daylight, outlook and privacy in the commercial building at 160 Aldersgate Street. It was reported that, whilst Local Plan policies within BRE guidance refer to protecting residential amenity and not existing office buildings, it acknowledged that any development should have regard to its surroundings. In this case, the office floor space in question was dual aspect and the proposed additional floors adjacent to its flank elevation would not prevent the beneficial use of this commercial floorspace. Furthermore, given that the recent extension to the building contains windows adjacent to its boundary, it could be considered a bad neighbour and therefore there would be some expectation of a similar development on the adjacent site which was what was being presented to Members today. With regard to overlooking, Officers reported that the close proximity of office buildings was common in the City and

such mutual overlooking between commercial premises was therefore considered acceptable.

Officers went on to report that the principle of the scheme, providing Grade A office floorspace, was strongly supported together with an active frontage to compliment and serve this part of the City. Members were shown images of proposed floorplans at Ground floor, first floor, second floor, third floor, sixth floor and eighth floor.

Officers went on to state that, as the proposal was for a refurbishment and extension scheme, it embodied circular economy principles including commitments to a pre-demolition audit to identify the potential for the reuse and recycling of existing on site materials as well as an end of life strategy to ensure that the building structure, materials and services can be reused at the end of the building's life. In relation to the architecture of the proposal, it had been designed to respond to the varied character and context surrounding the site. The Aldersgate Street frontage plans would revitalise a dated and inward facing building using vertical fins to provide depth and articulation to the façade whilst also having the practical benefit of providing solar shading and restricting overlooking. The fins would comprise stone beads providing a visual richness to the façade and reflecting the overall design concept of weaving a textiles motif into the fabric of the building responding to the historic association of the site and the surroundings with the textile industry.

Next, Members were shown images of the existing and proposed street level view of the building at ground floor from Aldersgate Street. Officers commented that this would be significantly improved by providing level access and an active frontage together with significant greening, transforming the existing, inward looking, lifeless frontage. The pedestrian route of Braidwood Passage would also be enhanced with the provision of active frontage, an art wall and woven mesh edge to improve visual permeability and enhance its Culture Mile context. Members were shown images of the existing and proposed view looking from Cloth Street back to Aldersgate to illustrate these points.

With reference to the proposed additional height of the building, it was highlighted that this would match the height of 160 Aldersgate Street and provide a successful transition to the development at Long Lane, creating a natural flow and satisfactory transition.

Members were shown an illustration of the existing rear elevation of the building facing onto Smithfield and also an illustration of the proposed development from this same aspect which depicted a more animated façade incorporating a series of setbacks and significant greening as well as outside space for office users. Images of the view looking down Cloth Street from Long Lane showed that the height of the proposed development would increase but Officers highlighted that it was considered to provide an improved determination of the vista from this site with the use of light coloured brick, extensive greening and an enhanced pedestrian route at the end of Cloth Street. Images depicting views from Bartholomew Close along Half Moon Court also depicted how the proposed development would provide an effective contextual design. The view

of Bartholomew Place was also shown with the proposed scheme in place with a contextual design in keeping with this particular location. Overall, it was therefore considered that this proposal would deliver a high-quality design and would make a positive contribution to the townscape of this part of the City, covering all facades.

With regard to residential amenity, Officers highlighted that a full daylight and sunlight assessment was submitted alongside the application. With particular reference to the Barbican, it was noted that a number of windows in Seddon House would experience a reduction of more than 20% but that all of the affected rooms (which were bedrooms and living rooms) had balconies above them. The BRE guidance notes that these balconies limit light from the sky such that even a small obstruction can have a disproportionate effect on daylight. In accordance with the guidance, the applicant had undertaken an additional assessment which showed that, without the balconies, the loss of light would be within BRE guidelines indicating that this was a significant factor in the loss of light. With regard to 10-30 Newbury Street, which currently contained serviced apartments, a loss of daylight to six windows which serve three living rooms was considered by BRE to be a minor adverse impact. One rooflight here would experience a greater reduction in sunlight however, the applicants mirror image assessment demonstrates that the impact would be significantly worse - indicating that a lot of sunlight outside the BRE guidelines may be expected given its location very close to the site boundary. 9 Newbury Street was currently an office use but did have an extension and planning permission for conversion to residential. The assessment here indicates that, following amendments to the scheme, the impact on windows would be minor to moderate and the owner had subsequently withdrawn their objection to the application. Finally, 10-12 Half Moon Court was currently a construction site with a new residential scheme being developed here. The impact of these proposals on a number of windows here would be major, albeit many would serve kitchens and bedrooms which would have low existing benchmarks values and therefore percentage losses would be disproportionate. Again, a mirror image assessment confirms that the adverse impact would be greater than the impact from the proposed development. Overall, it was therefore recognised that there will be some adverse impacts on a limited number of surrounding residential premises, but Local Plan policy and the BRE guidance state that the guidance should be interpreted flexibly in urban areas and it was therefore considered that the overall benefits of the scheme outweigh this harm and that the scheme sits comfortably within its urban context.

With regards to overlooking and privacy, it was recognised that there is already a degree of mutual overlooking between the existing building and those properties surrounding it. However, the new development had been designed to minimise this with the alignment of the fins on the front elevation restricting overlooking into residential properties opposite at Seddon House and Lauderdale Tower. Similarly, at the rear, extensive screening would be introduced to the proposed green roofs and terraces alongside extensive planting which would also assist in restricting any overlooking. It was, however, noted once again here that there was already a degree of mutual overlooking between the existing premises and surrounding properties.

In respect of light pollution, a condition was proposed requiring the approval of a lighting strategy which will set out both physical and management measures to ensure that the internal and external lighting did not result in undue light pollution with the applicants committing to a full study on this. With regard to pedestrian movements which had been raised in some of the objections received, the transport assessment submitted with the application concluded that the proposal would generate approximately 70 two-way pedestrian movements in the peak hour which was considered to be negligible and acceptable in respect of the number of pedestrians using the various streets in the nearby Smithfield area to the rear of the site. With regard to wider transportation issues, the removal of the onsite carpark and spaces was welcomed and the applicant had also agreed to servicing consolidation which would result in a 50% reduction in servicing vehicle movements which would also be prohibited during the peak pedestrian hours, representing a significant benefit. In terms of sustainability, the proposals would deliver a highly sustainable scheme, retaining 80% of the existing structure, achieving a minimum of BREEAM excellent rating and also resulting in a 43.5% reduction in carbon emissions, thereby exceeding the 35% policy requirements. The proposal would also achieve an urban greening factor of 0.59, almost doubling the policy requirement of 0.3, resulting in a very green building and bringing with it all of the associated benefits of this such as biodiversity, sustainable urban drainage and improved air quality.

Officers concluded by stating that it was therefore felt that the proposal would deliver a high-quality development, providing Grade A office floorspace with attractive frontages and would also make a positive contribution to the townscape in this part of the City. It was therefore recommended that planning permission be granted.

The Chair thanked Officers for their presentation and asked that they now share on screen the DLA Piper representation that had not been included within the Committee papers as well as the Gerald Eve letter in response to this. He also asked that Officers summarise the main points within these documents. Officers stated that the key points raised by DLA Piper were around loss of amenity at 160 Aldersgate Street with images showing where the proposed development would sit in relation to the top floor of this commercial property where they suggested that views would be lost/blocked in rooms here. Officers paused to allow the meeting to view the images provided for themselves. Officers clarified that the proposed development was to the north of this adjoining property and that there would therefore be no loss of sunlight to the premises. The DLA Piper representation also referred to a loss of privacy due to mutual overlooking between offices.

The applicant had responded by providing images of this same top-floor conference room and responding to the concerns raised by DLA Piper. This image demonstrated that the window on the left-hand side was looking across the site in question with the and the window to the right looking out across the Barbican and that it was therefore dual aspect and well-lit even with the proposed development abutting that side of the building.

The Town Clerk introduced five registered objectors (Susan Cox, Dr Elizabeth Simpson, Susan Hoefling, Bernadette Skehan and Alderman Vincent Keaveny) and invited them each, in turn, to address the Committee.

Ms Cox began by stating that she was speaking on behalf of the residents of the Barbican Estate to object to the application. WMs Cox stated that, with no alterations to the design and height of the building, the resubmitted plans show a total lack of acknowledgement of residents' concerns and that the proposed increase in height would have a major effect on virtually all residential amenity categories – not only a significant loss of daylight and sunlight but also light pollution, overlooking and noise and disturbance – factors clearly contrary to policies d 8) and h 3) of the draft Local Plan 2036. She went on to suggest that the proximity of the redevelopment to residential flats and the resulting loss of privacy could not be overstated, despite the limited attempts at mitigation by use of fins and that occupiers of the new development would be able to look directly into many Barbican flats facing Aldersgate and the sunlight and daylight reduction would be material, particularly in Seddon House. The applicant's response had been to state that, with balconies notionally removed, no room experiences more than a 20% reduction in daylight distribution – indicating that it is the presence of the balconies rather than the development which was the main factor in any relative light loss. She questioned, however, how balconies (some of which were actually vital fire escapes) on part of a Grade II listed building in a Conservation Area could be at fault for the significant loss of light caused by the proposed increase in light of the building located directly opposite. Ms Cox added that daylight and sunlight also had recognised health benefits and that residents' wellbeing should not be ignored in the quest for maximum commercial gain. Ms Cox stated that the applicant had also not taken the cumulative impact of individual developments into account as required by the draft Local Plan. She expressed concern that, if granted, this would pave the way for further developments on top of 140 Aldersgate, enabling further height escalations and yet further loss of residential amenity. Ms Cox concluded by stating that, whilst residents did not disagree with the concept of the development of the site per se, it was the increased height which they did object to and therefore requested that this application be rejected with the height of the building maintained at its present level.

Dr Elizabeth Simpson, a Barbican resident, began by highlighting that over 120 written objections had been submitted on the revised plans for 150 Aldersgate Street and that the additional height and mass of the building would result in a significant loss of daylight for many residents. Dr Simpson highlighted that the impact of this was greatest on west-facing Seddon House flats and that 40 affected residents here had objected to the plans. She added that the developers had failed to take into account Jane Smith's calculations as to lost daylight that were in breach of current BRE regulations for many of these flats. Dr Simpson underlined that all of the flats concerned were single aspect dwellings with one living room and one bedroom each, all facing Aldersgate Street. Indeed, the daylight and sunlight report itself conceded that, in Seddon House, 31 windows would have a reduction in daylight outside of BRE guidelines. Dr Simpson requested that the proposal therefore be rejected, and

that the height of the building be maintained at its current level. She concluded by commenting that the significant loss of amenity for Barbican residents was compounded by the failure of the developers to take into account appropriate consideration of the visual impact of the proposed building in the context of the iconic Grade II * listed Barbican Estate and the Smithfield Conservation Area as required by Policy DM12.1.

Susan Hoefling, Clerk to the Worshipful Company of Information Technologists reported that her Livery Hall was located in Bartholomew Close with the building overlooking the courtyard which was Bartholomew Place. On behalf of the businesses overlooking this area, the objection related to the planned reception entrance to the new building at 3-4 Bartholomew Place which would, in turn, lead to an internal walkway linking this building to 150 Aldersgate Street. Ms Hoefling reported that entrance to Bartholomew Place was via a narrow archway into the small courtyard and that these proposals would, inevitably, lead to an increase in the footfall through this area, particularly when the Crossrail Farringdon Station on Long Lane becomes fully occupied and occupants of the new office development choose the shortest route to their destination. Increased footfall would, in turn, create noise disturbance for surrounding businesses. In the case of the WC of Information Technologists, Ms Hoefling highlighted that the company hired out a number of rooms within their building for external events and that any noise disturbance would impact the quality of this offering and, consequently, have a detrimental impact on a quality source of income. Secondly, there were concerns around the courtyard becoming an unofficial smoking area for the occupants of the planned development creating not only further noise disturbance but also an unpleasant environment. Banning smoking in this area would be a solution but would also inevitably push smokers into Bartholomew Close thereby impacting businesses and residents here. In summary, Ms Hoefling stated that her Company believed that providing limited or emergency access only to and from Bartholomew Place would mitigate against their concerns and provide a more acceptable solution for local businesses.

Ms Skehan began by stating that, as well being a resident in Bartholomew Close, she was also a patient at the Neaman Practice, sited in Half Moon Court, backing on to Bartholomew Place. Ms Skehan highlighted that the Neaman Practice served approximately 9,000 patients from all over EC1 and that in a normal, pre-COVID, year the practice would see approximately 17,500 visits, up to 80 per day over 220 weekdays throughout the year. She added that the majority of these visits would involve movement on foot through the narrow lanes in and around Bartholomew Close and that some visitors would also rely on the use of wheelchairs and walking aids. Adding a second reception for 150 Aldersgate Street from Bartholomew Place would no doubt increase vehicle traffic from taxis and other drop-offs as well as footfall in the Close and the surrounding lanes. Ms Skehan added that Bartholomew Close had no height demarcation between the pavements and the highway but did have several 90-degree bends where visibility is very poor. She stated that wheelchair users often had to veer onto the highway as, in places, the pavements were simply too narrow for them to pass and construction and other vehicles also frequently blocked the pathways. Introducing even greater vehicle use in the area would

have a detrimental effect on pedestrian safety, particularly for elderly or mobility challenged patients accessing the Practice. Ms Skehan pointed out that several objectors had pointed out that, if the scheme were to go ahead, the second reception plan ought to be re-thought with Bartholomew Place used as a security pass led or emergency exit only. Ms Skehan asked that the application be rejected today and re-thought.

Finally, Alderman Keaveny spoke in objection. He began by stating that he had originally intended to address this meeting in his capacity as Alderman for the Ward of Farringdon Within only but, unfortunately, his DLA Piper planning colleague who had also intended to speak had been informed that this would not be possible on technical grounds. He would now, therefore speak in his capacity as a partner for DLA Piper (a world-leading business law firm and occupant of 160 Aldersgate Street, adjacent to the proposed development) too. A brief presentation was shared with the meeting on behalf of DLA Piper with the Alderman highlighting that the company were sympathetic to the need for enhanced office provision to meet the demands of 21st century businesses and to ensure that the wider City remains an attractive place for world-leading businesses to locate. However, the development of new office space could not be at the expense or to the detriment of existing high-quality office space. He went on to state that the proposed development would have a significant adverse impact on the meeting rooms and offices on the 7th and 8th floors of 160 Aldersgate Street. The Committee were shown images of the unimpeded vistas of two north facing meeting rooms on the 7th and 8th floors of 160 Aldersgate Street – if the proposed development were to be approved, both of these rooms would look directly onto a blank wall which would sit just 1 meter away. The Alderman suggested that the applicant's assertion that it had always been the intention that a new wall would be built here was wholly inaccurate. It was also highlighted that not all of the affected rooms are dual aspect and that the Officers report today appeared to gloss over the fact that overlooking remained a serious issue under these proposals and the fact that the daylight and sunlight assessments did not cover the impact on 160 Aldersgate Street. The Alderman went on to agree, as Ward Alderman, with the points made by the previous speaker in respect of the impact that this development and the considerable increase in footfall will have on the entrance of Bartholomew Place and the narrow area of Bartholomew Close. He also shared concerns expressed about the height and massing effect of the building on both the Conservation Area to its rear and on the residents on the other side of Aldersgate Street. He therefore asked the Committee to reject this currently envisaged development which was not appropriate for the location concerned.

The Chair thanked all objectors for their contributions and invited questions of the objectors from the Committee. Not seeing any questions, the Chair asked that those speaking on behalf of the applicant be introduced.

The Town Clerk reported that Jonathan Chenery of Beltane would be addressing the Committee and that they would be accompanied by Duncan Roe, Beltane, Ed Williams, Fletcher Priest Architects, Giles Charlton, SpaceHub Landscape Architects, William Brook, Waldrams and Jeremy Randall of Gerald Eve who would be on hand to respond to questions only.

Mr Chenery introduced himself as a founding member of Beltane Asset Management, the developer on this project alongside their partners, Arundel Properties Ltd. Mr Chenery reported that Beltane had been founded in 2010 with a focus on City of London commercial property and, since then, had delivered twelve commercial schemes in the Square Mile – all of them extensive refurbishments like the one presented today. Beltane had most recently completed 55 Gresham Street which had now been let to Investec Asset Management as its new London Headquarters. In July, Beltane had been granted consent to redevelop Millennium Bridge House from this Committee and that it was hoped that this scheme would be delivered in 2022 and that there was already tentative interest in the site from a global occupier who would not normally consider the City for their home, even in these troubled times.

Mr Chenery stated that the plans presented today had been designed by award winning practices Fletcher Priest Architects and SpaceHub Landscape Architects and followed more than a year of work by the design team. It was reported that Fletcher Priest had previously worked on the adjacent site at 160 Aldersgate Street as well as on the 55 Gresham Street scheme. Beltane's partners, Arundel, were a private UK business and had owned 150 Aldersgate Street for many years. Beltane had joined forces with Arundel in 2019 and had acquired the freehold of 3-4 Bartholomew Place at the rear of 150 Aldersgate Street to provide important connectivity through the scheme to the West, linking with Barts Square, Crossrail and the Culture Mile. Mr Chenery asserted that Beltane's refurbishment was highly sustainable with approximately 80% of the original structure and sub-structure being retained – thereby supporting the circular economy and minimising disruption and demolition. Members were informed that a pre-demolition material audit would maximise opportunities for the re-use and recycling of all demolition waste. Mr Chenery reported that the team had designed a mixed mode, all electric building which would be highly energy efficient. The replacement facades would use high-quality, natural materials and take inspiration from the site's history as a textile factory. Urban greening had been incorporated as a fundamental element of the design and SpaceHub had woven the planting into the fabric of the building to ensure that this would thrive long-term. The proposals achieve an urban greening factor of 0.59 – almost double the City's current target – making a significant contribution to improved biodiversity and air quality in this very urban environment. The scheme would also deliver Grade A office accommodation that was flexible to respond to the changes in the demands of occupiers, with a focus on wellbeing and providing natural ventilation throughout with openable windows and outdoor amenity space. A café was also proposed on Aldersgate Street to provide an additional amenity for both tenants and the local area. The site is on the periphery of the Culture Mile and would therefore provide public realm benefits through major improvements to Braidwood Passage including a textured art wall and significant opportunities to include public art within this thoroughfare.

Mr Chenery went on to explain that the secondary entrance on Bartholomew Place was fundamental to the vision and would reconnect two buildings which had, historically, been linked and would increase permeability through the site

whilst removing servicing and all vehicle movement from Bartholomew Place. Mr Chenery stated that he recognised that development always had potential impacts on neighbours and that Beltane had sought to carefully manage this through design consultation with City of London Officers to mitigate light pollution, privacy and overlooking, albeit that they were dealing with an existing office building. However, commercial developments also created jobs and it was crucial to the future of the City that existing office stock could be refurbished to meet future business needs if it were to remain a powerhouse of the UK and global economy. Mr Chenery confirmed that this project was fully funded and that the existing office building at 150 Aldersgate Street was now vacant. With this Committee's approval, the developer was ready to start on site to deliver this exciting scheme. He concluded that the refurbishment would provide a world-class, occupier-focused, environmentally sensitive commercial building. He hoped that the application would be supported to enable Beltane to invest in this building and in the City for the future.

The Chair thanked Mr Chenery for his contribution and invited questions of the applicant from Members.

A Member questioned how it was proposed that cyclists get their bikes to and from the bike store given that this would appear to involve navigating a staircase. The Member also referred to the entrance from Cloth Street, stating that she had concerns about the passageway here being used as a cycleway. The Member went on to state that there were plans for 14 visitor cycle spaces. She stated that these would take up a fair amount of space and questioned where these would be situated. Finally, the Member commented that there was no reference to disabled parking at all within the plans and questioned why this was.

Another Member spoke to refer to the late response from Gerald Eve to DLA Piper's objection noting that the objection was lodged in July 2020. She questioned why the objection had not been included within the background papers for today's meeting. The Member noted that the DLA Piper objections referred to loss of light and views from their office building. In the Gerald Eve response to these concerns, it was clearly stated that the architect who had designed 160 Aldersgate Street had also designed this scheme – the Member questioned whether they could therefore confirm that 160 Aldersgate Street was always at least two or three storeys higher than 150 and that there had always been a step down from 160 to 150 to 140 Aldersgate Street. With this in mind, it appeared unnatural to raise the roof level of 150 Aldersgate Street to meet that of 160. The Member went on to speak of the greening of the proposed building upon which the applicant had placed a lot of importance. She stated that she was concerned about the maintenance of the green roofs and green walls and asked that the applicant explain who would be responsible for this and how planting would be maintained.

Another Member also referred to the DLA Piper objection which had been lodged in July 2020 and featured on the public webpages but not within today's agenda pack. He also questioned why it had taken so long for the applicant to come back on these points and why 160 Aldersgate Street was not addressed

within their daylight/sunlight report or within their design and access statement . He added that he would also like to understand from the architect, if this were the same architect for both 150 and 160 Aldersgate Street, why a setback was no longer proposed . The Member noted that, from the North side of this development, there would still be a step down, yet, on the part joining 160 Aldersgate Street, there was none.

A Member commented that Braidwood Passage was a very narrow and poorly lit space at present and that any works to widen this and illuminate the area would be welcomed. She was, however, concerned as to cycle access here and questioned if this was what was proposed. With regard to the proposed art wall, the Member cautioned that some artwork had been installed at the crossing nearby as part of the Culture Mile and that many local residents had mistaken this for graffiti.

Mr Chenery responded to each of the points raised in turn. He began by explaining that long-term cycle parking would be accessed through the loading bay at the end of Cloth Street and not off of Braidwood Passage. In terms of short-term cycle parking, Mr Chenery noted that it was important that this was practical as well as a matter of policy. The applicant would therefore like to provide as much of this as possible at ground floor level in and around the building with their aspiration being to provide cycle parking within Bartholomew Close – something which was still part of ongoing discussions with the City of London Corporation. It was explained that there were also aspirations for cycle parking at Half Moon Court.

Ed Williams of Fletcher Priest Architects added that the cycle access to long-term cycle parking in the basement was through the loading bay at Cloth Street and was via a separate safe route which did not conflict with vehicles utilising stairs and lift in the basement. Within the basement, there would be London Plan levels of provision for changing/showering and cycle storage as well as some folding cycle storage provision. Members were assured that the space was easily accessible. Mr Chenery

Reported that there were disabled parking spaces on Cloth Street which were deemed by Officers to meet the need in the local area.

With regard to the design of 160 Aldersgate Street, Ed Williams reported that the glazing on the northern side of this building had been set back in anticipation of the potential for an extended building to the North. He added that the proposals were opaque and that there should not be any issues with overlooking with the northern aspect of the glazing although it was recognised that there would be some loss of light and amenity on this northern edge. Members were informed that the building at 150 Aldersgate Street stepped down to 140 Aldersgate Street.

With regard to the management of the urban greening, Mr Chenery reported that urban greening was a very important concept to the City. Giles Charlton of SpaceHub Landscape Architects reported that the greening had been a very important part of the design evolution of the building and that it was very much about being an integrated piece of architecture, engineering and landscape.

Critical to the longer term viability of the planting and the ability to maintain it was having the right conditions in the first place and very detailed co-ordination and consideration had therefore taken place to ensure that optimum conditions were achieved through a very robust system involving things such as soil volumes which had been integrated in and allowed for within the engineering and design of the building. The building would have integrated irrigation systems to enable any planting to survive and flourish in the longer term with minimal maintenance. In terms of access maintenance, direct access would be available to all areas of planting. Responsibility for maintenance would depend upon how the building was let and would be part of the ongoing management strategy.

Mr Chenery added that, with regard to the provision of public art, this would involve consultation with both the local community and the City of London Corporation.

Another Member stated that he would be interested in getting a feel for the applicant's plans for pedestrian movement/flow around both the main and the secondary entrance. Secondly, the Member commented that he was interested to see the applicant's brochure mention the need for office accommodation to keep pace with the growing business needs and to capitalise on transport improvements and asked the applicant to comment on how robust this was in terms of plans for the future use of this space.

Another Member questioned whether the cumulative effects of lighting from 160 and 150 Aldersgate Street had been considered.

A Member questioned how the increased footfall through both proposed entrances would impact on other local businesses and also whether the use of the outdoor areas at ground floor level for smoking and the like had been considered.

Another Member referred to short-stay cycle parking and questioned where this might be situated should Bartholomew Close not be made available for this purpose. If Bartholomew Close were to be made available, the Member questioned whether this would effectively be the reallocation of what could have been additional cycle parking space to this application.

Another Member commented that he liked the proposals for reuse and recycling within the scheme. He questioned whether the setting back of the top floors of the building had really been looked at and whether the proposed increase in height for 150 Aldersgate Street was absolutely necessary. He also questioned what provisions would be put in place at Bartholomew Place to deal with smokers. Lastly, given the strength of feeling from both local residents and business, the Member questioned what efforts had been made to consult with them directly to date.

A Member spoke to mention the cumulative impact of the development on the local area in broader terms and asked what consideration had been given to this.

Mr Randall of Gerald Eve responded to the points on pedestrian movement reporting that the applicant had examined pedestrian flows as well as bus and rail movements as part of the application. This had revealed that, in the morning peak, there was expected to be 410 two-way movements to the principal entrance on Aldersgate Street, compared with 70 to-way movements in the morning peak from Bartholomew Place. The movements specifically from Bartholomew Place were 54 to rail, 9 to bus and 7 on foot. It was highlighted that there were a number of means by which occupants could arrive at the building with National Rail stations located to the north, south, east and west of the site and the Crossrail station and Farringdon Thames Link also coming forward. The Barbican Tube station was located to the north and St Paul's to the south. It was expected that office workers from these stations would arrive at the principal entrance as would bus users.

With regard to the applicant's approach to the office environment both post-pandemic and beyond, Mr Chenery reported that the design for this building had been in the design pipeline for approximately 18 months now. However, in order to future proof a number of buildings that Beltane were currently working on, they had begun to change the way that these would be serviced in making greater use of natural ventilation/fresh air which had only very recently been shown by the BCO to be a much more preferable approach in offices. Outdoor amenity space was also being incorporated as part of the working environment as part of the wider wellness agenda. Occupiers were now also looking at density and planning for less crowded offices which could actually translate into a requirement for more office space and not less in the City in the longer term.

With regard to daylight/sunlight impact, William Brook of Waldrams reported that the analysis for the cumulative impact of Long Lane or 160 Aldersgate Street hadn't been included but that these cumulative impacts had been reviewed in detail particularly for Long Lane which was being built at a similar time. He added that the daylight and sunlight impact of the Long Lane development had been worked through in some detail, particularly in terms of its potential impact on Seddon House and Lauderdale Tower where reports showed that the impact to windows here was almost negligible. In terms of similar windows impacted by the 150 Aldersgate proposals, this too was almost negligible and so reference to the cumulative impact of Long Lane was considered unnecessary for this reason. With regard to 160 Aldersgate Street, it was highlighted that this had been in situ for some time now and was used as a baseline for the analysis. However, it was noted that, because of the articulation between Thomas Moore and Seddon House, with the main windows within Seddon House facing north-west and within Thomas Moore facing 160 Aldersgate Street, there was a very clear break between the impact of 150 and 160 Aldersgate Street. The impacts of 160 on Mountjoy House and Thomas Moore which had been analysed as part of this application had been deemed acceptable at the time and the impact of these would be relatively limited, if not entirely negligible to the west face of Seddon House. In terms of the cumulative impact of both 160 and 150 Aldersgate Street to the space under Seddon House, the impact of the current proposals for 150 to that space was 1% of the test set out by the BRE and would therefore be marginal – as

such, further analysis of any cumulative impact had not been deemed appropriate.

On smoking, Mr Chenery reported that any commercial space would be deemed 'non-smoking' as required by law and that any space under Beltane's direct control would also be non-smoking. Any occupiers would be discouraged from smoking around the building by an on-site security presence and the applicant was very happy to tackle this matter in greater detail within a Management Plan.

Finally, Mr Chenery and Mr Randall confirmed that the public consultation on the scheme had been extensive. Mr Randall confirmed that consultation had begun in early 2020 and, as such, face to face meetings, briefings and a public consultation exercise had been possible in February and were well attended. An exhibition was manned by the consultant team and a Statement of Community Involvement had been submitted alongside this planning application. Mr Randall reiterated that the architect for this building had also worked on the neighbouring building and this therefore enabled the design team to learn from them in terms of the planning history of the site and help inform the design process/proposals.

With regard to the technicalities of provide short-stay cycle parking and its location with the City, Mr Randall stated that this provision was a perennial problem for schemes in the Square Mile. There was clearly a policy requirement around this, but a balance also needed to be struck in terms of street furniture and avoiding clutter. In this instance, it was highlighted that there were a number of opportunities to provide short-stay cycle parking at various highway points to the building, but a precise location was yet to be settled on. The applicant had agreed with Officers to accept a planning condition and to provide further details and a finalised solution on this.

The Chair asked that Members now move to debate the application as well as to raise any outstanding questions they might have of Officers. He asked that Members speak only once in the interests of efficient meeting management.

A Member stated that it was clear that a lot of thought had gone into this scheme and that there were many benefits, but it did still seem that the concerns of DLA Piper had been overlooked. He therefore sought to understand from Officers why this letter of objection, received in July 2020, had not been included within background papers for today's meeting and what their advice was on this. The relationship of 150 Aldersgate to 160 was clearly of vital importance.

Another Member spoke on various points raised in the objections. He began by stating that many of the objections referred to office light pollution from 160 Aldersgate Street and that the latest renovation to this building included the installation of hardware for computer controlled, motion activated lighting but that this had proved to not go far enough in addressing the problem and achieving a suitable reduction in light pollution from this building. These proposals therefore had a condition attached which would require a lighting

strategy to be submitted to the Corporation and would mitigate the impact of office lights which was a significant step towards addressing this issue. The Member thanked Officers for introducing this new condition for future developments. Secondly, the Member referred to concerns raised around what some residents had described as incessant construction works, particularly around Barts Square. He stated that he was sympathetic to this but also highlighted that the Court of Common Council had recently committed to a Climate Action Strategy which involved improving the fabric and surface design of existing buildings and which would therefore require works to achieve this at least in the short to medium term. Thirdly, many residents to the west of the building had raised concerns around increased footfall, however, the Member highlighted that there was already a secondary entrance to 160 Aldersgate Street in existence which had, oddly, not been referred to within the objections.

The Chief Commoner spoke to state that he broadly supported this development but stated that he did still have some concerns around daylight/sunlight and overlooking and the fact that some residents could be seemingly penalised due to having balconies. He sought further clarification on this point from Officers.

Another Member spoke to state that this application for the refurbishment of a tired office block was, in his view, unobjectionable, except that it would involve an increase in the height of the building by two storeys which would cause a significant loss of daylight to many nearby flats in a major residential area as well as other adverse consequences. The Member continued by stating that if the benefits of an additional two storeys on top of an existing seven storey office block (particularly at a time when future office space requirements in the City may be less not more) were pitted against the real harm that would be done by those extra storeys to the daylight enjoyed by local residents and the adverse effects on neighbouring business amenity, the balance must tilt against the application being granted in its present form. The applicant could then resubmit the plans without the addition of these extra storeys in the expectation that it would be approved. The Member went on to question why refusal had not been recommended to the Committee today. He noted that the applicant had been careful to include some token greening which would make no noticeable improvement to the environment and that there was an enthusiastic yet vague reference to links with the Culture Mile which should not be used as a pass to grant planning permission to commercial developments within the vicinity. He added that he did not feel that the excuses provided around loss of daylight should be accepted - noting that, whenever any loss fell within the accepted limits of BRE guidelines, Members are told that approval should be granted but, whenever it did not, they were told that the guidelines should be disregarded as they were not appropriate for a dense, urban environment. The Committee were also being told that the loss of daylight was acceptable as the affected flats had balconies although these could not be removed given that they were part of a listed building. The Member concluded by stating that planning decisions were ultimately judgement calls and that good judgement involved seeing through pretence and not accepting rationalisations about daylight and exaggerations about public benefits. It involved striking a fair balance between two competing planning considerations – new office

development/refurbishment and residential/business amenity. In this case, the balance was easily struck with two unnecessary extra storeys on an existing office building versus the quality of residents' lives and neighbouring business amenity. The Member added that if this Committee were to strike the wrong judgement it may yet be a judgement on them, noting that City residents had been patient thus far but that this would not always be the case.

Another Member stated that, in his view, this application had a number of draw backs but also had several benefits when compared to the existing structure. However, a favourable comparison to a disappointing building was not good enough and showed a lack of ambition. This development was within and near to two Conservation Areas and a site of growing significance and sensitivity, in an area that is about to be transformed. In addition to the concerns raised by those neighbouring the site, there were also points raised within the report as to the adequacy of the provision of retail and the treatment of Bartholomew Place. The report acknowledged that the new elevation in Bartholomew Place would be reminiscent of the previous building, which was very unsightly and, fortunately, had now been demolished. He therefore suggested that something reminiscent of this should not be erected here. Furthermore, the Member stated that it was very disappointing that, if planning permission were to be granted, this building would have more than 50% more space than it previously had yet failed to provide any additional pedestrian space. Whilst reference had been made today to the widening of Braidwood Passage this did not appear to be reflected within the report. Paragraph 140 stated that the pedestrian experience would be slightly worsened but would remain at B+ there was, however, no indication that this also took into account the transformation of the wider area including the re-positioning of the Museum of London, the transformation of Smithfield Market, the opening of the Crossrail station or the creation of the Culture Mile.

Another Member commented on the consultation and exhibitions that had taken place and stated that she was surprised that a compromise had not been reached with those living nearby. She added that 150 Aldersgate Street was much nearer to Seddon House and the corner of Thomas Moore House and would therefore have a greater impact in terms of loss of light and overlooking to windows serving bedrooms, living rooms and kitchens. The Member also enquired as to what sort of lighting arrangements would be in place at the proposed development given that Barbican residents had experienced ongoing issues with this from other nearby office buildings in the evening.

The Chair asked, at this stage, that Members speak to raise new points only.

A Member stated that she had a number of concerns, particularly around the scale and visual impact of the Bartholomew Place elevation which she felt would be overwhelming. The proposed light grey brick work at the Cloth Street entrance against the surrounding red brickwork of all other building here also appeared to be problematic. The Member stated that she did not feel that the concerns of residents had been given appropriate weight and that she felt that the proposed greening was a problem in that it was simply a token offering as street level. Finally, the Member expressed concerns around roof height 'creep'

and highlighted that considerable extra space could be provided within the existing building minus this additional two storeys. She suggested that the applicant return to the drawing board on these plans.

Another Member stated that he was disappointed to learn that 160 Aldersgate Street had been taken as a baseline and that the cumulative impact of 150 and 160 had not been assessed. He stated that he recalled the debate on 160 and that this had included reference to the likely future development of 150 and the fact that the two buildings would then need to be considered cumulatively, as our policies require. He questioned why this had not been the case. He also felt that the existing plans went too far in seeking an additional two storeys. Otherwise, he felt that there was much to be commended in these plans which would improve the existing building.

The Deputy Chairman recognised that this was not a perfect scheme but stated that he felt that it was a commendable scheme in the circumstances and strived to do what a building should do which was to be long-lasting, fill the space appropriately, provide space for pedestrians and cyclists as per the Transport Strategy. He added that new lighting requirements had also been incorporated in an attempt to address the ongoing blight of lit windows at night. He concluded by stating that he felt that this was a reasonable proposal that he hoped the Committee would support.

Another Member stated that he was disappointed not to have been able to undertake a site visit as this was a much bigger development than just on Aldersgate Street as had already been alluded to by previous speakers. He stated that he did not feel that any adequate case had been presented to justify the addition of two storeys which would have a huge impact on residential communities nearby and asked Officers to therefore elaborate on this point. He was of the view that the plans should be withdrawn and resubmitted on a smaller scale and that, in its present form, it should be refused.

A Member moved a Motion that the question now be put given that many points were now simply being repeated. Another Member spoke in objection to the motion stating that there were still a number of points that she would like to ask of Officers. The motion was seconded.

The Town Clerk confirmed that, as the Motion had now been put and seconded, the Committee would need to vote on this. The terms of the Motion were as follows:

MOTION - *That Members now proceed to vote on the application without further debate, in accordance with Standing Order No 37 (3).*

The Committee then proceeded to vote on the Motion. The vote was conducted by rollcall led by the Town Clerk with Members called to vote alphabetically by surname, with the exception of the Chair and Deputy Chairmen who were called to vote last.

Votes were cast as follows: IN FAVOUR – 15 Votes

OPPOSED – 13 Votes

There were no abstentions.

A Member sought advice from the Comptroller and City Solicitor as to the validity and appropriateness of the Motion. The Comptroller and City Solicitor stated that if the majority of the Committee had reached the view that they had all the information it needed to reach a conclusion at this stage then this was a reasonable approach to take in light of the report, the debate and the representations it had heard.

At this point, the Chairman 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.

The Committee then proceeded to vote on the recommendations before them within the report. The vote was conducted by rollcall led by the Town Clerk with those Members present and eligible to vote asked to also confirm that they had been present for and able to hear the entirety of this item.

Votes were cast as follows: IN FAVOUR – 14 Votes

OPPOSED – 12 Votes

There were 2 abstentions.

The application was therefore approved.

RESOLVED – That 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 under section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highways Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed.

6. **CITY PLAN 2036: REVISIONS TO PROPOSED SUBMISSION DRAFT PLAN**

The Committee considered a report of the Director of the Built Environment detailing revisions to the Proposed Submission Draft City Plan 2036.

Officers reminded the Committee that the Court of Common Council had approved the Plan for consultation in May. However, this consultation could not then take place due to the ongoing COVID-19 pandemic and related restrictions. The City Corporation was now in a position for a revised consultation to take place but, before doing so, the Plan needed updating to reflect changes to the Use Classes Order and Officers had also taken the opportunity to update the document in reference to the Climate Action Strategy and to incorporate references to the impact of COVID. With regard to COVID, Officers reminded Members that the Plan was looking at a 15 year period until 2036 and that, although there were very significant impacts due to the pandemic in the short-term in the City, it was felt that the evidence as it currently stood suggested that the City would recover and that the Plan would provide a strong and stable strategy for enabling the City to continue to be a world leading financial and professional services centre going forward.

The schedule of changes being put to Members today would, if approved, also go to the Policy and Resources Committee and finally the Court of Common Council for approval prior to being put out for consultation. The schedule had been considered in detail and agreed by the Local Plans Sub Committee.

Officers went on to suggest that some of the recommendations set out within the report be amended. The recommendations had been written on the basis that Government guidance was very clear that consultation on a Plan at this stage meant that it should not subsequently be amended and should be submitted by the local authority to the inspector with the representations received. Officers were, however, aware that they may be a circumstance where the Committee may wish to look again at the Plan if material changes are required following consultation. With this in mind, an amendment to the recommendations was suggested such that a new recommendation was inserted to seek Member agreement to any material change required to the Plan following consultation should be brought back to this Committee for consideration. Officers would then subsequently amend the following recommendation such that only non-material changes to the Plan could be agreed by the Chair and Deputy Chair of the Committee.

The Chair thanked a Member who had suggested this change prior to the meeting and asked if he wished to add anything further at this stage. The Member stated that he was keen to see a Plan in place if possible and one that was looking to the longer-term, beyond any immediate difficulties over the coming months. He was also keen to hear back from consultees and to leave it so that this Committee could consider again any material changes required.

RESOLVED – That Members:

- Agree the proposed changes to the Proposed Submission draft Local Plan set out in Appendix 1 and that it be published for consultation, subject to the approval of the Policy and Resources Committee and Court of Common Council;
- Agree that, following consultation, the Plan, the public representations and other supporting documentation be submitted to the Secretary of State, for Examination;
- Agree that any material changes required to the Plan following consultation should be brought back to this Committee for consideration;
- Authorise the Director of the Built Environment, in liaison with the Chair and Deputy Chair of the Planning & Transportation Committee, to compile a list of further non-material changes to the Local Plan in response to public representations and submit this to the Secretary of State; and
- Authorise the Director of the Built Environment to make further non-material amendments and editorial changes prior to public consultation and submission to the Secretary of State.

7. RECOVERY TASK FORCE: PLACEMAKING FOR A WORLD-LEADING SQUARE MILE

The Committee considered a report of the Director of Innovation and Growth providing Members with an overview of the proposed Recovery Task Force.

The Director of Innovation and Growth explained that the ongoing pandemic had introduced new challenges and accelerated local trends and it was clear that the cities who could adapt to and help shape this would thrive in the future. Member were informed that the City Corporation had a vital role to play in terms of speeding up the City's evolution towards being the most innovative, inclusive, sustainable, global financial centre. This report represented a first step in the aim to produce an actionable five-year blueprint, it built on the London Recharged Report which had had huge input from across the City and beyond and had also received very good coverage.

In terms of governance, the Director explained that primacy on this work would sit with both the Policy and Resources Committee and this Committee but that Officers would also seek to adopt the same approach as had been taken with the Climate Action Strategy in terms of input from relevant Chairs and broader discussions with all Members. A draft interim report would be presented to this Committee in January 2021 and a draft final report a few months later.

The Director concluded by stating that he would welcome any steer that Members may have on this work at this stage.

RESOLVED – That Planning and Transportation Committee Members agree to the project start up and next steps.

8. **GATEWAY 4C - TOWER BRIDGE HV SYSTEM REPLACEMENT AND INCREASING RESILIENCE**

The Committee considered a Gateway 4C Detailed Design (Complex) report of the City Surveyor relative to Tower Bridge HV System Replacement and Increasing Resilience.

RESOLVED – That Members:

1. Approve additional budget of £128,115 for professional fees to progress from Gateway 4C to Gateway 5;
2. Approve a Costed Risk Provision of £335,000 to progress from Gateway 4C to Gateway 5 (to be drawn down via deletion to Chief Officer);
3. Note the revised project budget of £888,270 (excluding risk);
4. Note the total estimated cost of the project of £5,687,003 (excluding costed risk); this is a decrease of £112,997 since the previous report;
5. Note the total estimated cost of the project at £7,872,003 (including £2,185,000 costed risk); this is a decrease of £527,997 since the previous report.

9. **PUBLIC MINUTES OF THE LOCAL PLANS SUB-COMMITTEE**

9a) 20 OCTOBER 2020

The Committee received the public minutes of the Local Plans Sub-Committee meeting held virtually on 20 October 2020.

9b)4 NOVEMBER 2020

The Committee received the draft public minutes of the Local Plans Sub-Committee meeting held virtually on 4 November 2020.

10. OUTSTANDING ACTIONS

The Committee received a report of the Town Clerk detailing the Committee's outstanding actions.

Barbican and Golden Lane Conservation Area SPD

A Member noted that there would now be a further delay in this document being presented to the Committee. The Town Clerk reported that the further delay was to allow for sufficient time for consultation to take place with the Barbican Centre Board, the Barbican Residential Committee and the Barbican Residents Consultation Committee. Consultation would also take place with Golden Lane Estate residents and this was being facilitated by a Member of this Committee.

A Member questioned whether it might also be possible to include Tudor Rose Court Residents Association in the consultation process. The Member facilitating the Golden Lane consultation stated that she was very happy to include Tudor Rose Court residents in a forthcoming Zoom meeting that she was organising on this matter if this was considered appropriate. The Chair thanked the Member for all of her work on this.

Member Training

The Town Clerk reported that a six-month training schedule would be circulated to the Committee at the conclusion of this meeting.

A Member commented that the Planning Protocol examined today effectively created a requirement for Members of this Committee to undertake training both on appointment and periodically thereafter. She questioned whether it was still customary for new Members of the Committee to receive this and noted that this matter had been on the outstanding actions list for over a year now. The Chair reported that he personally met with all new Members of the Committee upon appointment and had discussed with them their training requirements.

The Town Clerk reported that, in addition to the training schedule which had now been produced for all members of the Committee, all newly appointed members were invited to meet with not only the Chair but also with the Chief Planning Officer and the Director of the Built Environment to discuss any key issues. The Town Clerk recognised that there was scope for improvement in terms of the training offered for Members of this Committee and that this was what Members should now see going forward. The Member responded that it would be preferable to have a more formal arrangement in place for the training of newly appointed Members as was the case with the Licensing Committee. This training should also be documented so that the Committee were able to clearly uphold the principles of its Planning Protocol.

Another Member stated that she had not been offered formal training or the opportunity to meet informally with Chief Officers since joining the Committee. She added that informal arrangements such as these also placed a lot of pressure on new Members to identify any gaps in their own knowledge. The Member went on to question why the training schedule had not been brought to the Committee today as set out within the Outstanding Actions list as she felt that this was something that should be published. If some Members felt that they did not require certain training, then a short statement from them setting out that they had assessed their own competencies and did not feel it appropriate to attend should be sufficient and transparent.

11. PUBLIC LIFT REPORT

The Committee received a public lift report of the City Surveyor for the period 08/10/2020 – 26/10/2020.

RESOLVED – That Members note the report.

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

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

RESOLVED – That the report be noted.

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

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

RESOLVED – That Members note the report.

14. REPORT OF ACTION TAKEN

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

The Chair commented that he and the Deputy Chair had considerably shortened the agenda for this meeting in the interests of efficiency and good meeting management and yet this had still resulted in a very lengthy meeting. For transparency, the Chair reported that this would mean that more decisions would have to be taken under these Standing Orders and subsequently reported back to the Committee.

RESOLVED – That Members note the report.

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

There were no questions.

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

There were no additional, urgent items of business for consideration.

17. **EXCLUSION OF THE PUBLIC**

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

<u>Item No(s)</u>	<u>Paragraph No(s)</u>
18	7
19	3
20 – 21	-

18. **GATEWAY 5 REPORT - SECURE CITY PROGRAMME (SCP) - CCTV & TELECOMMUNICATIONS WORKSTREAM**

The Committee considered and approved a joint report of the Director of the Built Environment and the Commissioner, City of London Police relative to the Secure City Programme (SCP) – CCTV and telecommunications workstream.

19. **NON-PUBLIC APPENDIX 3 TO AGENDA ITEM X - GATEWAY 4C - TOWER BRIDGE HV SYSTEM REPLACEMENT AND INCREASING RESILIENCE**

The Committee received a non-public appendix which was considered in conjunction with Item 8.

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

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

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

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

The meeting closed at 1.01 pm

Chair

Contact Officer: Gemma Stokley
tel. no.: 020 7332 3414
gemma.stokley@cityoflondon.gov.uk

Committee:	Date:
Planning and Transportation	15 December 2020
Subject: 15 Minories, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3 Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses. (30,901sq.m gea.)	Public
Ward: Tower	For Decision
Registered No: 16/00406/FULMAJ	Registered on: 7 July 2016
Conservation Area:	Listed Building: No

Summary

The application site occupies land bounded by Aldgate High Street to the north, the Aldgate Bus Station to the west, Little Somerset Street to the east and 16 Minories to the South.

It comprises: 62 Aldgate High Street, 57-60 Aldgate High Street, the Still and Star Public House, part of the site formerly occupied by 15 Minories (now demolished), an area of open space and the northernmost part of Little Somerset Street.

In 2014 planning permission was granted for office (Class B1) development on the site, as part of a wider scheme that proposed the change of use of 16 Minories to a hotel (Class C1) and the erection of a new residential building (Class C3) to the south. The 2014 permission has been implemented. The hotel is due to open in early 2021 and the residential building has been constructed to shell and core. Construction has not begun on the office element of the scheme.

This application relates only to the office element of the 2014 scheme. The design of the office building would be revised following the applicant's acquisition of 58 - 60 Aldgate High Street and the Still and Star Public House. It was initially proposed that all buildings on the site would be demolished enabling the office building to be extended eastwards, resulting in more logical and useable office floor plates than those approved under the 2014 application. Retail use (Class A1 and Class A3) would be provided on the ground floor of the building and the design approach to the upper levels of the building would follow that of the 2014 scheme. Public realm enhancements and new east/west and north/south pedestrian routes would be secured as part of the development.

The application initially attracted 270 objections mainly on design grounds and concerns over the loss of the Still and Star public house. Objection was also received from the Victorian Society. The Still and Star was designated as an Asset of Community Value (ACV) by the City Corporation on the 15th December 2016 following an application from the Campaign for Real Ale (CAMRA). It was concluded that the public house was, or was recently used to further community benefit. Furthermore, the Still and Star is considered a non-designated heritage asset.

The applicant subsequently revised the scheme to include the provision of a new public house fronting Aldgate High Street. The design of the new public house would draw on that of the existing Still and Star and would re-invent the pub in a contemporary manner by incorporating key elements of its social, historical and architectural significance. Following consultation of the revised design 42 objections were received. CAMRA withdrew their objection. However, the Victorian Society maintain their objection on the basis that the Still and Star should not be demolished.

One of the objections has been submitted by the owner of 55/56 Aldgate High Street which expresses concerns about the relationship between the proposed development and this adjoining property.

It is considered that the proposed scheme would achieve the regeneration of an underutilised and redundant site in a pivotal location off Aldgate High Street. The proposal represents an improved version of the office scheme that was approved on the site in 2014 in that it would deliver enhanced office space, townscape benefits and a new cultural and social offer for the City in the form of a re-imagined historic pub.

The proposed quantum of office floorspace (27,824 sq.m) is welcomed and would contribute to the City's role as a leading centre for financial and professional services. The retail floorspace would enliven the area and provide facilities for neighbouring communities. The pedestrian routes and public realm improvements would rejuvenate this part of Aldgate.

The loss of the Still and Star as an Asset of Community Value and non-designated heritage asset would be decisively outweighed by the benefits of the scheme including the provision of the new Still and Star public house which would embody elements of the significance of the existing pub in an exemplary manner.

The environmental and sustainability agenda has progressed since this application was submitted in 2016, notwithstanding the applicant is committed to delivering a building with excellent sustainability credentials. It has been demonstrated that the proposal would have an acceptable impact on the microclimate around the site and the quantum of proposed greening is welcomed.

Transport matters have been satisfactorily addressed and the application is exemplary in terms of its provision of cycle parking being compliant with both long and short stay standards which is unusual in the City. The proposal would result in the loss of some public highway but it is considered that the impact of this would be offset by the provision of attractive new logical pedestrian routes.

The proposal would result in some daylight and sunlight reduction to surrounding residential dwellings. However, the impact is not considered to be such that it would warrant a refusal of permission.

The concerns raised by the owner of 55/56 Aldgate High Street would be addressed by a condition requiring details of the adjoining wall of the development.

Overall it is considered that the proposal represents high quality commercial led development that would have a positive impact on the Aldgate area.

Recommendation

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

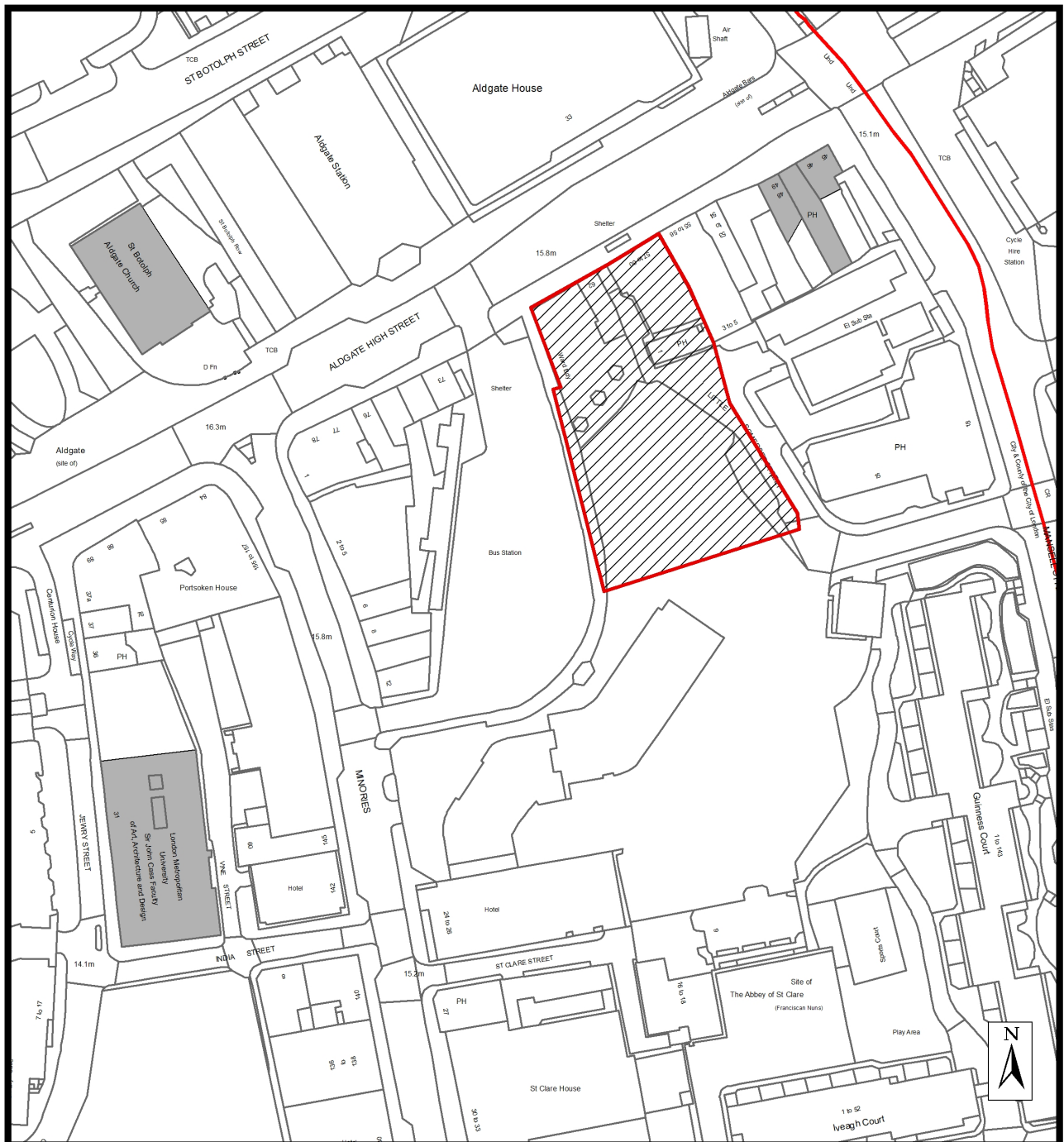
(a) planning obligations and other agreements being entered into under Section 106 of the Town & Country Planning Act 1990 and Section 278 of the Highway Act 1980 in respect of those matters set out in the report, the decision notice not to be issued until the Section 106 obligations have been executed;

(b) That you agree in principle that the land affected by the proposal which is currently public highway and land over which the public have right of access (between Aldgate and Little Somerset Street that would be built upon if the development was implemented) may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and making of a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council.

(c) That you agree to delegate authority to officers and the Comptroller and City Solicitor to declare new highway or city walkway through the development in accordance with the principal reservations, limitations and conditions set out in this report.

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





Site Location Plan



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ADDRESS:
15 Minories, 57-60 & 62 Aldgate High Street &
1 Little Somerset Street, London EC3

CASE No.
16/00406/FULMAJ

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**
-  **CITY OF LONDON BOUNDARY**



DEPARTMENT OF THE BUILT ENVIRONMENT

Corner of Whitechapel High Street and St Botolph Street
Existing



Proposed



Looking east along Aldgate High Street

Existing



Proposed



Main Report

Site

1. The site occupies land bounded by Aldgate High Street to the north, the Aldgate Bus Station to the west, Little Somerset Street to the east and 16 Minories to the south. It comprises:
 - (i) 62 Aldgate High Street (256 sq.m) – a four storey building fronting Aldgate High Street that occupies a narrow street plot of possibly medieval origin. The front façade is thought to date from the 19th century with the exposed flank and rear elevations dating from the 20th century. The building is in retail use (Class A1, 64 sq.m) at ground floor level with offices (Class B1, 192 sq.m) above.
 - (ii) Rennie House at 57-60 Aldgate High Street (692 sq.m) – a five storey building fronting Aldgate High Street with retail use (Class A1, 48 sq.m and A3, 136 sq.m) at ground floor level and offices above (Class B1, 508 sq.m). Incorporated within the ground floor of the building is pedestrian access to Little Somerset Street off Aldgate High Street.
 - (iii) The Still and Star public house (Class A4, 179 sq.m), 1 Little Somerset Street – A three storey building immediately to the south of Rennie House. It dates from the 19th century with some later alterations. The building is vacant. The public house was designated as an Asset of Community Value in 2016 under the Localism Act 2011.
 - (iv) Part of the site formerly occupied by 15 Minories (now demolished) - 15 Minories was demolished in 2015 in association with the approved hotel, office and residential scheme at 15/16 Minories to the immediate south of the site, granted planning permission on 30 June 2014 (app.no. 13/01055/FULMAJ and as amended by planning permission dated 19 August 2016 app.no. 15/01067/FULL).
 - (v) An area of open space – privately owned space at the north west corner of the site fronting onto Aldgate High Street with informal seating, planters and a bronze sculpture ('Ridirich' by Keith McCarter). The space also provides a pedestrian link across the site to Little Somerset Street.
 - (vi) The northernmost part of Little Somerset Street
2. The surrounding area is of mixed use and character. The closest Conservation Areas in the City are Tower Conservation Area to the south and Lloyds Avenue to the west, both of which are visually separated from the site with no connection in townscape terms.
3. Notable listed buildings in the vicinity are St Botolph's Church built in 1741-4 (Grade I listed), Aldgate School (1908, Grade II* listed), 48 and 49 Aldgate High Street (1803, Grade II listed), 47 Aldgate High Street (Grade II* listed) and 46 Aldgate High Street (mid C17, Grade II* listed).
4. With the exception of the listed buildings, the buildings along Aldgate High Street and the north part of Mansell Street comprise C19th and

20th commercial buildings which increase in scale towards the larger buildings along Fenchurch Street and Leadenhall Street. To the south of the site is the Guinness Court, Mansell Street Estate comprising 192 residential units accommodated in 8 storey linear red brick residential blocks and the hotel and residential scheme referred to above which is currently being implemented.

5. The site is well connected to public transport with the bus station adjacent to the site, the entrance to Aldgate Underground Station directly to the north west of the site and Aldgate East, Fenchurch Street and Tower Gateway stations in close proximity. The Circle and District Line railway lines run immediately below parts of the site which has structural implications for the proposed development.
6. In terms of area designations, the site is within the Central Activities Zone as defined by the London Plan 2016 and Intend to Publish London Plan. It is within the Aldgate Key City Place Area as defined by the adopted Local Plan 2015 and is within the Aldgate, Tower and Portsoken Key Area of Change as defined by the emerging City Plan 2036.

Relevant Planning History

7. In 2007 the City resolved to grant planning permission, subject to the completion of a S106 agreement, for the redevelopment at 62 & 73-78 Aldgate High Street, 1-12 & 15-16 Minories and land bounded by Little Somerset Street & Guinness Court to provide four buildings incorporating offices (Class B1) with a publicly accessible sky deck (Class D1); retail (Classes A1/A2/A3/A4) and community use (Class D1); a new entrance to Aldgate Underground Station; a temporary bus station including associated facilities followed by a permanent bus station including associated facilities, basement parking, servicing, storage and associated plant; a new covered publicly accessible open space, hard and soft landscaping and all necessary enabling works (total floorspace 134,557sq.m, 24 storeys plus basements/115.53m AOD,). This site included the current application site and the Aldgate Bus Station. The S106 agreement associated with this scheme was not completed and therefore planning permission was not granted.
8. On the 30th June 2014 planning permission was granted (following completion of the related s.106 agreement), for the demolition of 15 Minories and 62 Aldgate High Street and redevelopment to provide a Class B1 office building with Class A1 retail (18,537sq.m); extension, re-cladding and change of use of 16 Minories from offices (Class B1) to a hotel (Class C1), Class A3 restaurant and Class D1 (health)/ Class D2 (community) use (17,367sq.m.); erection of a new residential building (Class C3) providing 87 units (7829sq.m.) and re-landscaping of open space and public realm improvements (ref. 13/01055/FULMAJ). This planning permission has been implemented (but not fully carried out and completed).
9. On the 19th August 2016 planning permission was granted under S73 of the Town and Country Planning Act for a minor material amendment

to the 2014 planning permission (ref.13/01055/FULMAJ) to enable alterations to the design of the residential building. (ref. 15/01067/FULL). This planning permission has been implemented (but not fully carried out and completed).

10. The hotel development is nearing completion and due to open in spring 2021. The residential building has been constructed to shell and core. Construction of the office building has not begun.

Proposal

11. Planning permission is sought to revise the design of the office element of the development that was approved in 2014. The site available for the office development has been extended eastwards following the applicant's acquisition of Rennie House at 58-60 Aldgate High Street and the Still and Star Public House at 1 Little Somerset Street.
12. This proposal only relates to the office element of the 2014 scheme. The southern boundary of this application site divides the amenity area that would be located between the office and hotel buildings. Some of the amenity space would be incorporated into this application the remainder would continue to form part of the 2014 site. Although the amenity space would be across two sites it is proposed that a comprehensive design approach would be taken to the design of this area as set out in the public realm section of this report. At basement level, this site would adjoin the adjacent development in order to utilise shared facilities including a servicing area.
13. It is proposed that 62 and 58 – 60 Aldgate High Street and the Still and Star Public House would be demolished, enabling the footprint of the office development to be extended eastwards. This would allow the office building to have a more logical and useable floorplate than the previous 2014 scheme. The new office building would be constructed across basement, lower ground and ground floor level with 12 upper storeys. Retail use would be provided at ground floor level and a replacement Still and Star pub would be provided across basement, ground and first floor level fronting onto Aldgate High Street.
14. For comparison purposes the table below provides an overview of the differences between the consented office scheme and the proposed office scheme:

	Consented Office Building	Proposed Office building
Total Floor Area	18,060 sq.m	28,690 sq.m
Number of Storeys	Basement, ground and 12 upper storeys	Basement, lower ground, ground and 12 upper storeys
Uses	Office (17,492 sq.m, Class B1) and Retail (568 sq.m Class A1)	Office (27,824 sq.m, Class B1), Retail (597 sq.m Class A1 and A3)

		and Public House (269 sq.m, Class A4)
Height	67 m (AOD)	68.65 m (AOD)

15. It is proposed that the overall design approach to the office building would follow that of the 2014 scheme. In particular the height is informed by the sensitivity of views of the Tower of London World Heritage Site to the south and negotiated so there is no adverse impact on these views or the Outstanding Universal Value of the World Heritage Site. The base of the building would comprise a striking vaulted arcade type structure which is the architectural and structural solution to the constraints imposed by the underground railway lines running directly beneath the site. At ground floor level this structure would encompass the main office entrance and café lobby (Class A3) fronting Aldgate High Street and access to the three proposed retail units (Class A1) which have been designed to face onto the bus station to the west, the adjacent hotel development to the south and Little Somerset Street to the east.
16. The upper levels of the building would be glazed and overclad with a layer of vertical mullions overlain in turn by interlocking brise soleil aluminium fins. Two small external terraces would be provided for the occupiers of the office building at levels 09 and 12. Plant would be incorporated in part at level 01 and part at level 12.
17. One of the main differences between the current application and the 2014 office scheme is the inclusion of the Still and Star Public House. When this application was originally submitted in 2016 it was proposed that the Still and Star would be demolished and not replaced. This attracted considerable objection (as set out in the consultations section of this report) and the Still and Star was subsequently designated as an Asset of Community Value (ACV) by the City Corporation in 2016.
18. The design of the scheme has been amended in response to the concerns that were raised. Addressing the matters relating to the Still and Star and the re-design of the scheme are the reason why this application has been under consideration since 2016. The proposal before you includes a new public house fronting onto Aldgate High Street with strong historical and architectural references back to the original public house (further details on the ACV status is set out in the considerations section of this report). The Still and Star is currently located at a particularly important point where the subterranean constraints are much less onerous meaning this area is critical for foundations for the scheme which partly informs the design of this element of the proposal in terms of the demolition of the public house and its re-location a little to the north on Aldgate High Street.
19. As previously approved the basement of the office building would connect directly to the basement box which has been constructed to link the proposed building with the hotel and residential development to the south, in order to provide the shared servicing access, refuse

collection and disabled car parking facilities agreed and provided for under the previous schemes. The basement box is accessed off Little Somerset Street.

20. Pedestrian routes are provided within the arcaded structure around the base of the building. A re-aligned and widened Harrow Alley would be provided on the east side of the site in order to provide a more direct north south route from Aldgate High Street to Little Somerset Street and vice versa. A new east west route and amenity area would be provided between the south facing elevation of the development and the adjacent hotel building.
21. Overall, the scheme is driven by the following design objectives and vision:
 - Regeneration of this key east City location and formation of a more coherent urban area particularly along Aldgate High Street,
 - The replacement of the existing buildings with a high quality sustainable and energy efficient office building,
 - Creation of high quality, flexible office space that capitalises on such a well-connected location,
 - Formation of an improved public realm with greening and new pedestrian connections including: the reconfiguration of Harrow Alley into a new route linking Aldgate High Street to Somerset Street, and a new public east west route between the adjacent Hotel development and 60 Aldgate,
 - Provision of a re-imagined Still and Star Public House that is visible, commercially viable and retains elements of the slum pub that is currently on the site,
 - Incorporation of retail uses at ground floor level to enliven the ground floor plane,
 - The provision of an efficient servicing strategy that is shared with the adjacent hotel and residential development.

Consultations

22. A statement of community involvement has been submitted outlining the applicant's engagement with stakeholders. Prior to the submission of the application meetings took place with relevant stakeholders, including the project team and representatives of the Aldgate Estate Residents' Association and some of the City of London Members. Monthly newsletters were distributed locally to approximately 230 neighbours of the site to update on the programme of works for the wider 15 – 16 Minories scheme. The newsletters advised of the intention to submit this planning application and included images of the proposal. A public exhibition was also held to inform stakeholders of the scheme.
23. A monthly residents' liaison group has been operational since this application was originally submitted. Regular community newsletters

are circulated to 300 local residents and 100 businesses updating on the 4C development works and the status of this application. Letters have been sent to local businesses to seek their views on the changes to the public realm in order to ensure that it would not adversely impact on their servicing arrangements.

24. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions and the section 106 agreement.
25. The application has been publicised on site, in the press and consultation letters have been sent to surrounding residential occupiers. As set out in the proposal section above the initial scheme resulted in the loss of the Still and Star Public House. The first round of consultation attracted 270 objections with the main concerns relating to the loss of the pub, as summarised in the table below:

Grounds of Objection	Number of Objections
<p>The loss of the Still and Star:</p> <p>The loss of the Still and Star Public House would detract from the City’s heritage. It is a unique surviving remnant of Aldgate and London’s history.</p> <p>Such a historic building should be retained and incorporated into the design of the scheme.</p> <p>The commercial interests of the City should be weighed against the loss of this historic pub and its setting on Little Somerset Street.</p> <p>The George Tavern in Stepney was saved and the Still and Star should be too – it is an important part of British/London life and culture. It is of social value to the community.</p> <p>The pub is a tourist attraction that should be retained.</p>	221
<p>Alterations to Little Somerset Street:</p> <p>Little Somerset Street is a valuable part of the historic pattern of alleyways that have been in the City of London for hundreds of years. It is an integral part of the terrace of buildings on Aldgate High Street. To lose Little Somerset Street would detract from the heritage of Aldgate.</p>	5
<p>Design of the scheme:</p> <p>The proposed building is out of character with the scale of the area. It is another bland glass box of which there are too many across London.</p>	94

<p>The existing paved area outside the pub gives good balance to the built up area and is amenity space. Building over it would overshadow the road, increase wind speeds and block a useful pedestrian route used to access Aldgate Station from Mansel Street.</p> <p>The area is a nice mix of original buildings and new builds. Projects such as this risk destroying the balance and removing the character of the area and its link to the past. There are too many office blocks in the area and the existing buildings should be retained. The history of Aldgate should be preserved.</p> <p>The proposal would have archaeological implications.</p> <p>The new alleyway would be a dark tunnel.</p> <p>This ancient part of London does not have the capacity to accommodate this development in terms of increases in the number of people and traffic.</p> <p>Homes are needed and not more offices.</p> <p>The amount of stopping up results in a reduction of the public realm.</p>	
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26. An additional round of public consultation was carried out in early 2019 following the revisions to the design of the scheme to incorporate a new Still and Star public house. A further 42 objections were submitted in addition to one neutral representation and one letter of support.
27. 33 of the letters of objection were concerned about the impact of the proposal on the Still and Star public house which can be summarised as follows:
- Casting and moving is not the same as preserving. This iteration is not an improvement on the previous.
 - The proposal could be re-designed to incorporate the pub.
 - The ACV status should not be ignored. The existing pub could be viable if it were next to the proposed office building.
28. 15 of the letters of objection referenced design matters, which can be summarised as follows:
- Demolishing the buildings would detract from the heritage of Aldgate and compromise the setting of the grade II* listed Hoop and Grapes public house.
 - The scheme would detract from the City's valuable street pattern.
29. One of the objection letters has been submitted by the owners of 55/56 Aldgate High Street (the building that adjoins the eastern side of the site). The grounds for objection can be summarised as follows:

- At fifth floor and above, the proposed fenestration in the wall adjacent to the boundary wall with 55/56 Aldgate High Street would result in significant overlooking of the objection site and numbers 54 Aldgate High Street and 50 – 53 Aldgate High Street.
 - At fifth floor level and above the proposed development footprint would be set back from the boundary wall by 1 metre. Should the objection site be developed this would create a narrow wind tunnel along the boundary between the two sites.
 - The overlooking and the boundary offset would impede the potential future development of the objection site and the neighbouring sites.
30. The objector suggests that the concerns could be mitigated by blocking up the fenestration along the boundary wall with 55/56 Aldgate High Street in order to remove the issue of overlooking and the footprint of the proposed development above fifth floor level should be adapted to abut the boundary with 55/56 Aldgate High Street in order to remove any gaps between the sites.
31. The objections are addressed in the considerations section of this report.
32. The letter of support states that the proposals would improve the visual amenity of the area and give the Still and Star a new viable life.
33. A summary of the internal and external consultation responses received are set out below:

Consultee	Comments
External	
Thames Water	<p>Thames Water has identified an inability of the existing combined Water infrastructure to accommodate the needs of this development proposal. Thames Water will contact the developer in an attempt to agree a position for surface water networks.</p> <p>The site is in close proximity to water assets and there may be public sewers in close proximity to the site.</p> <p>Conditions and informatives are recommended to cover these matters.</p>
Environment Agency	Need not be consulted on the application and therefore have no comments.
The Victorian Society	The Still and Star is a non-designated heritage asset and its demolition is a material consideration.

	<p>The 'Still' indicates that alcohol was original brewed on site and the 'Star' derives from the Star of David presumably a nod to the Great Synagogue of London that prior to the Blitz was located on Dukes Place and the large Jewish population in the area at the time.</p> <p>The building is unique in the City of London and it is unlikely that there are any other pubs of this sort left which makes its survival all the more remarkable.</p> <p>Little Somerset Street would also be lost by the proposal. Formerly known as Harrow Alley, it has followed its current path since the eighteenth century and is an exceptionally important piece of urban grain.</p> <p>The block facing onto Aldgate High Street in front of the Still & Star was known as 'Butcher's Row'. Historically the pub doubled as a butcher's shop.</p> <p>The pub and Harrow Alley are documented in historic literature. The pub and alley are a tremendous microcosm of London's social history of surviving historic fabric. The pub and historic street pattern of high significance and their loss is not outweighed by the benefits of a corporate office building.</p> <p>The inclusion of a replacement building for the Still and Star is a concession to the acknowledged value of the current Still and Star and the loss that would result from its demolition. Replacement would not address the nature of the pub's significance as a building or mitigate the harm that will be caused by destruction.</p> <p>The setting of numerous listed buildings needs to be considered including 45-48 Aldgate High Street. Their setting would be harmed by the proposed office block.</p>
City Heritage Society	<ul style="list-style-type: none"> - The Still and Star should be retained. - The buildings on Aldgate High Street form a group in scale with the important grade II* listed Hoop and Grapes. - The scale of the proposed building is out of sympathy with the range of buildings between the junction with Mansell Street and Minories.

Historic Royal Palaces	Confirmed no comments to make on the application
Historic England	The application should be determined in accordance with national and local policy guidance, and on the basis of the City's specialist conservation advice.
Transport for London	<p>The Intend to Publish London Plan compliant cycle parking and car free nature of the scheme are welcome.</p> <p>Due to highway safety a pedestrian crossing should be provided at the junction of Mansell Street with Alie Street. This should be secured through the S.106 agreement.</p> <p>Subject to the crossing being secured TfL would have no objection to the development.</p>
Tower Hamlets	<ul style="list-style-type: none"> - Concerns are raised over the loss of the Still & Star (the comments pre-date the revised proposal) - The application should be accompanied by an EIA given the development would be seen behind the Tower of London World Heritage site (a screening opinion was given in conjunction with the 2014 scheme and it was not considered that an EIA was required). - Concern over the impact on views particularly in terms of the Tower of London. - A construction logistics plan should be required by condition.
LAMAS	The Still and Star and Little Somerset Street are an important part of the City's fabric. The loss of these elements warrants a refusal of permission. The revised proposal fails to address the pub's significance.
London Underground	Recommend a condition requiring details of foundations, basement and ground floor structures to be submitted for approval.
East London & City Branch of CAMRA	<p>The scheme includes a welcome proposal to provide a new public house as part of the development, retaining the "Still & Star" name, and with innovative features that provide a link to the rich history of the area and the existing pub building.</p> <p>The revised plans have struck a compromise</p>

	<p>between the public benefit arising from commercial space and the development of under utilised land and the harm that would result from the loss of the pub.</p> <p>Many of the pub's original features have been lost and there is little argument in the planning balance in favour of retaining the existing building. All be it, we disagree that the existing pub is not viable.</p> <p>Provided the City Corporation can secure the provision of the pub via planning condition including the significant attributes of name, style, internal features, location, layout, opening hours, suitable cellaring space, facilities, and the operability and viability guaranteed by an operator in place prior to any occupation of the other commercial uses, then on balance CAMRA will not object to the revised scheme if you were minded to allow it.</p>
Internal	
Environmental Health	<p>Conditions recommended relating to schemes of protective works, odour extraction, noise and sewer vents.</p> <p>A satisfactory system of ventilation must be provided which should include adequate access to ventilation fans, equipment and ductwork to permit routine cleaning and maintenance. Flues should terminate at roof level or a suitable high level location which would not give rise to nuisance to other occupiers of the building or adjacent buildings.</p> <p>No objection in respect of air quality matt</p>
Lead Local Food Authority	<p>No objection on the basis of the information provided. Conditions recommended to cover details and maintenance of the SUDs system.</p>

Policy Context

34. The development plan consists of the London Plan 2016 and the City of London Local Plan 2015. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
35. The Draft London Plan is at an advanced stage. It takes forward many of the policy positions of the existing plan whilst strengthening and adding to others. On the 13th March 2020 the Secretary of State directed the Mayor not to adopt the Plan due to it not addressing a

number of national policies in respect of housing ambition, small sites, industrial land and aviation, meaning it will be some time before the plan is adopted. It has passed through the Examination in Public so is to be afforded some weight with the matters addressed by the Secretary of State being less relevant to this site.

36. The draft City Plan 2036 was agreed by the Court of Common Council in May 2020 for pre-submission, Regulation 19, consultation. The Plan is therefore a material consideration in the determination of planning applications. Regulation 19 consultation has been paused until early 2021 to enable the City Corporation to update policies in light of changes to the Use Classes Order, but the fundamental principles in relation to this application remain unchanged.
37. Government Guidance is contained in the National Planning Policy Framework (NPPF) February 2019 and the Planning Practice Guidance (PPG) which is amended, as necessary.
38. There is relevant GLA supplementary planning guidance and other policy in respect of: Accessible London: Achieving an Inclusive Environment SPG (GLA, October 2014), Control of Dust and Emissions during Construction and Demolition SPG (GLA, September 2014), Sustainable Design and Construction (GLA, September 2014), Social Infrastructure GLA May 2015), London Environment Strategy (GLA, May 2018), London View Management Framework SPG (GLA, March 2012), Mayoral CIL 2 Charging Schedule (April 2019), Central Activities Zone (GLA March 2016), Shaping Neighbourhoods: Character and Context (GLA June 2014), London Planning Statement SPG (May 2014), Town Centres SPG (July 2014) and Mayor's Transport Strategy (2018).
39. Relevant City Corporation Guidance and SPDs comprises Air Quality SPD (CoL, July 2017), Archaeology and Development Guidance SPD (CoL, July 2017), City Lighting Strategy (CoL, October 2018) City Transport Strategy (CoL, May 2019), City Waste Strategy 2013-2020 (CoL, January 2014), Protected Views SPD (CoL, January 2012), City of London's Wind Microclimate Guidelines (CoL, 2019), Planning Obligations SPD (CoL, July 2014). Open Space Strategy (COL 2016), Office Use (CoL 2015), City Public Realm (CoL 2016) and relevant Conservation Area Summaries.

Considerations

Relevant Statutory Duties

40. 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, local finance considerations 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).

41. In considering whether to grant planning permission for development which affects a listed building or its setting, considerable weight and importance should be applied to the need to have 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).

NPPF

42. The NPPF states at paragraph 2 that “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
43. Paragraph 10 states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11. For decision-taking this means:
 - a) approving development proposals that accord with an up-to-date development plan without delay; or
 - b) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
 - c) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed;
 - d) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
44. Paragraph 48 states that local planning authorities may give weight to relevant policies in emerging plans according to:
 - a) the stage of preparation of the emerging plan (the more advanced its preparation the greater the weight that may be given);
 - b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given) and
 - c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)
45. It states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
46. Chapter 8 of the NPPF states that planning decisions should aim to achieve healthy, inclusive and safe places. Paragraph 92 seeks to ensure that planning decisions plan positively for the provision and use of shared spaces, community facilities, including public houses and other local services to enhance the sustainability of communities.

47. Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 103 states that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health”.
48. Paragraph 111 states that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.
49. Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 124 advises that “The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.
50. Paragraph 127 sets out how good design should be achieved including ensuring developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible and which promote health and wellbeing.
51. Chapter 14 of the NPPF relates to climate change, flooding and coastal change. Paragraph 151 states that new developments should increase the use and supply of renewable and low carbon energy and heat through measures including renewable and low carbon energy sources and identifying opportunities to draw energy supply from decentralised supply systems.
52. Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 190 of the NPPF advises that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.
53. Paragraph 197 states “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020

54. On the 1st September 2020 a further amendment was made to the Town and Country Planning (Use Classes) Order 1987. For applications made prior to the 1st September 2020, as is the case in this instance, the order makes provision for those applications to be considered against the regulations that were applicable prior to the amendment coming into force.

Other Guidance

55. The Historic England Good Practice Advice notes, including Note 3 The Setting of Heritage Assets.

Considerations in this case

56. In considering this planning application account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
57. There are policies in the Development Plan which support the proposal and others which do not. It is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
58. The principal over-arching issues in considering this application are:
- The extent to which the proposals comply with the relevant policies of the Development Plan.
 - The extent to which the proposals comply with Government guidance (NPPF).
 - The application of considerable weight and importance to the need to have regard to the desirability of preserving the setting of listed buildings in the vicinity (see paragraph 3).
59. The principal site specific issues in considering this application are:
- Economic development and the provision of office accommodation
 - Provision of office accommodation in Aldgate
 - The impact of the proposal in retail terms
 - Considerations around the demolition and replacement of the Still and Star public house, including implications of the Asset of Community Value status
 - The acceptability of the scheme in design and heritage terms including design of the offices, the pub and public realm, the loss of the Still and Star pub as a non-designated heritage asset, impact on listed buildings and the World Heritage site
 - The impact of the proposal on Strategic Views
 - The impact of the proposal on any archaeology beneath the site

- The accessibility and inclusivity of the development
- The impact of the proposal in highway and transportation terms
- The impact of the proposal in terms of environmental sustainability
- The microclimatic impacts of the proposal
- The impact of the proposal in daylight and sunlight terms
- The objection raised by 55/56 Aldgate High Street
- The requirement for financial contributions

Economic Development and the Provision of Office Accommodation

60. The National Planning Policy Framework places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
61. The City of London, is one of the world's leading international financial and professional services centres. It 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 £69 billion in economic output (as measured by Gross Value Added), equivalent to 15% of London's output and 4% of total UK output. The City is a significant and growing centre of employment, providing employment for over 520,000 people.
62. The City is the home of many of the world's leading markets. It has world class banking, insurance and maritime industries supported by world class legal, accountancy and other professional services and a growing cluster of technology, media and telecommunications (TMT) businesses. These office-based economic activities have clustered in or near the City to benefit from the economies of scale and in recognition that physical proximity to business customers and rivals can still provide a significant competitive advantage.
63. 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.
64. The City of London lies within the Central Activities Zone (CAZ), which is London's geographic, economic and administrative core and contains London's largest concentration of financial and business services. The London Plan 2016 strongly supports the renewal of office sites within the CAZ to meet long term demand for offices and support London's continuing function as a World City. The Plan recognises the City of London as a strategic priority and stresses the need 'to sustain and enhance it as a strategically important, globally-oriented financial

and business services centre' (policy 2.10). CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity.

65. The London Plan 2016 projects future employment growth across London, projecting an increase in City employment of 151,000 between 2011 and 2036, a growth of 35.6%. Further office floorspace would be required in the City to deliver this scale of growth and contribute to the maintenance of London's World City Status. The aspirations for the CAZ have been carried over to the Intend to Publish London Plan (policy SD4).
66. 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 2015, policy DM1.2 further encourages the provision of large office schemes.
67. The emerging City Plan (2036) policy S4 (Offices) states that the City will facilitate significant growth in office development through increasing stock by a minimum of 2,000,000sqm during the period 2016-2036. This floorspace should be adaptable and flexible. Policy OF1 (Office Development) requires offices to be of an outstanding design and an exemplar of sustainability.
68. In line with the aspirations of the London Plan 2016 and Intend to Publish London Plan, policy CS1 of the Local Plan 2015 encourages the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers. Policy S4 of the emerging City Plan 2036 seeks to ensure that new office floorspace is designed to be flexible to allow adaptation of space for different types and sizes of occupiers.
69. The scheme meets the aims of policies 2.10 of the London Plan 2016, SD4 and E1 of the Intend to Publish London Plan, CS1 of the Local Plan 2015 and S4 of the emerging City Plan 2036 in delivering growth in both office floorspace and employment. The current application provides for an additional increase in floorspace and employment in line with the aspirations for the CAZ and the requirements of the Local Plan and the emerging City Plan. The proposed development would result in an additional 27,824 sq.m of high quality, flexible Class B1 floorspace for the City thus contributing to its attractiveness as a world leading international financial and professional services centre.

Provision of Office Accommodation in Aldgate

70. The site is within the Aldgate Key City Place as defined by the Local Plan 2015 (policy S8) and it is within the Aldgate, Tower and Portsoken Key Area of Change in the emerging City Plan 2036 (policy S20).
71. The Local Plan 2015 states that although there is significant potential for development in the Aldgate area environmental concerns including traffic levels, pollution and a lack of street level activity mean that the

area is not as attractive for new business and investment as other areas of the City. The City Corporation aims to regenerate Aldgate by developing it into a vibrant, safe and distinctive office location, whilst remaining a sustainable place in which to live work and learn. Improvements have taken place in the area during the plan period including the removal of the Aldgate Gyratory and the provision of new public space. The emerging City Plan acknowledges commencement of the hotel development adjacent to the application site.

72. While there are a mix of uses in the Aldgate area, the Local Plan 2015 acknowledges the predominant land use is good quality, recently built or refurbished office stock dating from the 1960s to the 1990s. The plan states that the Aldgate area is capable of accommodating large-scale office development that can provide space for company headquarters or support business function. Policies CS8 of the Local Plan 2015 and policy S20 of the emerging City Plan 2036 seek to promote the Aldgate area as an attractive office location to assist in its regeneration.
73. The proposed scheme would accord with the provisions of policy CS8 of the Local Plan 2015 and policy S20 of the emerging City Plan 2036 in terms of providing office led commercial development that has the potential to contribute towards regenerating the Aldgate area.

Retail Uses

74. The existing site provides 427 sq.m of retail space across two Use Class A1 (shop) units, one Use Class A3 (café) unit and one Use Class A4 (public house) unit. The two A1 and one A3 units front Aldgate High Street which is defined as a Retail Link within the Local Plan 2015.
75. The Retail Links can provide a link between the Principal Shopping Centres (PSCs), a link between PSCs and transport nodes or form convenient local centres. Policy CS20 (Retailing) of the Local Plan 2015 seeks to enhance Retail Links and policy DM20.2 (Retail Links) encourages retail provision and resists the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses are encouraged along the Links, ensuring that the function of the Link is not adversely affected. Policy S8 (Aldgate) seeks to encourage local retail facilities in the Aldgate Area to meet the needs of local residents.
76. The emerging City Plan 2036 similarly seeks to encourage the provision of retail facilities in the Aldgate Area (policy S20 Aldgate, Tower and Portsoken). The Aldgate High Street Retail Link has been carried through to the City Plan with policies RE2 (retail links) and S5 (retailing) setting out aspirations for the Retail Links that are consistent with the Local Plan.
77. The existing retail units would be replaced with 866 sq.m of retail floorspace across three A1 retail units with one facing Harrow Alley to the east, one facing the adjacent hotel site to the south and one facing the bus station to the west, the new public house and a café within the lobby area of the offices. Although the café would be in the lobby, it would be accessible to members of the public.

78. The office and lobby cafe entrance would face onto Aldgate High Street. The frontage of the replacement Public House would follow the building line of the adjacent building to the east 55 to 56 Aldgate High Street. The frontage of the office building including its main entrance would be set back behind the vaulted arcade.
79. Overall, the proposal would provide a 439 sq.m uplift in retail floorspace across class A1 (shop), class A3 (café) and class A4 (public house) use when compared to the existing site. This additional retail floorspace and the proposed mix of uses is welcomed in order to provide facilities for local people and enhance the function and vibrancy of the Aldgate High Street retail link in accordance with the Local Plan and emerging City Plan 2036.

The Still and Star Public House

80. In the previous section consideration was given to the replacement of the Still and Star public house in retail floorspace terms. Further consideration needs to be given to the loss of the Still and Star Public house in terms of its social and community value. It is also a non-designated heritage asset which is given consideration in the Design and Heritage section of this report.
81. The supporting text to policy 4.8 (Supporting a successful and diverse retail sector and related facilities and services) of the London Plan 2016 states that “The Mayor recognises the important role that London’s public houses can play in the social fabric of communities and recent research highlights the rapid rate of closures over the past decade and the factors behind these. To address these concerns where there is sufficient evidence of need, community asset value and viability in pub use, boroughs are encouraged to bring forward policies to retain, manage and enhance public houses.”
82. Policy HC7 (Protecting public houses) of the intend to publish London Plan states that planning decisions should protect public houses where they have a heritage, economic, social or cultural value to local communities. It further states that proposals for new public houses should be supported where they would stimulate mixed use development, taking into account potential negative impacts.
83. In the supporting text to policy CV1 (Protection of Existing Visitor, Arts and Cultural Facilities) of the emerging City Plan 2036, it states that “There are many cultural facilities that are unique to the City and maintain an historic or cultural association with the Square Mile. Special consideration needs to be given to the protection of these facilities to maintain the City’s unique cultural heritage. Examples of such facilities include City Livery Halls, public houses which have a heritage, cultural, economic or social value to local communities...”. Policy CV1 states that the City Corporation will resist the loss of existing visitor, arts, heritage and cultural facilities, unless replacement facilities of at least equivalent quality are provided on-site or within the vicinity which meet the needs of the City’s communities.

84. The text further states that the City Corporation has published guidelines for determining nominations for Assets of Community Value in the City of London, which include local criteria to assess the role of public houses in furthering social wellbeing or social interest.
85. Part 5 Chapter 3 of the Localism Act 2011 introduced provisions for the designation of certain buildings or land as Assets of Community Value (ACV). Detailed regulations, the Assets of Community Value (England) Regulations, were published in 2012 and non-statutory guidance issued by the Government in the same year.
86. A building should be considered an asset of community value if:
- Its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so; and
 - that use is not an ancillary one; and
 - for land in current community use it is realistic to think that there will continue to be a use which furthers social wellbeing and interests; and
 - it does not fall within one of the exemptions in the regulations e.g. residential premises.
87. Such a designation places statutory limitations on a landowner's ability to sell the building or land, with a 6 month moratorium period during which the landowner cannot agree a sale, to enable the local community to put together a bid to purchase although there is no requirement on the landowner to sell to the local community at the end of the moratorium period.
88. The Still and Star public house was designated as an Asset of Community Value by the City Corporation on 15th December 2016 following an application from the Campaign for Real Ale (CAMRA). The ACV application was made following the submission of this planning application, which originally resulted in the loss of the Still and Star. It was concluded that the Still and Star public house performs a social function that furthers the social interests of the City's community. The designation lasts for five years.
89. The Still and Star was closed on the 2nd October 2017 and has been vacant and not operated as a public house since. The applicant advises that the previous tenant vacated the premises citing lack of revenue, particularly outside the summer months as the reason for difficulty in meeting running costs.
90. The applicant appealed the Asset of Community Value designation through a First-tier Tribunal in November 2017. The judge dismissed the appeal on the 5th January 2018. Finding that the pub had in the past furthered the social wellbeing or interests of the local community and it could do so again in the future.
91. The applicant subsequently revised the design of the application scheme to incorporate the provision of a new public house that provides 269 sq.m floorspace (compared to 179 sq.m floorspace as

existing). The provision of an additional 90 sq.m of floor space is welcomed. The proposed Still and Star would more than double the amount of front of house space that would be provided when compared to the existing thus the application scheme would provide more space to socialise and utilise. Siting the pub directly onto Aldgate High Street would increase its visual prominence, result in a longer extent of pub frontage compared with the existing and it would add vibrancy to the street scene.

92. The new public house would draw on the existing in that it is proposed that it would be called the Still and Star. The retention of the name would be welcomed. Details of the existing façades of the Still and Star would be scanned and replicated for that of the new Still and Star. It is proposed that a 3m tall concrete plaque would be installed on the west facing elevation of the new Still and Star and it would be etched to depict Gustave Dore's image of "Harrow Alley, Houndsditch" from 1872 which shows an image of Harrow Alley at that time. There is an aspiration that the pub could be used as a gin distillery which would draw on the historical origins of the 'Still' element of the existing public house (further details with regard to the meaning of 'Still' are set out in the design and heritage section of this report).
93. By way of background, the re-design of the scheme is one of the main reasons for the delay in bringing the scheme forward. Discussions needed to be undertaken with London Underground regarding the footprint of the new pub and implications on the railway lines below the site.
94. In the Government Policy Statement (September 2011) on Assets of Community Value it states that "...it is open to the Local Planning Authority to decide that listing as an asset of community value is a material consideration ...". In this instance it is considered that the listing is a material consideration in planning terms in that it requires regard to be had to Policy HC7 of the intend to publish London Plan (which states that planning decisions should protect public houses where they have a heritage, economic, social or cultural value to local communities) and to the supporting text to policy CV1 of the emerging City Plan 2036 which states that special consideration should be given to the protection of cultural facilities that are unique to the City and maintain an historic or cultural association with the Square Mile including public houses which have community value. Policy CV1 states that the City Corporation will resist the loss of existing visitor, arts, heritage and cultural facilities, unless replacement facilities of at least equivalent quality are provided on-site or within the vicinity which meet the needs of the City's communities.
95. Where the listing as an Asset of Community Value is a material consideration the provision of an alternative facility is relevant in considering whether planning permission should be granted for its loss.
96. In this instance it is considered that the provision of a re-imagined Still and Star would result in a new social, community and cultural facility on the site alongside office development that would contribute towards

regenerating the area and would accord with policy HC7 of the Intend to Publish London Plan and policy CV1 of the emerging City Plan 2036. Furthermore, it should be noted that CAMRA (original applicants for the Asset of Community Value Status) have withdrawn their objection to the scheme on the basis that a public house would be re-provided on the site. Conditions are recommended to secure the replacement Still and Star in the proposed form.

Design and Heritage

Existing Buildings

97. On Aldgate High Street, Rennie House is a postwar building of brick frontage with metal-framed windows and a broad stone fascia above modern shopfronts. The westernmost side of the façade incorporates a way through to Little Somerset Street. The building is considered unexceptional intrinsically and in its contribution to the wider townscape here.
98. 62 Aldgate High Street is a four-storey building (320 sqm) occupying a narrow street plot of possibly medieval origin; the front façade is thought to date from the 19th century with later exposed flank and rear elevations, possibly reconstructed over the railway tunnel. The building is considered unexceptional in appearance and has a buff brick flank wall appearing as a bland and incongruous feature.

The Still and Star Public House

99. The Still and Star Public House is a modest, early-mid C19 public house. The building undoubtedly possesses interest as an example of its type, both as a 'slum pub' – a drinking establishment of domestic scale probably converted from a house – and as representing the social character and drinking culture of this period. Gin-drinking was rife and the 'Still' of the pub's name refers to a lost gin distillery within the pub. The building's exterior brick walls survive in reasonable condition, with features such as blind brick window niches on the north elevation and original window openings to the west elevation. Although the building has been heavily altered it is considered to be a non-designated heritage asset.
100. The values comprising the heritage significance of the Still and Star are deemed:

Architectural/Artistic: the building is of a modest scale and materiality which illustrates its early nineteenth century origins as a 'slum pub' and with later external alterations such as the early twentieth century ground floor frontage which illustrate a common trend in pub development; its alignment and relationship to Little Somerset Street reveal the lost intricacy of the historic streetscape in this location.

Historic: The Still and Star is a rare survival of the 'slum pub' and therefore is representative of the lower-class social conditions of late Georgian and Victorian London; furthermore, it appears in numerous historic sources including Gustav Dore's engravings of London.

Archaeological: limited evidential value as a result of the building's extensive alteration.

101. With a long-recorded use as a public house, the Still and Star was once a focal point in the social and architectural fabric of this part of the City. But just as the building itself has been heavily altered, so its townscape has comprehensively changed. The building is the last remnant of the tight-knit urban grain which characterised Harrow Alley, a narrow way amongst slaughterhouses since renamed Little Somerset Street. But its original setting has been erased by successive waves of post-war redevelopment. The distinctive kink of Harrow Alley remains but the buildings now lining it bear a very different relationship to the public house. The Still and Star as today appears cut adrift and appears as a single, isolated building, far removed from its original setting embedded in a tight urban grain of historical alleys. The non-designated heritage asset thereby derives only limited significance from its setting.

Development Design of the Proposed Scheme

102. The Circle and District lines of the London Underground railway run immediately below parts of the site and have dictated the structural engineering of the main office building and the layout of the ground floor public realm. The proposed development would be conspicuously innovative in architectural terms and would provide a unique new tract of public realm in this presently disjointed part of the City's townscape.
103. The section of the report covers the design of the main elements of the scheme including the office building, the public house and the public realm including the new pedestrian routes.

Main office building

104. At 13 storeys high (69m including ground floor and roof plant), the proposal is similar in scale to other recent developments in the Aldgate area which are constrained by the Backdrop Assessment Area of the Protected Vista from City Hall to the Tower of London. These include Aldgate House (62m high) and the St Botolph Building (78m high). The hotel adjacent to St Botolph Church is 54m high (necessarily lower given its proximity to the grade I listed church). The height, bulk and massing of the proposed office building is considered appropriate in this townscape and wider setting context.
105. The development would be substantially higher than other, lower-scaled buildings on the south side of Aldgate High Street. Given the nature of the site it is considered that a building of this scale at this location can be justified. In particular, the sprawl of the bus station contributes little to the townscape and has a detrimental impact on the setting of the modestly scaled buildings to its west and east. The proposed office building would visually frame this open area and bookend the smaller Aldgate High Street frontages with an innovative architectural backdrop.
106. Strikingly, the glazed façades of the building would be overlaid with a layer of vertical mullions overlain in turn by interlocking *brise soleil*

aluminium fins. These would impart a dynamic quality and vibrancy to the elevations. The interplay between the two layers would create a 'moire' effect which creates an impression of sinuous movement, especially in oblique views of the building. The effect would be intensified by the subtle variation of the colour of the fins.

107. To Aldgate High Street, an irregular ground plane of curves would be created by the ingenious resolution of the site's structural constraints in this area. At ground floor level, a series of scooplake indentations would be shaped around the structural columns to create a dynamic, vaulted arcade. This would encompass the whole building, with space most generously provided around the northern half of the building and in the realigned Harrow Alley to the north and east. Recalling the slaughterhouses once characterising this area, the vaulted arcade would be finished in pigmented red concrete and would stand between 5m and 7.8m high, ensuring the whole does not appear constrained or oppressive.
108. A generous walkway (at least 4m wide) would be provided to the west of the arcade, adjoining the Bus Station. The combination of external walkway and arcade would significantly improve pedestrian movement across the site, especially on the key north-south route between Aldgate and the residential estate on Mansell Street. To the eastern side of the arcade, a retained, realigned Harrow Alley would pass between the office arcade and the new Still and Star public house. The latter would enliven the north-eastern corner of the site, while further retail uses would activate the building's ground floor frontages to the south.
109. The plant would be enclosed in the building's envelope at roof level and concealed from view. The roof of the plant room would be partly louvred to conceal the plant from views from the upper storeys of surrounding buildings. The building maintenance unit would be located on a track recessed below the facades at roof level, so as to be concealed from view when not in operation. A biodiverse green roof would cover most of the rooftop.

New Still & Star

110. The proposals would require the demolition of the Still and Star and the realignment of the original form of Harrow Alley as preserved in Little Somerset Street. A new Still and Star Public House would be provided on a new site fronting Aldgate High Street, with a rerouted Harrow Alley provided in between it and the main office building.
111. It is considered that the architectural merit of this proposal is comparable to the significance of the non-designated heritage asset in its present form. Although a rare survival of its kind, the existing public house's integrity has been compromised by extensive alterations. Its setting has been severely compromised by redevelopment. These proposals would reimagine this 'slum pub' and its alleyway setting but would do so in a strikingly contemporary idiom.

112. The new Still and Star public house would be located on the site's north-east corner with a slender, tapering floorplan shaped by the structural constraints of the tunnels below and evoke the kind of intimate floor plan common to many historic public houses, especially on the approaches to the old City gates. The applicants undertook a very detailed assessment of London's historical pubs in developing the design and there are very numerous examples of historical pubs with such a footprint and character. Examples include the Town of Ramsgate pub in Wapping High Street and the Marquis of Granby, Chandos Place in Covent Garden.
113. Within, a new gin distillery would re-establish the lost still of the existing building. The new public house would feature an interior space akin to that of a traditional public house but with a vibrant, contemporary scheme of decoration. The careful re-interpretation of the historical, social and architectural significance of the Still and Star and the area externally and internally in the new Public House is considered exceptionally well researched and executed in an exemplary manner.
114. The principal west façade of the existing Still and Star would be replicated for that of the new, fronting Aldgate High Street. It would nestle under the crimson arcade and incorporate a planted roof terrace accessed from the office building. Each of the facades of the existing public house would be replicated in concrete casts and a sequence of them would form the long western elevation of the new public house, incorporating new punched window openings and artwork. Reimagined like this, the new public house would at once perpetuate the memory of the original building and be something entirely new. Harrow Alley would be realigned to run between the new public house and the proposed office reception, joining the remaining stretch of Little Somerset Street further to the south. The scheme will re-imagine the intimate and tight urban grain of the original Harrow Alley but in a contemporary manner. In this regard the Still and Star would re-discover its previous historical setting embedded in an intimate urban grain.
115. The new Still and Star would be doubly innovative: as a resurrection of the original public house and, more broadly, a reimagining of the London 'slum pub' as a typology. Few precedents exist elsewhere in London for this element of the scheme. It would introduce a point of unique architectural interest to this part of the City; moreover, the existing building's contribution to the vibrancy of this part of the City would be perpetuated.
116. NPPF para 197 requires local authorities to take into account the impact of an application on the significance of a non-designated heritage asset. Para 197 further requires a local authority to make a balanced judgement in respect of the harm or loss of a non-designated heritage asset. It is considered that the loss of the existing Still and Star public house and the architectural and historic values it embodies, though regrettable, would be outweighed by the provision of the new Still and Star public house and the cumulative benefits accruing from this mixed-use development including the provision of:

- High quality, sustainable office space that could contribute towards regenerating the Aldgate area and to the City's role as a world class centre for business and employment.
 - An enhanced public realm including the formation of attractive new pedestrian routes, seating areas and a potential new pedestrian crossing (see transport section for more information).
 - Retail space that would provide facilities for local people and add vibrancy to the local area.
117. As set out previously, the scheme could not be developed in the proposed form and deliver these benefits without the demolition of the pub. The Still and Star is located where the subterranean constraints are less onerous meaning the area is critical for the foundations of the scheme.

Public Realm and Landscaping

118. The pedestrian environment and public realm would be much improved as a result of the proposals in this application in line with policies 7.7 (Location and Design of Tall and Large Buildings), objective GG1 (Building strong and inclusive communities) of the London Plan, policy DM10.4 (Environmental Enhancement) of the Local Plan and policy S8 (Design) of the emerging City Plan 2036 which seek to ensure that pedestrian permeability and the local environs are improved around development sites.
119. New pedestrian routes are proposed. The new pedestrian route from Aldgate High Street to Little Somerset Street (the intention is to rename as Harrow Alley) would be via the vaulted arcade and would have a clear pedestrian desire line between the two streets which is an improvement on the existing route. The arcade would provide shelter and street furniture offering people a place to rest in line with Transport for London's Healthy Streets. It would also be illuminated which would improve visual amenity and security. As noted earlier, the scheme will re-imagine the intimate, tight urban grain of the historical Harrow Alley.
120. The current east west route between Mansell street and Minories would be improved through the provision of a more direct and less convoluted path between the two streets a result of the siting of the office development in relation to the hotel.
121. Public realm enhancement works are proposed on Little Somerset Street and a new area of seating and landscaping would be provided between the office building and the hotel development on the adjacent site. The public realm design of this proposal would tie in with the public realm design of the consented 2014 scheme. It is proposed that the 'Ridirich' bronze sculpture that is currently on this site would be relocated to an area outside the hotel. Relocation of the sculpture would be secured through the s.106 agreement.
122. The impact of the new routes and public realm enhancements would offset the loss of the existing area of public space on the site. Further details of the areas to be stopped up and areas to be dedicated as

public highway are set out in the highway and transportation section of this report.

Heritage Considerations - Setting of Listed Buildings

123. The scheme would have a significant impact on the setting of the grade I listed church of St Botolph Aldgate. The new office building would create a substantial backdrop to the church in views from the north-west. However, the setting of the church is characterised here by a backdrop of larger new developments such as the Minerva building, the Matrix Hotel site and Aldgate House. In this context, the proposal is not considered to harm the church's setting.
124. The proposed office building would appear as a substantial building in the foreground and in the distant background of the grade II* listed No. 46 Aldgate High Street and the Hoop and Grapes public house at No. 47 Aldgate High Street and the grade II listed Nos. 48 and 49 Aldgate High Street. The contrast between the domestic scale of the listed building and larger commercial scale of the surrounding developments already exists and the proposed office building would be some 50m away from the listed buildings. At this distance, and in the surrounding context, it is not considered that harm would be caused to the setting of these listed buildings. Indeed, the frontage of the new Still and Star would form an agreeable bookend to this group of traditionally-scaled buildings when viewed from the east.
125. The scheme would not harm the setting of the grade II* listed Aldgate School, which lies some distance away.

Setting of the World Heritage Site

126. The site is in the background of the Tower of London World Heritage Site in views from the south riverbank around City Hall. The Tower of London World Heritage Site Local Setting Study identifies two relevant views on the south riverbank of the Thames which coincide with the two LVMF Assessment Points.
127. As set out in preceding paragraphs, the impact of the development would be minimal in these views. The scheme would be almost wholly concealed from views of the Tower of London World Heritage Site from Tower Bridge and the south bank of the Thames.
128. In LVMF view 25A.1 the proposed development would not be seen from this viewpoint as it would be obscured from view by intervening development seen above the parapet of the Waterloo Barracks to the left of the White Tower. Similarly, the development would not be visible in LVMF view 25A.2. A small part of the top floor of the proposed development would be visible in LVMF view 25A.3, particularly in the winter view but it is not considered that this would have a significant impact on the protected silhouette or detract from the dominance of the White Tower.

129. In LVMF view 10A.1 a tiny portion of the proposed development would be seen through the branches of adjacent trees. The part of the development that would be seen is considered minor and would not detract from the World Heritage site.
130. In this respect, the scheme would accord with the guidance in the Tower of London World Heritage Site Management Plan and the Tower of London Local Setting Study. The proposal would not harm the setting and attributes of the Outstanding Universal Value of the World Heritage Site or its integrity or authenticity.

Design and Heritage Conclusion

131. The proposal is considered to constitute high quality urban design that has been sensitively designed to address the constraints of the site. It is considered that it would accord with design and heritage related policies of the London Plan 2016 (7.2, 7.3, 7.4, 7.6, 7.8, 7.9) Intend to Publish London Plan (D3, D4, D5, HC1, G5), Local Plan 2015 (CS10, DM10.1, CS12, DM12.1) and the emerging City Plan 2036 (S8, DE2, DE3, DE4, DE6, HE1).
132. The impact of the loss of the Still and Star public house as a non designated heritage asset would be outweighed by the benefits of the scheme including the provision of a reimagined historic pub.
133. For the purposes of section 66 of the Town Planning (Listed Building and Conservation Area) Act 1990 considerable weight and importance has been given to the need to have regard to the desirability of preserving the setting of the surrounding listed buildings. It is considered that the setting of the relevant listed buildings would be preserved and not harmed by the proposal.
134. The proposal would not harm the setting, integrity or authenticity of the Tower of London World Heritage site in accordance with policy 7.10 of the London Plan, HC2 of the Intend to Publish London Plan, policy CS12 of the Local Plan 2015 and policy S11 of the emerging City Plan 2036.

London Views Management Framework

135. The scheme would have a negligible impact on the three assessment points in the LVMF's Townscape View from The Queen's Walk to the Tower of London, which all focus on the Tower of London. The central Assessment Point (25A.1) is also a Protected Vista.
136. From the three Assessment Points the vast majority of the scheme would be concealed by existing buildings. Very limited parts of the upper storeys of the proposed office building would be visible, but in these long views would be barely perceptible and would not compromise the Protected Silhouette or views of the Tower of London.
137. The scheme would not affect other viewpoints identified in the London Views Management Framework

Archaeology

138. The site is an area of archaeological potential, to the east of the Roman city wall, to the south of the main road out of Aldgate, and within the Eastern Roman. Almost all investigations in the area have recorded Roman remains, including many burials. Evidence of post-medieval developments has also been widely found, in the form of cellar walls and floors, pits and drains.
139. The potential for archaeological remains is high, however, their potential survival is low due to the 'cut and cover' London Underground Line tunnel in the north part of the site. The south and central part of the site was redeveloped in the 1970s, and recent investigations confirm no survival in this area. Elsewhere there is potential that archaeological remains survive, but the level of survival is uncertain.
140. The proposed development entails the demolition of all the existing buildings on the site; including 62 Aldgate High Street and 1 Little Somerset Street (Still and Star Public House), both of early/mid-19th century date, and the construction of a multi-storey office building. The southern half of the proposed building would have a two-storey basement with piled foundations. The northern half would overlie the existing London Underground Line and a main sewer; no basement is proposed and the building would be cantilevered over the tunnel and sewer, supported by large diameter piles.
141. The proposed development would have an impact on archaeological remains within the site, except where archaeological remains are known to have previously been removed
142. Conditions are recommended to cover a programme of archaeological work, foundation design and building recording.

Access

143. The scheme is supported by a comprehensive Access Report by David Bonnett Associates. Detailed consideration has been given to access issues in the design of the scheme line with polices 7.2 of the London Plan, D5 of the Intend to Publish London Plan, 10.8 of the Local Plan and S8 of the emerging City.
144. Level thresholds would be provided at entrances. A pass door would be provided adjacent to the revolving doors into the offices and it would be conditioned that the pass door always remains open. Appropriate toilet facilities, circulatory areas, accessible car parking and cycle parking facilities have been incorporated into the scheme.
145. The public realm is designed to be inclusive with suitable gradients, surfaces and appropriately designed furniture details of which would be required by condition.

Highway and Transportation

Cycling

146. The Intend to Publish London Plan policy T5 requires cycle parking be provided at least in accordance with the minimum requirements published in the plan. Policy T5 requires cycle parking to be designed and laid out in accordance with guidance contained in the London Cycling Design Standards and that developments should cater for larger cycles, including adapted cycles for disabled people.
147. The Intend to Publish London Plan requires 341 long stay cycle parking spaces, based on 1 space per 75sqm of office floor space. The applicant is proposing a minimum of 365 long stay cycle parking spaces. This exceeds the Intend to Publish London Plan standards, which is welcomed.
148. The long stay cycle parking would be accessed via cycle lifts located on the ground floor of the office building, at the Little Somerset Street frontage.
149. The Intend to Publish London Plan requires 53 short stay cycle parking spaces, based on 1 space per 500sqm for the first 5,000sqm of office floor space, then 1 space per 5,000sqm thereafter. The applicant is proposing 54 short stay cycle parking spaces. This exceeds the Intend to Publish London Plan standards; the short stay cycle parking provision for the site is excellent.
150. 5% of the cycle parking spaces are accessible for adapted cycles and this arrangement will be secured by planning condition (in line the Intend to Publish London Plan Policy T5 cycling B, with the London Cycling Design Standards 8.2.1, and the emerging City Plan 6.3.24).
151. To complement the cycle parking, the proposals include 38 showers and 288 lockers. The locker provision is below the City's recommendations of 1 locker per 1 long stay cycle parking space, but is in line with the Intend to Publish London Plan policy, paragraph 10.5.7 in the plan, which recommends a minimum of 2 lockers per 3 long-stay spaces. The shower provision is compliant with the Intend to Publish London Plan policy, paragraph 10.5.7, which is at least 1 shower per 10 long-stay spaces.
152. The applicant will be responsible for promoting the use of the cycle parking spaces and as such will be required by planning condition to produce a Cycling Promotion Plan, which is a cycling focused Travel Plan. It will be submitted to the City for approval in line with the Intend to Publish London Plan policy T4 and paragraph 10.4.3.

Car Parking

153. Local Plan 2015 Policy DM16.5 – 1 and Draft City Plan 2036 policy VT3 – 1 require development in the City to be car-free except for designated Blue Badge spaces.
154. The proposed development would be car free except for 11 blue badge car parking spaces, which is the overall provision for the office,

residential and hotel parts of this development approved in planning permission 13/01055/FULMAJ. The 11 blue badge spaces are split between the office, residential and hotel - 4 of the blue badge spaces are to be dedicated as residential spaces. Therefore, a total of 7 blue badge spaces would be shared between the proposed office development and the consented hotel. This is as existing in the previous permission and as the design of the basement has not changed in this location. The proposed arrangement is acceptable.

Servicing and Deliveries

155. Policy DM16.5 of the Local Plan and draft City Plan 2036 Policy VT2 – 1 require developments to be designed to allow for on-site servicing. Policy VT2 – 2 requires major commercial development to provide for freight consolidation. Policy VT2 – 4 requires delivery to and servicing of new developments to take place outside peak hours (7am – 10am, 12pm – 2pm and 4pm – 7pm on weekdays) and requires justification where deliveries within peak hours are considered necessary. The Intend to Publish London Plan policy T7 G requires development proposals to provide adequate space off-street for servicing and deliveries, with on-street loading bays only used where this is not possible.
156. The servicing of the building would take place off-street in the basement. The dedicated servicing space for the office development is part of a shared servicing area for the wider hotel, residential and office development that was approved under planning permission 13/01055/FULMAJ. The servicing area is accessed via a ramp from Little Somerset Street. Vehicles would be able to enter and exit the servicing area in forward gear.
157. The servicing area would accommodate 2 vehicles up to 10m in size, these 2 dedicated loading bays are for the exclusive use of the office and associated retail land uses.
158. The applicant predicted there will be 69 deliveries to the office development per day. This number was predicted based on a worst-case scenario. With management and the use of a consolidation centre the applicant has agreed to a cap on the number of vehicles to the office part of this development of 35 vehicles and this will be agreed in the Section 106 agreement. The applicant has agreed to the use of an off-site consolidation centre in order to reduce the number of deliveries to the development per day, in line with the City of London Transport Strategy.
159. Waste collection for the office building will take place in the same way as all other servicing vehicles and will be included in the daily cap of 35 vehicles.
160. The Still and Star pub will also be serviced from within the basement.
161. There is an existing condition for the site under planning permission 13/01055/FULMAJ which states: “No servicing of any of the premises hereby permitted shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and

between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.” These servicing restrictions would remain due to the proximity to residential and hotel premises.

162. The development would be required to produce a delivery and servicing plan (DSP), and this will be secured through the s.106 agreement.

Public Transport

163. The site has the highest level of public transport provision with a public transport accessibility level (PTAL) of 6B.
164. The site is located close to Aldgate, Aldgate East, Liverpool Street and Tower Hill underground stations. The site is located close to the DLR and national rail services at Liverpool Street and Fenchurch Street. The site is close to several bus routes running on Aldgate High Street.

Pedestrian Comfort

165. A PCL assessment was not requested for this site given the new proposals do not differ materially to the extant 2014 permission regarding pedestrian numbers and represent a predicted increase in 908 trips per day which is considered acceptable.
166. Notwithstanding this, footway widths along Aldgate (adjacent to the office entrance) vary between 4.5m and 5.2m. The recommended minimum footway width (total width) for a site with active flows (up to 1,200 pph) is 4.2m, as outlined in the TfL Pedestrian Comfort Guidance. This is enough space for comfortable movement and a large piece of street furniture such as a wayfinding sign, a bench or a bus shelter. Based on the TfL guidance, it is considered that the footways around the site has sufficient capacity to accommodate pedestrian movements comfortably.
167. Footway widths to the west of the Site (along the access road to the Bus Station) vary between 3.2m and 5.4m. It should be noted there is a further 5m of public realm beyond the highway boundary. This is a covered space and is also available for pedestrians to use. The arcade between Aldgate High Street and Little Somerset Street has approximately 5.5m to 5.8m available width at the narrowest points. This is enough space for comfortable movement up to 2,000 pph and a large piece of street furniture according to TfL pedestrian comfort guidance.
168. Overall the footway widths are of a generous nature and are suitable for the level of pedestrian activity in the area. In addition, since the application was originally submitted in 2016, the Aldgate area has been significantly improved and enhanced, which also benefits this development.
169. The total number of employees expected to visit the development is 2,103 per day. This represents an increase in the level of staff of 551 when compared to the consented 2014 office scheme.

170. This increase in people equates to an increase in the number of trips to and from the development in the peak hours from 660 to 894. The increase of 234 trips in the peak periods is considered acceptable because it is considered a relatively nominal amount.
171. Over a 12-hour period there are expected to be 908 additional trips compared to the consented scheme. This is acceptable in the context of the site.
172. The submitted Transport Assessment indicates that the overall increase in trips across all modes would have a minimal impact on the surrounding highway and public transport network capacities.

Public Realm and highway implications

173. As set out above the public realm and permeability around the site would be improved as a result of the development.
174. The design concept at the end of the Little Somerset Street is proposed to be a shared amenity space (it would be smaller than the area proposed in the original scheme), less dominated by vehicles. Vehicles turning in Little Somerset Street will not collide with the building due to the carefully placed street furniture. It is subject to detailed design, which will be designed by the City of London in agreement with the applicant.
175. The arcade on the route from Aldgate High Street to Little Somerset Street would be at a height above 5.7m in the middle, but the clearance of this would reduce to zero at either side of the arcade, as a result of the arched design. It has been agreed by the applicant to dedicate the arcade as public highway (or city walkway).
176. The new pedestrian route may require Hostile Vehicle Measures to stop vehicles driving through the new pedestrian route, which would be sensitively designed within street furniture where possible. The final HVM design would be agreed by planning condition and in collaboration with the City of London through a Section 278 agreement.
177. Undersailing is not usually accepted under public highway at a depth of less than 1.2m to facilitate utilities in the public highway. Due to the constraints of the site, the connection to the existing basement, and the proximity to underground rail lines, the basement is proposed at a height less than 1.2m below the public highway. The undersail will need to go through Technical Approval with the City of London's District Surveyor, and receive sign off by the highway department, but in principle due to the constraints of the site, the undersail would be acceptable.

Stopping Up

178. The proposed development of the office building on the northern part of the site would require the stopping up of 636.8 sq.m of public highway where the existing open space fronting onto Aldgate High Street is located. This is all land in the applicant's ownership, which has become public highway as a result of long and uninterrupted public use. This area is jointly owned with TfL, who have agreed for the area to be

developed. In addition, the proposed stopping up is similar to that in the consented 2014 application. To balance the stopping up a new public route would be provided, the area proposed to be dedicated as public highway (or City Walkway) is 202 sq.m. There would be a net loss of highway as a result of this scheme but the impact of this is considered to be offset by the quality and alignment of the new routes.

179. Numerous swept path analysis have been conducted to ensure the stopping up will not impact negatively on large vehicles that want to use the redesigned Little Somerset Street, and we are satisfied that the proposals for Little Somerset Street would enhance the environment for people walking and cycling and would not detrimentally impact the use of the street for drivers.
180. The proposed stopping up and reconfiguration of Little Somerset Street would make turning vehicles tighter than the existing arrangement. However successful access and manoeuvres for all vehicles has been demonstrated by swept path analysis. Further, the applicant does not expect many vehicles larger than a 7.5t box van to service the adjoining buildings using Little Somerset Street given their previous traffic counts and traffic monitoring surveys. Given the data produced by the traffic counts and the swept path analysis the proposed changes to Little Somerset Street, including tightening of the carriageway, is not considered a concern for the scheme, and are considered a benefit of the scheme, and will be fully funded by the developer as part of a Section 278 agreement.
181. The Stopping Up would be subject to the statutory consultation process. Should the stopping up order raise objections, the applicant would need to resolve the objections in order to develop this development.
182. The Court has authorised the Town Clerk to make stopping up orders that are not opposed, and he has delegated this authority to the Director of the Built Environment. Opposed stopping up orders are, however, reported to your Committee to determine.

Section 278 Agreement

183. The applicant has agreed to a section 278 agreement which would need to be secured or provided for in the S.106 Agreement. The Section 278 agreement would include, but would not be limited to works to the footway and carriageway on Little Somerset Street, works to the footway on Aldgate High Street, the provision of a new pedestrian route between Aldgate High Street and Little Somerset Street, the dedication of the new pedestrian route through, appropriate HVM, and other works to complement the scheme. The Section 278 works would extend south on Little Somerset Street to include improvements past the service entrance for the development.
184. There is a separate agreement with TfL to provide a new crossing on Mansell Street to improve the pedestrian crossing facilities in the area.
185. The Section 278 works would be in line with the 10 Healthy Streets indicators, the City of London Transport Strategy and City of London's

Public Realm vision. This would be secured through the Section 106 agreement.

Environmental Sustainability

186. Policy CS15 of the Local Plan requires development proposals to demonstrate the highest feasible and viable sustainability standards in design, construction, operation and 'end of life' phases of development. As part of this major developments should aim to achieve BREEAM "excellent" or "outstanding", carbon emissions should be minimised, building fabric should be re-used where possible, development should among a number of factors positively address air quality and limit contribution to light spillage. The development has been assessed regarding its performance in these respects:

BREEAM

187. A BREEAM pre-assessment has been prepared by RED. It assesses the development against the 2014 BREEAM criteria (the criteria that were relevant at the time of the application submission) and shows that the building has been designed to achieve an 'Excellent' rating.
188. However, the 2014 criteria were superseded in 2018. The applicants registered the scheme with BRE under the BREEAM 2014 scheme in order to preserve the option of a 2014 accreditation. Obtaining a full BREEAM certification under the 2014 scheme would require completion of the post construction assessment by 7th March 2023. The applicants have advised that completion by this date would not be feasible.
189. The applicants have reached agreement with Transport for London on matters around the feasibility of the construction of the scheme and as such they are keen to progress the development. They have advised that carrying out a full BREEAM assessment under the 2018 scheme would result in further delays to their programme.
190. Following discussions with a BREEAM assessor the applicants have advised that the development would likely achieve a 'Very Good' rating under the 2018 scheme. This is given that several credits under the 2018 scheme relate to RIBA stages 1 (preparation and brief) and 2 (concept design) and so may not be obtainable.
191. Notwithstanding the above, the applicants are committed to achieving an 'excellent' rating and consider that additional credits could be obtained as the detailed design of the scheme progresses. They have commissioned Hoare Lee to prepare a desktop analysis of the development against the 2018 BREEAM regulations in order to highlight areas where additional credits could potentially be obtained. It is considered that this approach is acceptable, subject to a condition requiring the development to achieve the 'excellent' rating.

Carbon Emissions

192. The Energy Statement prepared by RED dated June 2019 shows that this development has been designed to achieve a 28.1% reduction in

carbon emissions compared with a 2013 Building Regulations compliant building.

193. It is considered that every effort should be made to improve the carbon performance of this building and conditions are recommended in order to secure this. The applicants have advised that they are looking to improve the performance of the building and are considering the replacement of CHP with electric options given the decarbonisation of grid electricity.
194. Given the current shortfall in carbon performance a carbon offsetting fee would be required and secured through the s.106 agreement.

Circular Economy

195. The applicant has submitted a Circular Economy statement which states that the proposed development would be designed and constructed to promote the principles of circular economy and resource efficiency through:
- Design for longevity and adaptability – The structure would be designed to be durable, resilient, low maintenance and designed to be able to respond to change.
 - Design for waste-efficient procurement – Specifications would be designed to reduce waste for example the impact of concrete would be mitigated by the use of cementitious replacements/additions such as GGBS which is a by-product from the production of steel.
 - Design for material optimisation – Design solutions would be sought that minimise waste.
 - Design for off-site construction – Building elements such as the façade and structural frame would be prefabricated off-site, leaving simple assembly operations to take place onsite promoting material efficiency and reduced construction waste.
196. The proposed adherence to circular economy principles would accord with policy CS15 of the Local Plan and policies S17 and S16 of the draft City Plan.

Air Quality

197. Local Plan 2015 policy CS15 seeks to ensure that developments positively address air quality. Policy DE1 of the draft City Plan 2036 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all developments to be at least Air Quality Neutral, developers will be expected to install non-combustion energy technology where available, construction and deconstruction must minimise air quality impacts and all combustion flues should terminate above the roof height of the tallest part of the development. The requirements to positively address air quality and be air quality neutral are supported by policy 7.14 of the London Plan and policy SI of the Intend to Publish London Plan.

198. The submitted air quality assessment shows that the transport and building-related emissions associated with the proposed development are below the relevant benchmarks. As such, the proposed development would comply with the requirement that all new developments in London should be at least air quality neutral.
199. The construction works would have the potential to create dust and it may be necessary to implement mitigation measures. A condition is recommended that requires the submission of a Scheme of Protective works to be submitted prior to the commencement of development.

Urban Greening

200. The applicant has taken the opportunity to maximise the provision of greening on the site.
201. The draft City Plan 2036, policy OS2 and the emerging London Plan both set Urban Greening Factor (UGF) targets as a metric for measuring the contribution of the proposed greening to the urban environment.
202. The UGF for this application has been calculated at 0.35 which is policy compliant and based on the provision of 41 sqm of ground floor planters, 62.3 sqm of intensive green roof (across the pub and the north and south office terraces) and 1167 sqm of extensive green roof (across the office building and plant roof).
203. The quantum of proposed greening is welcomed in accordance with policies relating to greening including DM10.2, DM10.3 and DM19.2, policies S14, OS1 and OS2 in the draft City Plan 2036, policies 5.10 and 5.11 of the London Plan and policy G5 of the Intend to Publish London Plan. Conditions are recommended relating to the design of the green roof areas.

Microclimate

204. Policy DM10.1 (New Development) of the Local Plan requires buildings to be designed to avoid unacceptable wind impacts at street level. The supporting text to policy 10.1 states that wind conditions and solar glare can have an adverse effect on the surrounding townscape and the quality and use of the public realm. Assessments in respect of these matters need to be carried out. This is reiterated in policy S8 (Design) of the emerging City Plan which states that developments need to optimise micro climatic conditions, addressing solar glare, daylight and sunlight wind conditions and thermal comfort.
205. Consideration has been given to the site's microclimate in the design of the scheme. The wind analysis shows that during the winter and summer months the pedestrian comfort levels on and around the site vary from grade 1 (frequent sitting) to grade 3 (standing). The grade 3 (standing) areas would be along Aldgate High Street, adjacent to the hotel entrance and adjacent to the bus stop during the winter months. Grade 3 for these types of areas is acceptable according to the City's Wind Guidelines.

206. During the summer the majority of the site is grade 2 (occasional sitting) and grade 1 (frequent sitting) which will contribute towards making the new pedestrian routes, amenity areas and entrances to the building at ground floor level a pleasant environment for pedestrians.
207. The terrace areas on the upper levels of the building have also been assessed and show that they would predominantly be suitable for frequent sitting with only a small area suitable for occasional sitting during the winter months.
208. The applicant has assessed the potential for solar glare, confirming that due to the orientation and angle of the building and the composition of the proposed materials, that the scheme would not give rise to solar glare.
209. It is considered that the proposal would accord with policies DM10.1 of the Local Plan and policy S8 of the emerging City Plan.

Daylight and Sunlight Impact on Nearby Dwellings

210. Policy DM10.7 of the Local Plan 2015 seeks 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 BRE's guidelines.
211. The guidance advises that numerical values are not to be rigidly applied but recognise the specific circumstances of each case. This is acknowledged in the supporting text to policy DM10.7 of the Local Plan 2015 which states that "The Building Research Establishment (BRE) has issued guidelines that set out several methods of assessing changes in daylight and sunlight arising from new developments. The City Corporation will apply these methods, consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely development city-centre locations".
212. The applicant has submitted a Daylight and Sunlight assessment prepared by Gordon Ingram Associates to assess the impact of the development on surrounding buildings containing residential use including 150 Minories, 55-56 Aldgate High Street, 140 Minories, 73 – 75 Aldgate High Street, 53 – 54 Aldgate High Street, 48 - 49 Aldgate High Street and 47 Aldgate High Street.
213. The assessment shows that all buildings except 47 Aldgate High Street and 73 – 75 Aldgate High Street would be BRE compliant.
214. All windows (27, there is no distinction between habitable and non-habitable rooms as the applicant was unable to obtain detailed floorplans) in 73 – 75 Aldgate High Street would fail the VSC test, with 17 windows showing transgressions between 20-30%, six windows showing transgressions between 30-40% and three windows showing transgressions of over 40%. The retained VSC levels would be 20% or above for 14 windows and between 15-20% for 10 windows. These levels are considered reasonable for high density urban areas.

215. The BRE guidance states that if the VSC is more than 27% then diffuse daylighting of the existing building will not be adversely affected. The 27% target value is derived from a low density suburban housing model. applicant has cited examples in London including the Whitechapel Estate appeal and Monmouth House where VSCs in the mid-teens have been considered acceptable for an inner city, high density environment.
216. The applicant has further advised that 73 – 75 Aldgate High Street is owned by TfL, the upper parts comprise five House in Multiple Occupation units that are currently vacant. The units are vacant as they do not currently comply with HMO regulations and as such TfL are exploring sale or refurbishment of the units.
217. It is also worth noting that the 73 – 75 Aldgate High Street is to the west of the site and would be largely affected by massing that was approved under the implemented 2014 scheme (the new massing is on the east side of the site).
218. With regard to impact on 47 Aldgate High Street four of the twelve windows would be non VSC compliant as a result of the development. When the No Sky Line test is applied six rooms are compliant and four show transgressions.
219. Six windows show a reduction in sunlight (APSH) as a result of the development. The applicants daylight and sunlight report notes that of the six windows that are affected in sunlight terms, two windows have an obstructed view due to their location within a U shaped section of the property, with the remaining windows experiencing a transgression in sunlight largely due to the already low levels in the existing condition. As a result of this, the percentage reductions seen in winter are generally disproportionate when compared to actual APSH reduction.
220. The applicant has assessed 47 Aldgate High Street for the avoidance of doubt. The City's records do now show 47 Aldgate High Street to be in residential use. 47 Aldgate High Street is the Hoop and Grapes public house and it is thought that the residential accommodation is ancillary to the pub below.
221. The scheme is not strictly in compliance with daylight and sunlight policy. However, given the status of the two buildings in question, the level of impact, their location in a high density environment and the fact that a similar development could be implemented on the site, it is not considered that this would form sufficient grounds for refusing the application.

Objection from 55/56 Aldgate High Street

222. As set out in the considerations section of the report, an objection has been received from the owner of 55/56 Aldgate High Street on the basis that:
- the fenestration in the wall of the development adjacent to the boundary would result in overlooking of the objection site and

numbers 54 Aldgate High Street and 50 – 53 Aldgate High Street; and

- that at fifth floor level the development footprint would be set off the boundary by 1 metre and should the objection site be developed this could create a narrow wind tunnel between the two sites.
223. The objector considers that these matters could impede future development potential of the objection site. The objector considers that the impact could be addressed by blocking up the fenestration in the boundary wall of the development in order to remove the overlooking, and the alignment of the building above fifth floor level could be adapted to abut the boundary and remove any gaps between the sites.
224. Number 55/56 Aldgate High Street comprises ground level with five floors above. As part of the proposal the Still and Star (ground plus two floors) would abut 55/56 Aldgate High Street. The office element of the scheme would rise above the Still and Star and be set off the boundary with number 55/56 Aldgate High Street.
225. The development would not give rise to any significantly detrimental overlooking in residential amenity terms. It would not directly overlook residential windows or terraces. The blocking up of fenestration in the east elevation of the development would potentially be undesirable in townscape terms in that it would result in a dominant flank wall being visible from Aldgate High Street.
226. Regarding the spacing between the two sites and the possibility of a wind tunnel, this would be assessed should a development come forward at 55/56 Aldgate Street that abuts the boundary. The applicant has advised that moving the office element of the development adjacent to the boundary with number 55/56 Aldgate High Street at this stage would require the entire design of the building to be reassessed. Notwithstanding, they consider that a 1 metre gap would be enough to maintain the east façade of the proposal.
227. It is not considered that the matters raised form sufficient planning grounds to reevaluate the design of the scheme or warrant a refusal of permission. Notwithstanding the above, the standard condition is recommended that requires design details of junctions with adjoining premises to be submitted for approval post consent.

Financial Contributions

228. 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.

229. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
230. From 1st 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 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).
231. The office building approved under the original permission (ref: 13/01055/FULMAJ) measures 18,060sqm (GIA) total, consisting of 17,492sqm of Office (B1) floorspace, 568sqm of Retail (A1) floorspace.
232. The office building (including the relocation of the Still and Star Public House) being proposed through this application is measures 28,690sqm (GIA) total, consisting of 27,824sqm of Office (B1) floorspace, 597sqm of Retail (A1/A3) floorspace, 269sqm of A4 (Still and Star Public House).
233. The CIL and Planning Obligations are applicable and have been calculated on the increased floorspace over that approved by the original application (ref: 13/01055/FULMAJ).
234. CIL contributions and City of London Planning obligations are set out below.

MCIL2

Liability in accordance with the Mayor of London's policies	Contribution (Excluding Indexation)	Forwarded to the Mayor	City's charge for administration and monitoring
MCIL2 payable	£1,927,583	£1,850,480	£77,103

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution (Excluding Indexation)	Available for allocation	Retained for administration and monitoring
City CIL	£783,825	£744,634	£39,191
City Planning Obligations			
Affordable Housing	£209,020	£206,930	£2,090

Local, Training, Skills and Job Brokerage	£31,353	£31,039	£314
Monitoring Charge	£4,250		£4,250
Section 278 Agreement (Evaluation & Design)	£50,000	£50,000	£0
Total liability in accordance with the City of London's policies	£1,078,448	£1,032,603	£45,845

City's Planning Obligations

235. In addition to the above, the following obligations will also be secured through the S106 Agreement.

- Contribution of £15,500 for early life skills in the Portsoken Ward, in particular in the Aldgate School to fund a new Speech and language room (£12,500) and Chromebooks costing £3,000.
- Legible London Contribution
- Section 278 Agreement (Little Somerset Street, Harrow Alley and Hostile Vehicle Measures for new pedestrian routes)
- Relocation of bronze sculpture ('Ridirich' by Keith McCarter) as part of the Cultural Plan
- Travel Plan (including Cycling Promotion Plan)
- Section 278 or Section 106 Agreement with Transport for London (New pedestrian crossing at the junction of Mansell Street with Alie Street and improvements to other crossings forming part of the Transport for London Road Network).
- Dedication of Public Highway or City Walkway (Arcade between Aldgate High Street to Little Somerset Street)
- Pedestrian Routes (Specification and Access)

236. Planning Obligations in relation to the original permission (ref: 13/01055/FULMAJ) were secured through the Section 106 Agreement dated 30 June 2014. The Section 106 Agreement was subsequently amended by two Deeds of Modifications dated 18 March 2016 and 20

March 2018. Some of the obligations secured through the above agreements are related to the site as whole. Where it is appropriate and/or necessary to align with current policies, obligations relating to the site as a whole will be separated between the Office building and the rest of the development (i.e.. the Hotel and Residential buildings). A further Deed of Modification will be sought to vary some and/or part of the obligations listed below:

- Highway Reparation and other Highways Obligations
- Local Procurement Strategy
- Local Training, Skills and Job Brokerage Strategy (Demolition & Construction)
- Delivery and Servicing Management Plan (including Consolidation)
- Carbon Offsetting
- Utility Connections
- Open Space Phasing Plan & Maintained Land
- Development Phasing and Basement Access

237. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.

Monitoring and Administrative Costs

238. 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.

239. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

Site Specific Mitigation

240. The City will use CIL to mitigate the impact of development and provide the infrastructure necessary for the area. In some circumstances, it may be necessary additionally to seek site specific mitigation to ensure that a development is acceptable in planning terms. Other matters requiring mitigation are yet to be fully scoped.

Conclusion

241. The proposed scheme would achieve the regeneration of an underutilised site in a pivotal location off Aldgate High Street. The proposal is considered to represent an improved version of the office scheme that was approved on the site in 2014 in that it would deliver office space with logical floor plates, a new social and cultural facility for the City through the provision of a reimagined historic pub and an improved contribution to the townscape by forming a bookend to the smaller Aldgate High Street frontages.
242. The proposed quantum of office floorspace is welcomed and would contribute to the City's role as a leading centre for business and employment. The retail floorspace would enliven the area and provide facilities for neighbouring communities. The pedestrian routes and public realm improvements would enhance the area.
243. The proposal would involve the loss of a non-designated heritage asset and asset of community value, to which there has been much opposition. However, this would be decisively outweighed by the benefits of the scheme including the provision of the new Still and Star public house which would embody elements of the significance of the existing pub in an exemplary manner.
244. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 has been applied and great weight has been given to the need to preserve the setting of the surrounding listed buildings (St Botolph's Church (Grade I listed), Sir John Cass School (Grade II* listed), 48 and 49 Aldgate High Street (Grade II listed), 47 Aldgate High Street (Grade II* listed) and 46 Aldgate High Street (Grade II* listed). It is not considered that the proposal would detract from the significance of the settings of the relevant listed buildings and their special architectural and historic interest would be preserved.
245. The environmental and sustainability agenda has progressed since this application was submitted in 2016, notwithstanding the applicant has demonstrated a commitment to deliver a building with excellent sustainability credentials. Conditions are recommended to secure an improved BREEAM rating and improved carbon performance. It has been demonstrated that the proposal would have an acceptable impact on the microclimate around the site and the quantum of proposed greening is welcomed.
246. Transport matters have been satisfactorily addressed and the application is exemplary in terms of its provision of cycle parking being compliant with both long and short stay standards which is unusual in the City. The proposal would result in the loss of some public highway but this would be offset by the provision of attractive new logical pedestrian routes.
247. The proposal would result in some daylight and sunlight issues (including some reduction that are not compliant with BRE guidance) to surrounding residential dwellings, however, the impact is not considered to be such that it would warrant a refusal of permission.

248. The concerns raised by the owner of 55/56 Aldgate High Street would be addressed through a flank wall condition.
249. Overall it is considered that the proposal represents high quality commercial led development that would have a positive impact on the Aldgate area.

Background Papers

Representations

27.07.2016	Comment	Chris Smith
27.07.2016	Comment	Richard Williamson
27.07.2016	Comment	Adair Halliday
27.07.2016	Comment	James Manning
27.07.2016	Comment	John Evans
04.08.2016	Comment	Glen Leeder
04.08.2016	Comment	John Evans
04.08.2016	Comment	Jane Jewell
04.08.2016	Comment	C Pertwee
04.08.2016	Comment	Douglas Haywood
04.08.2016	Comment	Andrew Altmann
04.08.2016	Comment	Caroline Bottomley
04.08.2016	Comment	Jonathan Taylor
04.08.2016	Comment	Lyndy Jacquot
04.08.2016	Comment	Carlos Hood
04.08.2016	Comment	Christina Pullam
04.08.2016	Comment	Harriet Connides
04.08.2016	Comment	Ian Dicks
04.08.2016	Comment	Shawdian Uttley
04.08.2016	Comment	Elizabeth Burling
04.08.2016	Comment	David Milne
04.08.2016	Comment	Adele Schlazer-Lester
04.08.2016	Comment	Tristan O'Dwyer
04.08.2016	Comment	Howard Clark
04.08.2016	Comment	James Bramble
04.08.2016	Comment	Kate Bowgett
04.08.2016	Comment	Patrick Nicholas
04.08.2016	Comment	Matt Nicholls
04.08.2016	Comment	Richard Pascoe
04.08.2016	Comment	Michael Collard
04.08.2016	Comment	Elizabeth Waight
04.08.2016	Comment	Chris Ashby
04.08.2016	Comment	Chris Berthohd
05.08.2016	Comment	Colin Toogood
05.08.2016	Comment	Peter Dray
05.08.2016	Comment	Andrew Brown
05.08.2016	Comment	Kris O'Kane
05.08.2016	Comment	Kenneth Orr
05.08.2016	Comment	Max Goldman
05.08.2016	Comment	James Ford
05.08.2016	Comment	Sarah-Jayne Bray
05.08.2016	Comment	Daniel Couzens
05.08.2016	Comment	Vicky Stewart
05.08.2016	Comment	Craig Thomas
05.08.2016	Comment	Iain Chambers
05.08.2016	Comment	Zena Sullivan
05.08.2016	Comment	Su O'Brien

05.08.2016	Comment	Jane Jephcote
08.08.2016	Comment	R Taylor
08.08.2016	Comment	Marian Monas
08.08.2016	Comment	Jacqui Brazil
08.08.2016	Comment	Patricia Ashby
08.08.2016	Comment	Denise Whittington
08.08.2016	Comment	Betsy Barker
08.08.2016	Comment	Mandy Hunt
08.08.2016	Comment	Nick Pope
08.08.2016	Comment	Frances Jagodzinska
08.08.2016	Comment	Adrian Amos
08.08.2016	Comment	Evan Skuthorpe
08.08.2016	Comment	D Davies
08.08.2016	Comment	Barry Jackson
08.08.2016	Comment	Sue Godsell
08.08.2016	Comment	William Amos
08.08.2016	Comment	Gemma Wade
08.08.2016	Comment	Thomas Jones
08.08.2016	Comment	Jess Cooper
08.08.2016	Comment	Matthew Dench
08.08.2016	Comment	Matt Brookland
08.08.2016	Comment	Charles Andrew Rose
08.08.2016	Comment	Mark Taliana
08.08.2016	Comment	Katherine Bannom
08.08.2016	Comment	Samuel Stuart Arthur Walker
08.08.2016	Comment	Peter Kent
08.08.2016	Comment	Anne Mullane
08.08.2016	Comment	Keith Barker-Main
08.08.2016	Comment	Janet Wickings
08.08.2016	Comment	Annie Appleby
08.08.2016	Comment	Kate Saint
08.08.2016	Comment	Sue Spiller
08.08.2016	Comment	Victoria Young
08.08.2020	Comment	Veronica Hunt-Lewis
08.08.2016	Comment	Michael Bundy
08.08.2016	Comment	Martin Cook
08.08.2016	Comment	Katy Chapman
08.08.2016	Comment	Stuart Mackay
08.08.2016	Comment	Nicola Lovick
08.08.2016	Comment	Alex Templieton
08.08.2016	Comment	James Lovick
08.08.2016	Comment	David Bridgwater
08.08.2016	Comment	Matt Fazal
08/08.2016	Comment	Andrew Burgess
08.08.2016	Comment	Joanna Moncrieff
09.08.2016	Comment	Edmund O Brien
09.08.2016	Comment	Mark Ellis
09.08.2016	Comment	Simon Holland
09.08.2016	Comment	Oscar Rocklin
09.08.2016	Comment	Adrienne Roche

09.08.2016	Comment	Roger Carr
09.08.2016	Comment	Ellis Leeper
09.08.2016	Comment	Scott Wagstaff
09.08.2016	Comment	Andrew Brister
09.08.2016	Comment	Emma Cornish
09.08.2016	Comment	Colin West
09.08.2016	Comment	Andrew Large
09.08.2016	Comment	Gillian-Claire Pearman
09.08.2016	Comment	Denise D'Armi
09.08.2016	Comment	Delianne Forget
10.08.2016	Comment	Philip Whittington
10.08.2016	Comment	Joanne Gourlay
10.08.2016	Comment	John Cryne
10.08.2016	Comment	Frank Jeffs
10.08.2016	Comment	Matthew Stimpson
10.08.2016	Comment	David Bull
10.08.2016	Comment	Alastair Catto
11.08.2016	Comment	Tim Matthews
11.08.2016	Comment	Anna Gud
11.08.2018	Comment	Peta Bridle
11.08.2016	Comment	Anna Simons
11.08.2016	Comment	Tom Wilkinson
12.08.2016	Comment	Peter Milton
12.08.2016	Comment	Mark Amies
12.08.2016	Comment	Simon Kirwin
12.08.2016	Comment	Deborah Brown
12.08.2016	Comment	Peter Milton
12.08.2016	Comment	Yvonne Caffrey
12.08.2016	Comment	Chris Jones
12.08.2016	Comment	Pat Taylor
12.08.2016	Comment	Vicky Lloyd
12.08.2016	Comment	Simon Paul
12.08.2016	Comment	Anita Amies
12.08.2016	Comment	James White
13.08.2016	Comment	Lisa Millward
13.08.2016	Comment	Chauney Dunford
13.08.2016	Comment	Perry Gowler
13.08.2016	Comment	Simon Carroll
13.08.2016	Comment	Christopher Stimpson
14.08.2016	Comment	Rex Ward
14.08.2016	Comment	Katharine Raymond
14.08.2016	Comment	Roy Tunstall
14.08.2016	Comment	Robert Frsdick
14.08.2016	Comment	Stephen Wood
14.08.2016	Comment	Victoria Hardy
14.08.2016	Comment	Chris Cochran
14.08.2016	Comment	Trevor Crook
14.08.2016	Comment	Callum Frackelton-Cooper
14.08.2016	Comment	Michele Gates
14.08.2016	Comment	Simon Gates

14.08.2016	Comment	Louise Meddings
14.08.2016	Comment	Grant McIntosh
14.08.2016	Comment	Peter Cole
14.08.2016	Comment	Kenneth Towne
14.08.2016	Comment	Ian Hardie
15.08.2016	Comment	Ruth Murray
15.08.2016	Comment	David Brown
15.08.2016	Comment	Steve Doggett
15.08.2016	Comment	Terence Frisch
15.08.2016	Comment	Julian Kirkby
15.08.2016	Comment	Adam Sharpe
15.08.2016	Comment	Tony Wright
15.08.2016	Comment	James Watson (East London & City branch of CAMRA
15.08.2016	Comment	James Young
15.08.2016	Comment	Gary Alton
15.08.2016	Comment	David Roderick
15.08.2016	Comment	Marina Wrixon
15.08.2016	Comment	Alistair FitzPatrick
15.08.2016	Comment	Paul Woodley
15.08.2016	Comment	Ali Twidaale
15.08.2016	Comment	Jack Brooks
15.08.2016	Comment	Gavin Gibb
15.08.2016	Comment	Philip Renshaw
15.08.2016	Comment	Donal Fitzsimons
15.08.2016	Comment	George Hanna
15.08.2016	Comment	Tracey Bates
15.08.2016	Comment	Dominic Pinto
16.08.2016	Comment	Lee Hickman
16.08.2016	Comment	Brian Dawton
16.08.2016	Comment	Ben Wykes
16.08.2016	Comment	Paul Grove
16.08.2016	Comment	Brian Blagbrough
16.08.2016	Comment	Alex Burke
16.08.2016	Comment	Matthew Gascoigne
16.08.2016	Comment	Seb Brennan
16.08.2016	Comment	Graham Burgess
16.08.2016	Comment	Paul Bracegirdle
16.08.2016	Comment	Matthew O'Leary
16.08.2016	Comment	Candida DaFonseca
16.08.2016	Comment	Ian Charles-Jones
16.08.2016	Comment	Angela Wood
16.08.2016	Comment	Martin Goldsworthy
16.08.2016	Comment	Christopher Frost
16.08.2016	Comment	Tara Quinn
16.08.2016	Comment	Lin Dadd
16.08.2016	Comment	Catherine Trevethan
16.08.2016	Comment	Richard Arnopp
16.08.2016	Comment	Lucy Saint-Smith
16.08.2016	Comment	Jane Harrington

16.08.2016	Comment	Gillian Tindall
16.08.2016	Comment	Simon Law
17.08.2016	Comment	Karen Golanski
17.08.2016	Comment	Ryan Emmett
17.08.2016	Comment	Gerry Hahlo
17.08.2016	Comment	Vicky Halliday
17.08.2016	Comment	Gabriella Herrick
17.08.2016	Comment	Ed Perridge
17.08.2016	Comment	Peter Caseley
17.08.2016	Comment	Julian Shute
17.08.2016	Comment	Joanna Eley
17.08.2016	Comment	Claire Morley
17.08.2016	Comment	Richard Cohen
17.08.2016	Comment	Anthony Paul
18.08.2016	Email	Richard Lewis
18.08.2016	Comment	Peter Walker
18.08.2016	Comment	Mick Williamson
18.08.2016	Comment	Roland Jeffery
18.08.2016	Comment	Richard Hickey
18.08.2016	Comment	Christine Gordon
18.08.2016	Comment	Harry Shawyer
18.08.2016	Comment	Ken Hodgson
18.08.2016	Comment	Alison Beardwood
19.08.2016	Comment	Michael O'Rorke
19.08.2016	Comment	Jan Savage
20.08.2016	Comment	Emma Grace Aldons
20.08.2016	Comment	Ann George
21.08.2016	Comment	Mary Eileen Heaslip
21.08.2016	Comment	John Folkard
21.08.2018	Comment	Philip Suggitt
21.08.2016	Comment	Joshua Mardell
22.08.2016	Comment	Nick Blake
22.08.2016	Comment	Polly Murphy
22.08.2016	Comment	Samuel Warshaw
22.08.2016	Comment	Philip Houldershaw
22.08.2016	Comment	Wanda Ashman
23.08.2016	Comment	Steve Orpin
23.08.2016	Comment	James Champness
24.08.2016	Comment	Martin Cummins
25.08.2016	Comment	Simon Williams
26.08.2016	Letter	William Campbell-Taylor
26.08.2016	Comment	John Sinha
27.08.2016	Comment	Johanna Marshall
28.08.2016	Comment	Michael Beavan
29.08.2016	Comment	Helen Walasek
31.08.2016	Comment	Stephen Gray
05.09.2016	Comment	Peter Hampshire
08.09.2016	Comment	Daniel McHarg
08.09.2016	Comment	Sarah Witney
09.09.2016	Comment	Patricia Habberjam

13.09.2016	Comment	Adam Shipway
13.09.2016	Comment	David Gill
14.09.2016	Comment	Philip Thrush
15.09.2016	Comment	John Cant
19.08.2016	Comment	Camilla Ford
22.09.2016	Comment	Bryan Munday
22.09.2016	Comment	Elaine Edge
23.09.2016	Comment	Nicholas Bailey
29.09.2016	Comment	Peter Filcek
01.10.2016	Comment	Matthew Orton
27.10.2016	Comment	Stefany Reich-Silber
27.10.2016	Comment	Giles Latcham
27.10.2016	Comment	Chris Harris
04.11.2016	Comment	Louise Reedl
07.11.2016	Comment	Gary Meaton
08.11.2016	Comment	Jonathan Smith
20.11.2016	Comment	Ruth Richardson
28.11.2016	Comment	Del Campbell
12.12.2016	Comment	Mathew Chambers
12.12.2016	Comment	Steven Hanscomb
17.12.2016	Comment	Robert Picking
09.01.2017	Letter	Desmond Fitzpatrick
15.11.2017	Comment	Marc Haynes
15.01.2018	Email	Steve Hanscomb
11.01.2019	Comment	Seb Brennan
11.01.2019	Comment	Richard Williamson
11.01.2019	Comment	Peter Caseley
11.01.2019	Comment	Pat Taylor
12.01.2019	Comment	James White (Comment)
12.01.2019	Comment	Ruth Murray
13.01.2019	Comment	A McEvoy
15.01.2019	Comment	Stuart MackKay
19.01.2019	Comment	Anthony Taylor
19.01.2019	Comment	Emma Nagle
19.01.2019	Comment	Susan Drees
19.01.2019	Comment	William Wilkes-Wood
19.01.2019	Comment	Caroline Murray
19.01.2019	Comment	Nick Small
19.01.2019	Comment	Wanda Ashman
19.01.2019	Comment	Robin Greeley
20.01.2019	Comment	L Benevicius
23.01.2019	Comment	David Anderson
29.01.2019	Letter	J Cooper
30.01.2019	Comment	Emily Lane
30.01.2019	Comment	Theresa Pine
30.01.2019	Comment	Harry Boggis-Rolfe
30.01.2019	Comment	Peter Thomas
30.01.2019	Comment	Wendy Forrest
31.01.2019	Comment	Tom Killick
31.01.2019	Comment	Angela Wood

04.02.2019	Comment	Peter Dragonetti
05.02.2019	Comment	Duncan Gates
06.02.2019	Comment	Lee Christensen
19.02.2019	Comment	Sebastian Enser-Wight (support)
22.02.2019	Comment	M O'Rorke
13.03.2019	Comment	Nicola Barker
08.05.2019	Comment	Alexander Williams
21.08.2019	Comment	Peter Blair
21.08.2019	Comment	Wyn Morgan
22.08.2019	Comment	Bridget Furst
22.08.2019	Comment	Chris Connor
25.08.2019	Comment	Mike Watts
30.08.2019	Comment	Jo Cottle
30.08.2019	Comment	Adam Glisson
30.08.2019	Comment	John Gallinari
31.08.2019	Comment	Manuel Rodrigues
17.11.2019	Comment	Barry Klein
01.12.2020	Comment	H Company Ltd

092-O-ACME-ST1-00-0008-E	Existing Public Highway
092-O-ACME-ST1-00-0009-C	Building over existing Public Highway
092-O-ACME-ST1-00-0010-B	Projection over Public Highway
092-O-ACME-ST1-00-0011-C	Projection below Public Highway
092-O-ACME-ST1-00-0016-B	Public Highway After Completion
092-O-ACME-ST1-00-0017-B	Stopping up – Dedication

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 Demolition management Plan March 2016 Coleman Group
 Energy and Sustainability Statement March 2016 RED
 Historic Environment Statement March 2016 MOLA
 Noise Assessment November 2015 Cole Jarman
 Preliminary Ecological Assessment March 2016 The Ecology Consultancy
 Statement of Community Involvement March 2016 4 Communications
 Townscape and Visual Impact Assessment March 2016 Peter Steward
 Consultancy and Miller Hare
 Transport Assessment March 2016 Grontmij
 Air Quality Assessment June 2016 and September 2016 Air Quality
 Consultants
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BB7 Fire Strategy Report November 2020
ACME Cultural Plan November 2020
E mail 01.12.2020 Transport for London

Appendix A

London Plan Policies

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

Policy 2.10 Enhance and promote the unique international, national and London wide roles of the Central Activities Zone (CAZ) and as a strategically important, globally-oriented financial and business services centre.

Policy 2.11 Ensure that developments proposals to increase office floorspace within CAZ include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the plan.

Policy 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 4.8 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 5.1 Climate Change Mitigation

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 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 7.2 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 7.10 Development in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value.

Policy 7.12 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 7.19 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 Draft Intend to Publish London Plan Policies

Policy GG1 Seeks good growth that builds on openness, diversity and equality.

Policy GG2 Seeks to create sustainable mixed-use places that make the best use of land.

Policy GG5 Seeks to conserve and enhance London's global economic competitiveness. Development must fulfil a range of criteria including promoting and supporting London's rich heritage and cultural assets.

Policy GG6 Seeks to help London become a more efficient and resilient city improvements in energy efficiency should be sought, buildings should be designed to adapt to climate change, make efficient use of water and avoid contributing to the heat island effect. A safe and secure environment should be created that is resilient to terrorism.

Policy SD4 The unique international, national and London-wide roles of the CAZ based on an agglomeration and rich mix of strategic functions and local

uses, should be promoted and enhanced. The distinct environment and heritage of the CAZ should be sustained and enhanced. Measures should be taken to improve air quality in the CAZ. The unique concentration and diversity of cultural, arts, entertainment, night-time economy and tourism facilities should be promoted and enhanced.

Policy SD5 Offices and other CAZ strategic functions are to be given greater weight relative to new residential development in all other areas of the CAZ except those stated in the plan.

Policy D3 All development must make the best use of land by following a design led approach that optimises the capacity of sites. Development proposals should address form and layout, experience and quality and character.

Policy D4 The design quality of development should be maintained by ensuring maximum detail appropriate for design stage, ensuring the wording of planning permission, associated conditions and legal agreements provide clarity regarding the quality of design and avoid considering large elements of design by condition. Consideration should be given to conditioning the ongoing involvement of the original design team to monitor the design quality of development through to completion.

Policy D5 Development proposals should achieve the highest standards of accessible and inclusive design.

Policy D11 Development proposals should maximise building resilience and minimise potential physical risks. Development should include measures to design out crime.

Policy D12 Development proposals must achieve the highest standards of fire safety. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy produced by a third party, suitably qualified assessor.

Policy E1 Improvements to the quality, flexibility and adaptability of office space of different sizes should be supported by new office provision, refurbishment and mixed-use development.

Policy HC1 Development proposals affecting heritage assets and their settings should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. Development proposals should avoid harm. Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

Policy HC2 Development should not detract from the setting of the World Heritage Site.

Policy HC4 Development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements.

Policy G5 Major development proposals should contribute to greening by including urban greening as a fundamental element of site and building design.

Policy SI1 Development proposals should not lead to further deterioration of existing poor air quality and must be air quality neutral. Major proposals should be submitted with an Air Quality Assessment. In order to reduce the impact on air quality during the construction and demolition phase development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance.

Policy SI2 Major development should be net zero carbon. Greenhouse gas emissions should be reduced in line with the energy hierarchy.

Policy SI4 Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and

incorporation of green infrastructure. Development proposals should demonstrate through an energy strategy how the potential for internal overheating and reliance on air conditioning systems would be reduced. Policy S15 the use of mains water, water supplies and resources should be protected and conserved. Development proposals should minimise the use of mains water, achieve BREEAM excellent for the water category and incorporate measures to achieve lower water consumption.

Policy SI12 Development proposals should ensure that flood risk is minimised and mitigated.

Policy SI13 Development proposals should aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible. There should be a preference for green over grey features.

Policy T1 Development proposals should facilitate all trips in London to be made by foot, cycle or public transport by 2041. Development should make the most effective use of land, reflecting its connectivity and accessibility.

Policy T2 development proposals should be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T4 Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Development proposals should not increase road danger.

Policy T5 Development proposals should remove barriers to cycling and create a healthy environment in which people choose to cycle. Appropriate levels of cycle parking should be secured. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Where it is not possible to provide short stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on street location for the required provision.

Policy T6 Car free development should be the starting point for all

development.

Policy T6.5 Disabled persons parking should be provided in accordance with the required standards, ensuring that all non-residential elements provide access to at least one on or off street disabled persons parking bay.

Policy T7 Development proposals should facilitate safe, clean and efficient deliveries and servicing. Adequate space for servicing, storage and deliveries should be made off street, with on street loading bays only used where this is not possible. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. During the construction phase of development, inclusive, safe access for people walking or cycling should be priorities and maintained at all times.

Relevant Draft City Plan 2036 Policies

S1 Healthy and Inclusive City

HL1 Inclusive Buildings and Spaces

HL2 Air Quality

HL3 Noise and Light Pollution

HL9 Health Impact Assessment (HIA)

S2 Safe and Secure City

SA3 Designing in Security

S4 Offices

OF1 Office Development

S5 Retailing

RE2 Retail Links

S7 Smart Infrastructure and Utilities

IN1 Infrastructure Provision and Connection

S8 Design

DE1 Sustainability Standards

DE2 New Development

DE3 Public Realm

DE4 Pedestrian Permeability

DE6 Shopfronts

DE8 Daylight and Sunlight

DE9 Lighting
S9 Vehicular Transport and Servicing
VT1 The Impacts of Development on Transport
VT2 Freight and Servicing
VT3 Vehicle Parking
S10 Active Travel and Healthy Streets
AT1 Pedestrian Movement
AT2 Active Travel including Cycling
AT3 Cycle Parking
S11 Historic Environment
HE1 Managing Change to Heritage Assets
HE2 Ancient Monuments and Archaeology
S13 Protected Views
S14 Open Spaces and Green Infrastructure
OS2 City Greening
OS3 Biodiversity
S15 Climate Resilience and Flood Risk
CR1 Overheating and Urban Heat Island Effect
CR2 Flood Risk
CR3 Sustainable Drainage Systems (SuDS)
S16 Circular Economy and Waste
CE1 Zero Waste City
S20 Aldgate, Tower and Portsoken
S27 Planning Contributions

Relevant Local Plan Policies

CS1 Provide additional offices

To ensure the City of London provides additional office development of the highest quality to meet demand from long term employment growth and strengthen the beneficial cluster of activities found in and near the City that contribute to London's role as the world's leading international financial and business centre.

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

CS3 Ensure security from crime/terrorism

To ensure that the City is secure from crime, disorder and terrorism, has safety systems of transport and is designed and managed to satisfactorily accommodate large numbers of people, thereby increasing public and corporate confidence in the City's role as the world's leading international financial and business centre.

CS4 Seek planning contributions

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

CS8 Meet challenges facing Aldgate area

To regenerate the amenities and environment of the Aldgate area for businesses, residents, workers, visitors and students, promoting development and investment.

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS13 Protect/enhance significant views

To protect and enhance significant City and London views of important buildings, townscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.

CS15 Creation of sustainable development

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

CS16 Improving transport and travel

To build on the City's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City.

CS17 Minimising and managing waste

To support City businesses, residents and visitors in making sustainable choices regarding the minimisation, transport and management of their waste, capitalising on the City's riverside location for sustainable waste transfer and eliminating reliance on landfill for municipal solid waste (MSW).

CS18 Minimise flood risk

To ensure that the City remains at low risk from all types of flooding.

CS19 Improve open space and biodiversity

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

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.

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.

DM1.2 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.

DM1.3 Small and medium business units

To promote small and medium sized businesses in the City by encouraging:

- a) new accommodation suitable for small and medium sized businesses or occupiers;
- b) office designs which are flexible and adaptable to allow for sub-division to create small and medium sized business units;
- c) continued use of existing small and medium sized units which meet occupier needs.

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.

DM3.2 Security measures

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

- a) building-related security measures, including those related to the servicing of the building, to be located within the development's boundaries;
- b) measures to be integrated with those of adjacent buildings and the public realm;
- c) that security is considered at the concept design or early developed design phases of all development proposals to avoid the need to retro-fit measures that impact on the public realm;
- d) developers to seek recommendations from the City of London Police Architectural Liaison Officer at the design stage. New development should meet Secured by Design principles;

- e) the provision of service management plans for all large development, demonstrating that vehicles seeking access to the building can do so without waiting on the public highway;
- f) an assessment of the environmental impact of security measures, particularly addressing visual impact and impact on pedestrian flows.

DM3.3 Crowded places

On all major developments, applicants will be required to satisfy principles and standards that address the issues of crowded places and counter-terrorism, by:

- a) conducting a full risk assessment;
- b) keeping access points to the development to a minimum;
- c) ensuring that public realm and pedestrian permeability associated with a building or site is not adversely impacted, and that design considers the application of Hostile Vehicle Mitigation measures at an early stage;
- d) ensuring early consultation with the City of London Police on risk mitigation measures;
- e) providing necessary measures that relate to the appropriate level of crowding in a site, place or wider area.

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that

would adversely affect the character, appearance or amenities of the buildings or area will be resisted;

- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM10.2 Design of green roofs and walls

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

DM10.3 Roof gardens and terraces

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

DM10.4 Environmental enhancement

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces. Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;

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

DM10.8 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.

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.

DM12.4 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.

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.

DM16.2 Pedestrian movement

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.
2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:
 - a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
 - b) the shortest practicable routes between relevant points.
3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.
6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

DM16.3 Cycle parking

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

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.

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.

SCHEDULE

APPLICATION: **16/00406/FULMAJ**

**15 Minorities, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street
London EC3**

Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses. (30,901sq.m gea.)

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 No part of the Still and Star public house shall be demolished before a contract or series of contracts have been made for the carrying out of substantial works of redevelopment and planning permission has been granted for the development for which the contracts provide. Such contracts shall include the construction of all foundations, above ground framework and floor structures.
REASON: To ensure the protection of the Asset of Community Value in accordance with the following policy of the Local Plan: DM 11.1 .
- 3 There shall be no demolition on the site until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison and monitoring (including any agreed monitoring contribution) set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme (including payment of any agreed monitoring contribution)
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to demolition in order that the impact on amenities is minimised from the time that development starts.

- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site during deconstruction of the existing building(s) has been submitted to and approved in writing by the Local Planning Authority. The Deconstruction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The demolition shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.
- REASON: To ensure that demolition works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to demolition work commencing in order that the impact on the transport network is minimised from the time that demolition starts.

- 5 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for the proposed demolition and excavation works and all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- . provide details on all structures;
- . provide details of tall plant and scaffolding;
- . accommodate the location of the existing London Underground structures;
- . demonstrate that there will at no time be any potential security risk to our railway, property or structures;
- . accommodate ground movement arising from the construction thereof; and
- . mitigate the effects of noise and vibration arising from the adjoining operations within the structures.

The development shall be carried out strictly in accordance with the details so approved and no change therefrom shall take place without the prior written consent of the Local Planning Authority and London Underground.

REASON: To enable the Local Planning Authority and Transport for London to ensure that works during demolition, construction and operation will not have adverse impacts on existing London Underground tunnels, in accordance with London Plan policy 6.3.

- 6 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.

- 7 No demolition shall take place until the developer has secured a standing building survey and recording of 62 Aldgate High Street to be carried out in accordance with a written scheme of recording which has been submitted to and approved by the Local Planning Authority. All works must be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that a record of the building is made, and incorporated in the publication and archiving of the archaeological record of the site in accordance with the following policy of the Local Plan: CS12.

- 8 No work except demolition to basement slab level shall take place until an investigation and risk assessment has been undertaken to establish if the site is contaminated and to determine the potential for pollution in accordance with the requirements of DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Where remediation is necessary a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and to the natural and historical environment must be submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority the remediation scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be submitted to and approved in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to

ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the Local Plan DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 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 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.
- 11 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.

- 12 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.

- 13 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented and brought into operation before the development is occupied and shall be so maintained for the life of the building.

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policy of the Local Plan: DM10.1. These details are required prior to piling or construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 14 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.

- 15 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site during construction of the development has been submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority.

REASON: To ensure that construction works do not have an adverse impact on public safety and the transport network in accordance with London Plan Policy 6.14 and the following policies of the Local Plan: DM15.6, DM16.1. These details are required prior to construction work commencing in order that the impact on the transport network is minimised from the time that construction starts.

- 16 The development shall incorporate such measures as are necessary within the site to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device, details of which must be submitted to and approved in writing by the Local Planning Authority before any construction works hereby permitted are begun.

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Local Plan: DM3.2. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

- 17 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 (as described by the Drainage Assessment Report Revision A 03/06/2016 and updated by subsequent emails 08/09/2016 -27/10/2016) including but not limited to: attenuation systems, pumps, design for system exceedance, construction plan, cost etc. The surface water discharge rates should not exceed the values proposed and the actual attenuation volume capacity should be no less than 250m³; unless otherwise agreed with the Lead Local Flood Authority;

(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 discharged rate to be satisfactory.

REASON: To improve sustainability, reduce flood risk and reduce water run off rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

18 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 run off rates in accordance with the following policy of the Local Plan: DM18.1, DM18.2 and DM18.3.

19 Before any construction works hereby permitted are begun a detailed assessment of further measures to improve carbon dioxide emissions savings and the BREEAM rating shall be submitted to and approved in writing by the local planning authority.

REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

20 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 development including external ground and upper level surfaces;

(b) details of a typical bay of the development;

(c) details of the ground floor office entrances;

(d) details of soffits, hand rails and balustrades;

(e) details of junctions with adjoining premises;

(f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level;

- (g) details of external surfaces within the site boundary including hard and soft landscaping;
- (h) details of the shopfronts;
- (i) details of the facades to the public house;
- (j) details of the artwork to be incorporated into the exterior of the public house; and
- (k) details of the design and location of an interpretation board that would be incorporated into the design of the scheme and contain information about the history of the existing Still and Star public house.

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: CS10, DM10.1, DM10.5.

- 21 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.
- 22 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.
- 23 Prior to the occupation of any part of the building all exposed flank or party walls must be faced or treated in accordance with details to be approved by the Local Planning Authority in writing before any such works are commenced and all development pursuant to this permission shall be carried out in accordance with the approved details.
REASON: In the interests of visual amenity in accordance with the following policy of the Local Plan: DM10.1.

- 24 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.
REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policies of the Local Plan: DM15.1, DM15.2, DM15.3, DM15.3, DM15.4.
- 25 The office development shall not be occupied until the Still and Star public house has been completed and is ready for occupation in accordance with the terms of this permission and any approved details pursuant to conditions of the permission.
REASON: To ensure that the whole development is satisfactorily completed in accordance with the following policies of the Local Plan: DM11.1.
- 26 No doors, gates or windows at ground floor level shall open over the public highway.
REASON: In the interests of public safety
- 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 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 395 pedal cycles (341 long stay spaces and 54 short stay spaces and 5% shall be accessible). 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.

- 29 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 30 (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.
- 31 Before any mechanical plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other part of the building in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
REASON: In order to protect the amenities of commercial occupiers in the building in accordance following policy of the Local Plan: DM15.7.
- 32 The areas of public highway on the site shall remain fully open and unobstructed until such time as the necessary Stopping-up Order has come into effect.
REASON: To ensure compliance with the terms of Section 247 and 257 of the Town and Country Planning Act 1990.
- 33 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.

- 34 There shall be no promoted events on the premises. A promoted event for this purpose, is an event involving music and dancing where the musical entertainment is provided at any time between 23:00 and 07:00 by a disc jockey or disc jockeys one or some of whom are not employees of the premises licence holder and the event is promoted to the general public.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.
- 35 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Local Plan: DM10.8.
- 36 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.
- 37 The A1, A3 and A4 uses within the development site shall be used for retail, cafe and public house purposes as indicated on the ground floor plan hereby approved and for no other purpose of the Schedule to the Town and Country Planning (Use Classes) Order 1987, (including any purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 2020) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.
REASON: To ensure that active uses are retained on the ground floor in accordance with Local Plan Policy DM20.2.
- 38 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:
SITE PLANS
092-O-ACME-ST1-00-0001-C Location plan
092-O-ACME-ST1-00-0002-C Red Line plan
092-O-ACME-ST1-00-0003-C Existing Site Plan
092-O-ACME-ST1-00-0004-D Demolition Site Plan

092-O-ACME-ST1-00-0005-D	Proposed Site Plan-Roof plan
092-O-ACME-ST1-00-0006-C	Proposed Site Plan-Ground floor plan
092-O-ACME-ST1-00-0007-C	Proposed Basement 2 Plan

PROPOSED PLANS

092-O-ACME-GA1-00-1100-E	Ground Floor Plan
092-O-ACME-GA1-01-1101-A	First Floor Plan
092-O-ACME-GA1-02-1102-A	Second Floor Plan
092-O-ACME-GA1-03-1103-A	Third Floor Plan
092-O-ACME-GA1-04-1104-A	Fourth Floor Plan
092-O-ACME-GA1-05-1105-A	Fifth Floor Plan
092-O-ACME-GA1-06-1106-A	Sixth Floor Plan
092-O-ACME-GA1-07-1107-A	Seventh Floor Plan
092-O-ACME-GA1-08-1108-A	Eighth Floor Plan
092-O-ACME-GA1-09-1109-B	Ninth Floor Plan
092-O-ACME-GA1-10-1110-A	Tenth Floor Plan
092-O-ACME-GA1-11-1111-B	Eleventh Floor Plan
092-O-ACME-GA1-12-1112-B	Roof Plant Plan
092-O-ACME-GA1-RF-1113-B	Roof Plan
092-O-ACME-GA1-B1-1119-B	Basement 1 Plan
092-O-ACME-GA1-B2-1120-A	Basement 2 Plan
092-O-ACME-GA1-B2-1150-C	Ground Floor Plan - Arcade Clear Height Plan
092-O-ACME-GA1-B2-1151	Ground Floor Plan - Visitor Cycle Spaces
092-O-ACME-GA1-B1-1152	Projection below Public Highway

PROPOSED SECTIONS

092-O-ACME-GA2-XX-1200-B	Long Section A-A
092-O-ACME-GA2-XX-1201-B	Long Section B-B
092-O-ACME-GA2-XX-1202-B	Short Section C-C

PROPOSED ELEVATIONS

092-O-ACME-GA3-XX-1300-B	North Elevation
092-O-ACME-GA3-XX-1301-B	South Elevation
092-O-ACME-GA3-XX-1302-C	East Elevation
092-O-ACME-GA3-XX-1303-B	West Elevation

PROPOSED DETAILS

092-O-ACME-BC1-XX-2100	Ground Floor Façade. Plan, Section and Elevation
092-O-ACME-BC1-XX-2101	Typical Facade. Plan, Section and Elevation
092-O-ACME-BC1-XX-2102	Roof Facade. Plan, Section and Elevation
092-O-ACME-BC1-XX-2103	Roof Plant. Plan, Section and Elevation
092-O-ACME-BC1-XX-2104	Terrace Facade. Plan, Section and Elevation

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. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
2. The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
3. There is a Thames Water main crossing the development site which may need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0800 009 3921 for further information.
4. Any building proposal which includes catering facilities will be required to be constructed with adequate grease traps to the satisfaction of Thames Water Ltd or their contractors.
5. 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.

Background Papers

External

27.07.2016	Comment	Chris Smith
27.07.2016	Comment	Richard Williamson
27.07.2016	Comment	Adair Halliday
27.07.2016	Comment	James Manning
27.07.2016	Comment	John Evans
04.08.2016	Comment	Glen Leeder
04.08.2016	Comment	John Evans
04.08.2016	Comment	Jane Jewell
04.08.2016	Comment	C Pertwee
04.08.2016	Comment	Douglas Haywood
04.08.2016	Comment	Andrew Altmann
04.08.2016	Comment	Caroline Bottomley
04.08.2016	Comment	Jonathan Taylor
04.08.2016	Comment	Lyndy Jacquot
04.08.2016	Comment	Carlos Hood
04.08.2016	Comment	Christina Pullam
04.08.2016	Comment	Harriet Connides
04.08.2016	Comment	Ian Dicks
04.08.2016	Comment	Shawdian Uttley
04.08.2016	Comment	Elizabeth Burling
04.08.2016	Comment	David Milne
04.08.2016	Comment	Adele Schlazer-Lester
04.08.2016	Comment	Tristan O'Dwyer
04.08.2016	Comment	Howard Clark
04.08.2016	Comment	James Bramble
04.08.2016	Comment	Kate Bowgett
04.08.2016	Comment	Patrick Nicholas
04.08.2016	Comment	Matt Nicholls
04.08.2016	Comment	Richard Pascoe
04.08.2016	Comment	Michael Collard
04.08.2016	Comment	Elizabeth Waight
04.08.2016	Comment	Chris Ashby

04.08.2016	Comment	Chris Berthohd
05.08.2016	Comment	Colin Toogood
05.08.2016	Comment	Peter Dray
05.08.2016	Comment	Andrew Brown
05.08.2016	Comment	Kris O'Kane
05.08.2016	Comment	Kenneth Orr
05.08.2016	Comment	Max Goldman
05.08.2016	Comment	James Ford
05.08.2016	Comment	Sarah-Jayne Bray
05.08.2016	Comment	Daniel Couzens
05.08.2016	Comment	Vicky Stewart
05.08.2016	Comment	Craig Thomas
05.08.2016	Comment	Iain Chambers
05.08.2016	Comment	Zena Sullivan
05.08.2016	Comment	Su O'Brien
05.08.2016	Comment	Jane Jephcote
08.08.2016	Comment	R Taylor
08.08.2016	Comment	Marian Monas
08.08.2016	Comment	Jacqui Brazil
08.08.2016	Comment	Patricia Ashby
08.08.2016	Comment	Denise Whittington
08.08.2016	Comment	Betsy Barker
08.08.2016	Comment	Mandy Hunt
08.08.2016	Comment	Nick Pope
08.08.2016	Comment	Frances Jagodzinska
08.08.2016	Comment	Adrian Amos
08.08.2016	Comment	Evan Skuthorpe
08.08.2016	Comment	D Davies
08.08.2016	Comment	Barry Jackson
08.08.2016	Comment	Sue Godsell
08.08.2016	Comment	William Amos
08.08.2016	Comment	Gemma Wade
08.08.2016	Comment	Thomas Jones
08.08.2016	Comment	Jess Cooper
08.08.2016	Comment	Matthew Dench

08.08.2016	Comment	Matt Brookland
08.08.2016	Comment	Charles Andrew Rose
08.08.2016	Comment	Mark Taliana
08.08.2016	Comment	Katherine Bannom
08.08.2016	Comment	Samuel Stuart Arthur Walker
08.08.2016	Comment	Peter Kent
08.08.2016	Comment	Anne Mullane
08.08.2016	Comment	Keith Barker-Main
08.08.2016	Comment	Janet Wickings
08.08.2016	Comment	Annie Appleby
08.08.2016	Comment	Kate Saint
08.08.2016	Comment	Sue Spiller
08.08.2016	Comment	Victoria Young
08.08.2020	Comment	Veronica Hunt-Lewis
08.08.2016	Comment	Michael Bundy
08.08.2016	Comment	Martin Cook
08.08.2016	Comment	Katy Chapman
08.08.2016	Comment	Stuart Mackay
08.08.2016	Comment	Nicola Lovick
08.08.2016	Comment	Alex Templieton
08.08.2016	Comment	James Lovick
08.08.2016	Comment	David Bridgwater
08.08.2016	Comment	Matt Fazal
08/08.2016	Comment	Andrew Burgess
08.08.2016	Comment	Joanna Moncrieff
09.08.2016	Comment	Edmund O Brien
09.08.2016	Comment	Mark Ellis
09.08.2016	Comment	Simon Holland
09.08.2016	Comment	Oscar Rocklin
09.08.2016	Comment	Adrienne Roche
09.08.2016	Comment	Roger Carr
09.08.2016	Comment	Ellis Leeper
09.08.2016	Comment	Scott Wagstaff
09.08.2016	Comment	Andrew Brister
09.08.2016	Comment	Emma Cornish

09.08.2016	Comment	Colin West
09.08.2016	Comment	Andrew Large
09.08.2016	Comment	Gillian-Claire Pearman
09.08.2016	Comment	Denise D'Armi
09.08.2016	Comment	Delianne Forget
10.08.2016	Comment	Philip Whittington
10.08.2016	Comment	Joanne Gourlay
10.08.2016	Comment	John Cryne
10.08.2016	Comment	Frank Jeffs
10.08.2016	Comment	Matthew Stimpson
10.08.2016	Comment	David Bull
10.08.2016	Comment	Alastair Catto
11.08.2016	Comment	Tim Matthews
11.08.2016	Comment	Anna Gud
11.08.2018	Comment	Peta Bridle
11.08.2016	Comment	Anna Simons
11.08.2016	Comment	Tom Wilkinson
12.08.2016	Comment	Peter Milton
12.08.2016	Comment	Mark Amies
12.08.2016	Comment	Simon Kirwin
12.08.2016	Comment	Deborah Brown
12.08.2016	Comment	Peter Milton
12.08.2016	Comment	Yvonne Caffrey
12.08.2016	Comment	Chris Jones
12.08.2016	Comment	Pat Taylor
12.08.2016	Comment	Vicky Lloyd
12.08.2016	Comment	Simon Paul
12.08.2016	Comment	Anita Amies
12.08.2016	Comment	James White
13.08.2016	Comment	Lisa Millward
13.08.2016	Comment	Chauney Dunford
13.08.2016	Comment	Perry Gowler
13.08.2016	Comment	Simon Carroll
13.08.2016	Comment	Christopher Stimpson
14.08.2016	Comment	Rex Ward

14.08.2016	Comment	Katharine Raymond
14.08.2016	Comment	Roy Tunstall
14.08.2016	Comment	Robert Frsdick
14.08.2016	Comment	Stephen Wood
14.08.2016	Comment	Victoria Hardy
14.08.2016	Comment	Chris Cochran
14.08.2016	Comment	Trevor Crook
14.08.2016	Comment	Callum Frackelton-Cooper
14.08.2016	Comment	Michele Gates
14.08.2016	Comment	Simon Gates
14.08.2016	Comment	Louise Meddings
14.08.2016	Comment	Grant McIntosh
14.08.2016	Comment	Peter Cole
14.08.2016	Comment	Kenneth Towne
14.08.2016	Comment	Ian Hardie
15.08.2016	Comment	Ruth Murray
15.08.2016	Comment	David Brown
15.08.2016	Comment	Steve Doggett
15.08.2016	Comment	Terence Frisch
15.08.2016	Comment	Julian Kirkby
15.08.2016	Comment	Adam Sharpe
15.08.2016	Comment	Tony Wright
15.08.2016	Comment	James Watson (East London & City branch of CAMRA)
15.08.2016	Comment	James Young
15.08.2016	Comment	Gary Alton
15.08.2016	Comment	David Roderick
15.08.2016	Comment	Marina Wrixon
15.08.2016	Comment	Alistair FitzPatrick
15.08.2016	Comment	Paul Woodley
15.08.2016	Comment	Ali Twidaale
15.08.2016	Comment	Jack Brooks
15.08.2016	Comment	Gavin Gibb
15.08.2016	Comment	Philip Renshaw
15.08.2016	Comment	Donal Fitzsimons

15.08.2016	Comment	George Hanna
15.08.2016	Comment	Tracey Bates
15.08.2016	Comment	Dominic Pinto
16.08.2016	Comment	Lee Hickman
16.08.2016	Comment	Brian Dawton
16.08.2016	Comment	Ben Wykes
16.08.2016	Comment	Paul Grove
16.08.2016	Comment	Brian Blagbrough
16.08.2016	Comment	Alex Burke
16.08.2016	Comment	Matthew Gascoigne
16.08.2016	Comment	Seb Brennan
16.08.2016	Comment	Graham Burgess
16.08.2016	Comment	Paul Bracegirdle
16.08.2016	Comment	Matthew O'Leary
16.08.2016	Comment	Candida DaFonseca
16.08.2016	Comment	Ian Charles-Jones
16.08.2016	Comment	Angela Wood
16.08.2016	Comment	Martin Goldsworthy
16.08.2016	Comment	Christopher Frost
16.08.2016	Comment	Tara Quinn
16.08.2016	Comment	Lin Dadd
16.08.2016	Comment	Catherine Trevethan
16.08.2016	Comment	Richard Arnopp
16.08.2016	Comment	Lucy Saint-Smith
16.08.2016	Comment	Jane Harrington
16.08.2016	Comment	Gillian Tindall
16.08.2016	Comment	Simon Law
17.08.2016	Comment	Karen Golanski
17.08.2016	Comment	Ryan Emmett
17.08.2016	Comment	Gerry Hahlo
17.08.2016	Comment	Vicky Halliday
17.08.2016	Comment	Gabriella Herrick
17.08.2016	Comment	Ed Perridge
17.08.2016	Comment	Peter Caseley
17.08.2016	Comment	Julian Shute

17.08.2016	Comment	Joanna Eley
17.08.2016	Comment	Claire Morley
17.08.2016	Comment	Richard Cohen
17.08.2016	Comment	Anthony Paul
18.08.2016	Email	Richard Lewis
18.08.2016	Comment	Peter Walker
18.08.2016	Comment	Mick Williamson
18.08.2016	Comment	Roland Jeffery
18.08.2016	Comment	Richard Hickey
18.08.2016	Comment	Christine Gordon
18.08.2016	Comment	Harry Shawyer
18.08.2016	Comment	Ken Hodgson
18.08.2016	Comment	Alison Beardwood
19.08.2016	Comment	Michael O'Rorke
19.08.2016	Comment	Jan Savage
20.08.2016	Comment	Emma Grace Aldons
20.08.2016	Comment	Ann George
21.08.2016	Comment	Mary Eileen Heaslip
21.08.2016	Comment	John Folkard
21.08.2018	Comment	Philip Suggitt
21.08.2016	Comment	Joshua Mardell
22.08.2016	Comment	Nick Blake
22.08.2016	Comment	Polly Murphy
22.08.2016	Comment	Samuel Warshaw
22.08.2016	Comment	Philip Houldershaw
22.08.2016	Comment	Wanda Ashman
23.08.2016	Comment	Steve Orpin
23.08.2016	Comment	James Champness
24.08.2016	Comment	Martin Cummins
25.08.2016	Comment	Simon Williams
26.08.2016	Letter	William Campbell-Taylor
26.08.2016	Comment	John Sinha
27.08.2016	Comment	Johanna Marshall
28.08.2016	Comment	Michael Beavan
29.08.2016	Comment	Helen Walasek

31.08.2016	Comment	Stephen Gray
05.09.2016	Comment	Peter Hampshire
08.09.2016	Comment	Daniel McHarg
08.09.2016	Comment	Sarah Witney
09.09.2016	Comment	Patricia Habberjam
13.09.2016	Comment	Adam Shipway
13.09.2016	Comment	David Gill
14.09.2016	Comment	Philip Thrush
15.09.2016	Comment	John Cant
19.08.2016	Comment	Camilla Ford
22.09.2016	Comment	Bryan Munday
22.09.2016	Comment	Elaine Edge
23.09.2016	Comment	Nicholas Bailey
29.09.2016	Comment	Peter Filcek
01.10.2016	Comment	Matthew Orton
27.10.2016	Comment	Stefany Reich-Silber
27.10.2016	Comment	Giles Latcham
27.10.2016	Comment	Chris Harris
04.11.2016	Comment	Louise Reedl
07.11.2016	Comment	Gary Meaton
08.11.2016	Comment	Jonathan Smith
20.11.2016	Comment	Ruth Richardson
28.11.2016	Comment	Del Campbell
12.12.2016	Comment	Mathew Chambers
12.12.2016	Comment	Steven Hanscomb
17.12.2016	Comment	Robert Picking
09.01.2017	Letter	Desmond Fitzpatrick
15.11.2017	Comment	Marc Haynes
15.01.2018	Email	Steve Hanscomb
11.01.2019	Comment	Seb Brennan
11.01.2019	Comment	Richard Williamson
11.01.2019	Comment	Peter Caseley
11.01.2019	Comment	Pat Taylor
12.01.2019	Comment	James White (Comment)
12.01.2019	Comment	Ruth Murray

13.01.2019	Comment	A McEvoy
15.01.2019	Comment	Stuart MacKay
19.01.2019	Comment	Anthony Taylor
19.01.2019	Comment	Emma Nagle
19.01.2019	Comment	Susan Drees
19.01.2019	Comment	William Wilkes-Wood
19.01.2019	Comment	Caroline Murray
19.01.2019	Comment	Nick Small
19.01.2019	Comment	Wanda Ashman
19.01.2019	Comment	Robin Greeley
20.01.2019	Comment	L Benevicius
23.01.2019	Comment	David Anderson
29.01.2019	Letter	J Cooper
30.01.2019	Comment	Emily Lane
30.01.2019	Comment	Theresa Pine
30.01.2019	Comment	Harry Boggis-Rolfe
30.01.2019	Comment	Peter Thomas
30.01.2019	Comment	Wendy Forrest
31.01.2019	Comment	Tom Killick
31.01.2019	Comment	Angela Wood
04.02.2019	Comment	Peter Dragonetti
05.02.2019	Comment	Duncan Gates
06.02.2019	Comment	Lee Christensen
19.02.2019	Comment	Sebastian Enser-Wight (support)
22.02.2019	Comment	M O'Rorke
13.03.2019	Comment	Nicola Barker
08.05.2019	Comment	Alexander Williams
21.08.2019	Comment	Peter Blair
21.08.2019	Comment	Wyn Morgan
22.08.2019	Comment	Bridget Furst
22.08.2019	Comment	Chris Connor
25.08.2019	Comment	Mike Watts
30.08.2019	Comment	Jo Cottle
30.08.2019	Comment	Adam Glisson
30.08.2019	Comment	John Gallinari

31.08.2019	Comment	Manuel Rodrigues
17.11.2019	Comment	Barry Klein
01.12.2020	Comment	H Company 3 Ltd

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr chris smith

Address: 82 granby st london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:we need homes not more offices. A historic pub is threatened. A development of this size is unnecessary

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minories, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Richard Williamson

Address: 6 Bowmans mews London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: This development appears massively out of scale with the area, will remove an area of open space and involves the destruction of a beautiful old pub.

The paved area outside the pub - while a little tired gives a good balance to the built up area, building over it will overshadow the road, increase wind speeds and also block a useful pedestrian route heavily used to access Aldgate station from Mansel Street

The pub itself, along with the buildings on the high street are nice examples of their period, and show the original street layout helping people to understand the history of the area.

There have already been a significant number of large buildings constructed recently in the area, with the new residential stuff at the top of Leaman Street looking horrifically over bearing and causing big wind issues on Leaman Street.

The area up to now has been a nice mix of original buildings and new builds. Projects such as this application risk destroying that balance and removing the character of the area

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minories, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mrs Adair J Halliday

Address: 9 Westway Close Upper Castle Combe Chippenham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I object strongly to this application. This is yet another glorious old building that is potentially being knocked down and replaced with a monstrosity of a tower block. It is a building of significant historical interest and needs to be saved. Having lived in London for 12 years, I know the pub in question. I returned to London recently and was utterly shocked at decimation of some beautiful historical precious buildings. London skyline is changing, and not for the better. It has been littered with a multitude of hideous modern office blocks/residential buildings that do little or nothing to enhance the areas they have been built in.

Historical buildings such as this application, are being destroyed. They should be saved and preserved. Planners please think long and hard before you grant permission for the destruction of yet another historical building in our capital city and stop the decimation of its history in buildings. Enough is enough!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr James Manning

Address: 4 Kings Court Apartments Ropewalk Gardens London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I strongly object to the amendment of this project to include the demolition of the Still & Star pub. It is unwarranted and unnecessary to destroy such a valued local amenity, particularly a thriving pub in an area which has already lost so many (including the Aldgate Exchange a mere stone's throw away). The applicants' development can clearly be successfully and profitably built without destroying a historic and popular local business. I urge you to reject the amendment and to let the development proceed without permission to demolish the Still & Star.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr john evans

Address: 251 cromwell lane kenilworth

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:everyones lives are enriched by the constant reminders of who we are as reflected in the history through the ages of our built environment .. notwithstanding the value it brings to aesthetics on pure economic grounds our social history is worth a fortune, you only have to ask the residents of Margate or Hastings or Deal or Whitstable et al who have all benefited immensely by preserving the past which in turn has made those areas far more interesting and attractive to visitors, indeed just down the road you only have to look at the successful campaign fought by many to save The George Tavern in Stepney and its consequential value to not only the local economy but to that rich tapestry we call the east end ... please please think about the future because many have regretted getting rid of our history

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Glenn LEEDER

Address: 3/25 FOLGATE STREET LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Historic buildings like the Still and Star public house need to be retained. This building is one of the last 'slum pubs' in London and as such should be valued and kept for future generations. I object to the demolition of the Still and Star.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minories, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr John Evans

Address: 251 Cromwell lane Kenilwirth

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I lived in brick lane for many years and so know the value of retaining londons unique heritage not only from a historical point but also how valuable these places are from a purely economic point .. Visitors really do not come to London to look at office blocks ... Rather than me go on about the true vake of keeping this absolute historical gem I site the George tavern in Stepney which successfully win its appeal against its possible closure siting its historical local employment and the essential part it plays in the rich tapestry of this fabulous city ... Please please think about the long term future for our children and not allow yet another office faculty which adds nothing to an already blighted skyline ..,I also site bishop gates good yard which is having to be re thought

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mrs Jane Jewell

Address: Flat 5, 15, High Street Cambridge House Hampton Hill

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It is time to stop destroying the remaining parts of our historic city of London. There is more to life than the pursuit of money and profit in overdevelopment of high rise buildings completely out of character with London's historic industrial heritage.

Why is London being overwhelmed with massive buildings which seem to have little or no architectural merit?

What happened to Town Planning and townscape merit?

The consideration of people and everyday worthwhile living seems to have been lost in planning decisions in recent years.

I am an everyday Londoner, now 71 years old. I and my husband have lived all our lives in London. We travel into London several times a week.

We are interested in the life of London and over recent years have taken a particular interest in the East end and the working history of its people.

It is the everyday people who have made London the world renowned and best loved city in the World.

This development and another demolition of a unique part of London is just a long line in the destruction of the real London. The everyday people's London.

Please consider the hundreds of thousands of people who love London but feel powerless to have our voices heard. We would like the planners to consider the concerns of the people who live and love London and respect the goodly heritage that we want conserved.

I would like to pay tribute to the Spitalfields Trust and the blogs of the Gentle Author in alerting us to these huge changes in the face of London.

I hope that serious consideration is given by all those responsible for planning and protecting the character of London to all present and future planning projects.

It is time for the voice of the everyday people, who love London, to be heard. Thank you for letting

me have my say. Jane Jewell

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr C Pertwee

Address: 25 Vivian Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:As one of the few pubs in the area the Still & Star should remain for history and local workers and residents sake.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minories, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

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Case Officer: Sonia Williams

Customer Details

Name: Mr Douglas Haywood

Address: 62 Siege House, Sidney Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I wish to object to the demolition of the Still and Star Public House, an important and unique example of the only surviving 'slum pub' in London. The building and its neighbouring alley stands testament to the historic development of London's meat trade, namely a stop gap for traders taking their stock to Smithfields. To lose the building and neighbouring street would act as another cull of the heritage assets of the East End.

in addition, to house a bar within the new build being named as The Still and Star not only acknowledges its importance but will act as an insult to what would be destroyed.

Any new building in the immediate area should aim to preserve and celebrate the unique, historic elements and compliment what is the very fabric of old London.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Andrew Altmann

Address: 3 Canonbury Square London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Please do not knock down the Still and Star. London is slowly losing many of these wonderful little pubs. They need to be preserved. I know it's not listed but it should be. Generations will look back and wonder why they were destroyed to be replaced by such a horrendous design. London is the most amazing city in the world and these ghosts of the past need to be preserved, cherished and put to a new use. That area of Algate is like an architectural disaster zone with all those new office buildings.

Regards

Andy Altmann

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Caroline Bottomley

Address: 86 Liddell Gardens London London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The Still and Star is a rare example of a 'slum pub' and is an historic building. I object to its demolition.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Jonathan Taylor

Address: 15a New Church Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This development would destroy the wonderful early 18th century pub the "Still and Star". There are few enough remnants of the old city in this area to be destroying this one too, all for the sake of yet another overblown office block which strides across the old pattern of the city.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Lyndy Jacquot

Address: 39 Bell Lane London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Why are property developers so keen to extinguish London's character and replacing it with monstrous buildings made of glass and concrete?! Aldgate is an area full of rich history and character and by demolishing large swathes of this area, so much of what makes London attractive will be destroyed. I strongly oppose to this plan.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Carlos Hood

Address: 66,Abbotsfield Gravesend

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

- unimaginative & out-of-scale for the surrounding area
- demolition of a Public House, which gives character to the area
- an example of a type of development which is increasingly seen as hostile to what would really attract Business, [both commercial/tourist etc.], to this part of London

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Miss Christina Pullam

Address: 2 freshfield close London london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Yet another beautiful street/building being demolished for some boring building. Don't we have enough generic glass buildings in the East london yet?

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Ms harriet connides

Address: 46 manor park road east finchley london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object in the strongest terms to the demolition of this public house, a Victorian 'slum' pub, once one of many, now a unique survival. I find it unbelievable that this pub is not a listed building.

This building is part of the remaining fabric of historical London, to be demolished for another bog standard, bland building block of no architectural merit whatsoever.

Shameful.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ian Dicks

Address: 6 Sherborne Lane Lyme Regis

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Dear Sirs,

I cannot believe that you can continue to consider buildings such as these which which are so totally out of context with my beloved London. They are just ego tripes for developer and architect. They display total ignorance of context and are closer to vandalism than architecture...

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Shawdian Uttley

Address: Kemerton House Alexandra Rd Ryde

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I object to the demolition of the Public House, 'The Still & Star' as it should be 'Listed' as an historic part of London which has stood since 1820 of which this is 'THE LAST' of its kind. As London is now a Tourist City it the people from all over the world who spend thier monies to see London NOT office blocks. Too many Office Blocks are KILLING London which because not many people can afford to live in our City therefore will not be able to work. This will lead to nothing but Slum Offices waiting to be pulled down.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Elizabeth Burling

Address: 38 Capel Road Barnet

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This quiet corner is part of our British heritage - believed to be a unique example of such a building in the City of London. Pubs are an integral part of our culture and naming a bar in the proposed hideous over-development of this site is not at all the same thing. We should cherish our history in London, not bulldoze it in the name of corporate greed.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr David Milne

Address: 18 Folgate Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:Ms, Williams,

i write with my concerns to yet more destruction of the ancient neighbourhood of Aldgate in favour of ever more vast ugly and generic glass towers. the history of this historic building its alley way and human social interest should be preserved at all cost for the future generations,although not a listed building and not set within a conservation site should not be used as the purpose for its destruction, the very nature of the neighbourhood and its ordinary inhabitants who have worked and lived amongst the streets and house now all swept away was the very reason nothing was listed or protected, one building is as important as a terrace or a street.

kind regards,

David Milne.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Adele Schlazer-Lester

Address: PARfett Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:PEnding plans show ugly building detracting from character of area.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Tristan O'Dwyer

Address: 26 Sutton Road Barking London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: The proposal is too big in scale and the environmental impact on the surrounding area in terms of noise and traffic disruption is unacceptable. The area is already heavily congested and the addition of a building on this scale will only add to this.

Of greatest concern perhaps is the loss of the Still and Star public house. This is a valuable amenity in an area which has lost almost all of its public houses over the last couple of decades. In addition there is a heritage issue associated with the loss of such a unique building. The historic impact assessment states that the works will have a considerable archaeological impact, and this alone is reason enough to disallow this application.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Howard Clark

Address: 17 Kilburn House Malvern Place London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I object to the demolition of the Still and Star public house to make way for yet another office block within the city of London. Too many pubs like this have disappeared in the name of speculation and profit and once they're gone they're gone for good. At present even the economic argument for another office block does not make sense. We're experiencing a downturn and an empty site while the developer waits to go ahead when the time is right is not a great prospect. Also in view of the history of the area too much has already disappeared and this area could become an asset as an oasis amidst the rush of traffic and noise nearby. please think again and refuse this application.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr James Bramble

Address: 26 Hampden Rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:Hi,

I work in the area and would like to object in the strongest terms to the demolition of the Still and Star - both as a local amenity, but as a priceless piece of London heritage. There are very few old pubs which truly capture the history of the area left, and the context of the pub on a winding street, down an alley, captures the spirit of the area which is otherwise being obliterated by glass buildings set in square blocks.

Once the landscape of old London is gone, the peoplescope - the sense of the lives of the people who lived there - is gone with it. A trip to the Museum of London will never be as evocative or the era, or the area, as sitting in a pub like the Still and Star. Once that is gone, its gone forever.

You can't stop progress, but progress surrounds this building. The area around Aldgate is transformed. I'm begging you to save one aspect of the old area for posterity, before it is all lost and the thing which made the area unique, and - ironically - attractive for development, is gone.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Kate Bowgett

Address: 1a Chesterfield Gardens London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This development would result in the demolition of one of the few remaining buildings from old Aldgate - the Still & Star, pub Little Somerset St. This pub is a unique survivor in the City of London as it is the sole example of a 'slum pub' - a licensed premises converted from a private house. It has been trading since 1820 - to demolish it now to make way for yet another soulless office block would be cultural vandalism, sacrificing yet another example of London's social history to make way for characterless corporate office blocks.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Patrick Nicholas

Address: 8 Pembridge Cres London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Please don't demolish such a charming historic place that gives character to the entire neighbourhood. The Still and Star is the sort of place that gives the City of London its character. I am heartbroken that there is no preservation order on it.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Matt Nicholls

Address: 157 Glenarm Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The Still and Star unique in name and a reference point to the historical population of the area should remain. Standing as a pub for almost 200 years it is a rare example of a slum pub and therefore lends historical value to its position as a local pub.

To allow it to be knocked down and replaced by a modern building does disservice to the Still and Star's history and to the current local population's amenities.

Object.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Richard Pascoe

Address: Penrhiw Solva Haverfordwest

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Reason for comment is , that i know the area in question , was there a couple of months ago , i see on every visit how the remaining old parts of London are being replaced with the most hideous buildings , what right do these people have to destroy every last piece of history ! Shame on everyone responsible .

Richard Pascoe .

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Michael Collard

Address: 5 Pump Court Temple London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Although not listed, the Still & Star deserves to be protected and to be kept as a proper pub. It makes an immense contribution to the amenity and attraction of the area, and helps keep London as a living city which appeals to locals and visitors alike. It should not be beyond the skill of the developer to keep this pub as it is, rather than making a meaningless offer to preserve its name alone. There are now too few pubs to let this one go.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Miss Elizabeth Waight

Address: 13 Victoria Park Square (flat 1) London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please please don't accept this application. The last thing we need in this area is another monolithic glass monster like that which has been proposed. The Still and Star in particular is a unique part of the area's history and it would be heartbreaking to see it destroyed. I am a local resident who uses this pub and am stunned at the very idea of destroying this part of historical London. We can NEVER get it back once it's gone.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Chris Ashby

Address: 14 Bryantwood Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This pub is unique but the proposed new development is grotesque bearing no evidence of this part of London's history. The City deserves better than this horror. Please register my strong objection and do keep me informed of progress. Thanks.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Chris Berthohd

Address: 92 Old Ford Rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Too much of the wonderful history of this area has already been demolished by greedy developers. The Still and Stars pub, though not listed, is the last EVER example of a l slum pub and should AT ALL COSTS be preserved so our children can understand the history of this great city.

I find it staggering that anyone could contemplate agreeing to this part of our heritage being destroyed. - and for the sale of building yet another monstrous block of the kind you see in every city.

London is great because of its diversity and fascinating history. Do not - PLEASE - be the person who deprived us all of an amazing historic survivor.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Colin Toogood

Address: 39 Millenium PLace London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This proposal would seem to involve knocking down a public house, of some historical interest (<http://spitalfieldslife.com/2016/08/04/at-the-still-star/>), situated within a conservation area. The plan should be amended to retain the public house as a part of the development.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr PETER DRAY

Address: 2 Holland Dwellings Newton Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The pub is one of very few pubs of this type left in London. The heritage of London and its building should be preserved.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Andrew Brown

Address: 125a North View Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This scheme would involve the demolition of the Still and Star public house, one of the few genuine characterful pubs remaining on this side of the City of London.

This would be a great shame, and would represent a loss of the sort of intangible cultural heritage that makes the City of London famous.

Having visited every single public house in the City of London when researching a book about pubs, I can say with some degree of authority that the Still and Star is among the most pleasant, that replacing it with a bar in the (frankly uninspiring) proposed office block would be no kind of compensation at all, and that it is high time somebody spoke up for pubs in much the same way as they do for churches.

I have been a tour guide in the City of London for 10 years, and the Still and Star is one I wholeheartedly recommend to my clientele. If it is no longer there, the City will be poorer for it. Perhaps not financially, but poorer nonetheless.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Kris O'Kane

Address: 53a Hornsey Road Highbury London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Yet another example of developers intent on barging their way past the character of London. This is clearly an oversight on behalf of the listing organisations because of its location, but this building's history is clearly vital to the local area.

Such buildings are needed to spark people's interest in local history, in social history and in this particular instance the history of immigration in the East End. This is very obviously important asset, not only because of its history but because it is one of the very last remaining examples of this areas story.

Please, please, please put aside the obvious profits you'll all make from the building of this soulless box and consider what the actual PEOPLE of London would like.

This really is becoming very tiring.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Kenneth Orr

Address: 56 Farnan Avenue Walthamstow London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Why not knock down everything in London that isn't luxury flats or office blocks and then we'll see what we have left.

Once you knock down all the traditional pubs we lose a big chunk of British life and culture.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Max Goldman

Address: 48 Mildmay Grove South London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Please don't demolish the Still and Star pub - it is an irreplaceable asset to the area.

I'd happily support a development of greater height that left culturally valuable old buildings in place - I'm not against development, but I am against erasing our past.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr James Ford

Address: 60 Stockholm House London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Yet another public facility and piece of London history to be eradicated

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Miss Sarah-jayne Bray

Address: 26 depot road Cwmafan Port talbot

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:Such a beautiful and popular destination, this pub is the beating heart of the community in this area. Don't destroy yet another traditional venue to feed another corporate giant who will erect a massive glass monstrosity filled with chains stores or suits.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Daniel Couzens

Address: 10 Frith Street Soho London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:As someone who has seen the City become dominated by skyscrapers that are out of character and poorly designed I believe this development should be refused. The design is extremely ugly and the old street plan will be obliterated. What's more a unique example of a London victorian pub that was set up in a private dwelling will be lost. Can you please not allow another bit of old London to be destroyed for an office block no one wants except the developers

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Vicky Stewart

Address: 10c Petticoat Tower Petticoat Square London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I'm horrified at the ugliness of the proposed building. It replaces an old pub and a cluster of low rise buildings in what little remains of Old Aldgate. I live here and am shocked the developers can contemplate building such an aberration.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Craig Thomas

Address: 49A Upland Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: To demolish this historic pub would be an absolute disgrace and would be another example of the history of East London being wiped away by a bland modern office building. Please note the article in this website which clearly outlines the reasons why I believe planning permission should not be granted.

<http://spitalfieldslife.com/2016/08/04/at-the-still-star/>

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Iain Chambers

Address: 16 Louisa Gardens London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a valued public house with a lot of social history. If we erase these institutions, we lose our connection to our London predecessors. London thereby becomes an anonymous place full of residential and commercial developments that say nothing about London. The building offered for development in this instance could easily be in Berlin, Rotterdam or Dubai. Why inflict this homogeneity on a great city when we have a characterful building already on site. This is a fine pub that should also be retained for its social function in this vicinity. It is distinct from other pubs and bars in the area, and makes a positive contribution to the urban landscape. This pub and the building it inhabits should be retained.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Zena Sullivan

Address: 69, Canning Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Just recently discovered the gem that is The Still & Star pub & the surrounding historic quirky buildings. HOW ON EARTH can you be thinking of allowing it's DEMOLITION??! The City itself becomes blander each time a new structure is erected for offices - we NEED DIVERSITY of (historical) architecture AND usage. London is very close to losing its identity as a historical entity - so little remains; so much OBLITERATED by rampant corporate greed. Surely, the City of London can make an exception to this homogenous march of destruction & erection of faceless glass & steel.

PLEASE don't agree to this act of cultural vandalism!

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Su O'Brien

Address: 30 Richmond Rd Cambridge

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Once upon a time Wiltons Music Hall was left to fall into near ruin because it was not valued. Now we clearly see it as a valuable insight into the past and an asset to London. The Still & Stars is in the same category. Of historical interest and worth protecting before it's lost to future generations.

As to the proposed structure to replace it: over-large, insensitive to the surrounding area and will it just be one more London office block that stands largely empty? It's not like London is short on office space and there are acres of empty square footage always on offer. What is the need for this building? I don't mean the financial driver of the developers to keep building manically in order to keep the failing construction industry artificially afloat. I mean the community requirement and the aesthetic requirement for pleasing surroundings? Isn't there a stronger argument for human-scale building and sensitivity to the context. I don't want theme-park London, but I do believe we should not be hasty in demolishing everything old. What one generation doesn't value, the next will mourn the loss. And we won't know it until we've destroyed it. Let's not let that happen here. List this building and protect it for the future as a slice of history.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Jane Jephcote

Address: 10 Ravenet Court Ravenet Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am objecting to this application on behalf of the Campaign for Real Ale's (CAMRA) London Pubs Group of which I am the Chair. The demolition of the Still & Star pub would lead to the loss of one of the last remaining buildings of social and architectural interest in this area. The Still & Star (formerly owned by Charringtons) is a traditional pub with a significant history. Even if a pub is incorporated in the proposed new building it will not have the charm of this little pub. I have included the Still & Star on a London Pubs Group crawl of historic pubs precisely because of its history and traditional atmosphere. As for the design of the proposed building, it is far too large and looming and will dwarf its neighbours. Please refuse permission.

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Case Officer: Sonia Williams

Customer Details

Name: Ms R Taylor

Address: 27 London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The building proposed for demolition is of huge historical and cultural import to London

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Marian Monas

Address: 439 Cable St London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Historic pubs, drawn by Durer should not be demolished - they should be protected. The proposed office block is an eyesore, and unnecessary - Use existing empty office space before building any new blocks.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Jacqui Brazil

Address: 160 Tooley St London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This beautiful building should stay for its historical reference, vintage beauty and use by the community. It is a lovely location for those who live & work nearby and its replacement by offices is purely for financial gain and would add nothing to the community. Indeed it would remove a wonderful local hub and independent community resource. I strongly ask you to consider future generations who will live and work in this area and preserve something both beautiful, historical and Personal which chain pubs & office blocks can't.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Patricia Ashby

Address: 8 Kew Road Downham Market

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please do not let them destroy this historical London building and replace it with that hideous monstrosity. I was born in Bethnal Green and my ancestors, going back many generations, were also born there. So much history is being lost with the destruction of so many of these historical buildings.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Denise Whittington

Address: 110 Wheatley Road Garsington, Oxon

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I strongly object to the demolition of this ancient pub (1820) and its replacement by a monstrosity of a building totally at odds with the surroundings.

Tourists visit London for its history, to see its old buildings, gradually historic London is being destroyed and replaced by towering office and apartment blocks. Tourists can see these in any city in the world, why will they continue to visit London and spend their money here when there is nothing to see? They will go to other cities in Europe where they treat their historic buildings more sympathetically.

I may live in Oxfordshire but my ancestors lived in Aldgate in the early 18th century, I no longer visit London because it is too upsetting to see the destruction of the city.

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Case Officer: Sonia Williams

Customer Details

Name: Ms Betsy Barker

Address: Nenthorn School Kelso

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I came to live in Britain in 1961. London was still recovering from the war, but there were always beautiful and historic pubs.

They were unique in the world. Since then, I have had 3 sons, all of whom live in London where I visit them regularly and renew my ties with London. It is always shocking to see how much has disappeared and been replaced by sky scrapers and buildings of ugliness, and with lack of character. I am a lover of modern architecture, but sadly London has some of the worst examples in the world.

Pubs like The Still & Star need to be preserved...for all sorts of reasons....but because there are so few of these wonderful establishments left. They are part of what the many tourists in London want to see...and you don't have to pay any money to enter them and enjoy the company. Why is the City of London so very short-sighted...another mixed office building is really another nail in the coffin of London's beauty and uniqueness. I beg you to reconsider this decision to demolish The Still Star in Aldgate.

Most Sincerely,

Betsy Barker

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Mandy Hunt

Address: 51 Tribg Gardens Harold Hill Romford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Historical interest

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Nick Pope

Address: Flat 2 1A Cleveland way London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I object because:

-It removes the feeling of 'place' from the area of Aldgate. Another glass box with zero human scale or relevance to it's context. Sitting almost next to the Historic 'Hoop and Grapes' pub that survived the fire of London this glass box

-Designing new buildings that compliment and fit in with the local area and it's history create interesting places people want to spend time in an visit and this new development does none of that.

-Even the new tall brick towers of 'Algate Place' have been designed with some sense of context.

-The new building is bland and uninspiring, a site this central deserves to be of world-class design.

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Case Officer: Sonia Williams

Customer Details

Name: Mrs frances jagodzinska

Address: Baxendale street 34 London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The existing public house is a residential amenity.

It is of unique interest to the history of the City and the East End, as the last remaining example of a 'slum pub', witness to the entrepreneurial spirit of poor East Enders who forged livelihoods and business communities in the most difficult of circumstances.

As such it must not be demolished, but remain as an example of the historic spirit of the working class, and ethnically diverse culture of Aldgate, which has given the area its unique character.

The proposed development is bland and characterless, and the suggestion of a named 'bar' inside as a sop to local concerns is insulting. There are more than enough 'international airport style' drinking places in the City and surrounds already.

What is needed is a sympathetic approach to maintaining London's great character, not the wholesale demolition of its history. The Still and Star must be saved.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Adrian Amos

Address: 30 Wandsworth Road Vauxhall

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The loss of The Still & Star PH would be tragic and wasteful. Historically significant but above all a human scaled adornment to the streetscape of The City such buildings will never be built again. So many modest but intensely characterful buildings in The City have been lost to this clear felling by developers. Yet so often the retention of the old buildings preserves the scale and distinctive charm that architects find so elusive.

The Still & Star is literally irreplaceable; to destroy it merely to oblige developers would be unforgivable.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Evan Skuthorpe

Address: 506 Goldpence Apartments 9 Buckle Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This area is one of the few that still has East End character. The surrounding areas have all undergone redevelopment, which generally is good as those areas were derelict for some time. However, this area contains a pub that is significant for the areas history.

Plus the new building is hideous and in no way complementary to existing heritage buildings nor the newer buildings recently built.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr D Davies

Address: 118 South Avenue Southend

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Another vanity building being proposed which is outlandishly out of keeping with the surrounding streetscape. Another speculative obscenity in the City which already has an oversupply of office space. Can planners at least think about the gradual erosion of what's left of the City of London's older fabric and just say no?

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Case Officer: Sonia Williams

Customer Details

Name: Mr Professor Barry Jackson

Address: 32 Somerfield Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This proposal represents the loss of civic amenities and neighbourhood ambience. It aims to provide a type of accommodation and a building type that is neither needed nor wanted in this area. It has no architectural merit. It contributes further to the destruction of the City. It does not address any of the City's pressing problems.

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Sue Godsell

Address: 88 Northchurch Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: We don't need another office block, we need to conserve London's history and character

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr William Amos

Address: 30 Wandsworth Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:the diminutive pubs of the City fringes are one of the most profoundly evocative aspects of the built environment in London. The Swan in Ship Tavern Passage, The Three Crowns on East road and the Globe at Moorgate are three examples of the striking contrast between the homely scale of pub buildings and the titanism of the towers of finance.

They give testament to a city that builds around its heritage and finds intrinsic reason enough in the human scale of modest resorts of pleasure to justify their own existence.

The Still and Star is one such pleasant corner, the discovery of which one day gave has given an indelible mark of character to a busy corner of steel and glass london in my minds eye. Im sure it is the same for many who have stumbled upon it in their own way.

By all means have your tower or office block (which are another of London's glories, no doubt) but wouldnt it by marvellous to have this humble hunched little public house still serving away in its little back street or quiet open yard?

Wouldnt it speak clearly of a city at ease with its own history while still confident in the sufficiency of its ambition?

How can the domolition of something so small and precious do anything but diminish the stature of a city as great as ours?

Please reject this proposal to demolish the Still and Star Public House.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Gemma Wade

Address: 20 Boleyn way Hainault Ilford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please prevent this from happening. The Still and Stars is a beautiful and historic building and a valuable residential amenity. It really enhances an already historical area which would be severely degraded by the proposal for another generic and ugly block.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Thomas Jones

Address: Efail Newydd Carno

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: London's history is important, and soulless glass blobs are not only ugly, but rip the souls out of cities.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms jess cooper

Address: 27 northway road london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This latest wholesale transformation of our streets will see the destruction of the tiny Still and Star pub. A bar by that name may be included in the development; just not the one painted by Gustave Dore.

And that sums it up: the City of London carelessly sanctions yet more obliteration of the historic fabric of our capital, leaving us with a just a name to conjure with. Yet again.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minories, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr MattheW Dench

Address: 23 Ethelburga Road Harold Wood Romford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: This grossly over-sized and ugly proposed development will put further pressure on an already congested transport network in that area. Notwithstanding the noise impact of major works to build such a huge development so close to a large housing development and near several hotels. Furthermore the proposal is very much out-of-keeping with neighbouring buildings and will also mean destroying a unique and interesting part of London's pub heritage in the process. The plans should be redrawn on a smaller scale so there is less of a noise and congestion problem and the development fits the area. This includes the preservation of The Still and Star Public House and a pedestrian area to the front.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Matt Brookland

Address: 47 Senrab street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Afternoon,

I believe that London has and is loosing valuable character, pubs especially. There is clientele here and so I don't see why this old pub cannot be properly incorprated into a new build design.

Aldgate is alsnot entirely high rise now, at least keep a few old buildings to remind everyone of its previous history!

Matt

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Charles Andrew Rose

Address: 17 Elmbank Way Hanwell London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please do not destroy yet another piece of our cultural heritage.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

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Case Officer: Sonia Williams

Customer Details

Name: Mr Mark Taliana

Address: 45A Old Town London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The continuation for the destruction of the character of London should be stopped. WE don't need another glass and steel nondescript building deigned by an ameba on a bad day and commission by philistine developers.

The Still & Star public house is thought to be unique within the City of London, as the last remaining example of a 'slum pub' - a 'licensed premises converted from a private house'. People from all over the world visit London for its character, not its glass box structures, which will last 20 years before being pulled down to be replaced by another glass box.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Katherine Bannom

Address: 60 Threadneedle St London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: An historic pub that needs to be saved

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Samuel Stuart Arthur Walker

Address: White Cottage Hatton Hill Windlesham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: With the constant loss of venues, the Still & Star should be protected as the last remaining "Slum pub" in the city of London.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Kent

Address: 47 Tabernacle Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is so dreadful that these new buildings come along and rip the heart out of our city.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Anne Mullane

Address: 45 Danemead Grove Northolt

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: We do not need another faceless building. Leave us some history and some original places that have character. It shouldn't all be about money - where are your minds to even think of destroying this priceless piece of London. I despair of humanity - we have no future if we continue to destroy our past. Shame on you all for even considering it.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr keith Barker-Main

Address: 49 kensington mansions london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: this pub is of historic interest as a last remaining example of a slum pub and should be protected

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Miss Janet Wickings

Address: 4 Brickyard Court Freethorpe Norwich

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please stop destroying the character of East London. So much has gone already, we need to protect what is left.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

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Case Officer: Sonia Williams

Customer Details

Name: Mrs ANNIE APPLEBY

Address: Homlelea High Road Gorefield WISBECH

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Can you please think carefully before allowing this re-development. So many historic buildings, which may or may not be listed, have been permanently lost primarily due to their square footage cost in land value. Yes it may be of value to have an office block over the existing business due to more jobs, however surely at some point a planner can put on his or her 'sensible hat' and realise just what is being done in allowing this application to forge ahead. If buildings like this are continually removed then we are doing nothing to retain our local history and secure knowledge for future residents and academics. Basically yes to the 'moneyman' its a pub. A nice pub. An old pub. Probably selling good beverages. But to me - Mrs Average Citizen, it's a landmark of importance. It's an historic place, which although I'll probably never visit, I can respect the past within its walls and thus comment - most strongly- on its behalf. To be honest, I am quite appalled to the point where I feel the need to write this objection - having never done this sort of thing before. Thank you for reading this comment and hope I have made at least one of you think before ticking the box that will give the green light to demolish this fine old gentle building.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Kate Saint

Address: 56 Wentworth Road Barnet

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I object to replacing an interesting and historic part of London, the only remaining 'slum' pub in the City with a bland, uninteresting office block of which there are already too many. The history and character of the City must be protected wherever possible.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Sue Spiller

Address: 31ash Harlow

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:If you get rid of all the small history, why will tourists come ? The building you are considering could be any where in any country and we already have too many of them jn london

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Victoria Young

Address: 81 The Drive Romford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Please do not let this historic part of East London be taken away. We will have no history left of this special part of London at this rate. Hands off!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Veronica Hunt-Lewis

Address: 9 Churchdale Court Grosvenor Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed building is out of keeping with its neighbouring architecture. It is domineering, far too tall, and the glass façade is intrusive. The Still & Star has historical continuity and is a public facility that cannot be replaced by a "possible" bar inside the building, even if it retains the name.

I work in the City and do not want to see this section visually destroyed. I urge the Council to turn down this application.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Michael Bundy

Address: 115 Matilda House St Katharines way London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I am appalled that The Still and Star is under threat of demolition. This is a historic pub in an area which is increasingly being altered by faceless monoliths like the one proposed to replace the Still and Star. If The Still and Star goes, will the Hoop and Grapes be next ? Local government seems intent on ripping out the heart and soul of central London, and leaving a desert of corporate greed in its place. This must not be allowed.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Martin Cook

Address: 15 Glenthorn Road Bexhill-on-Sea

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Another huge glass cube. The history of this public house is worth far more consideration.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Miss Katy Chapman

Address: 55 Nightingales Bishops Stortford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Do not demolish any more public houses. Once gone they are never to return and a vital part of our country's history.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Stuart Mackay

Address: 37a Queen Anne road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Our heritage is gradually being removed along with what has made London great and a place to visit. The pub must stay, the proposed development is horrifically out of scale and reeks of Boris (overweight, blundering and idiotic). Please reject this and any other form it may appear in because what exists contributes far more positively than what will follow.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Nicola Lovick

Address: 35a Brondesbury London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This pub is of historical significance and should not be demolished.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Alex Templeton

Address: 25 Heronden View Eastry

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This project will cause the destruction of a historic London landmark, the Still & Star pub. London's charm and history should be preserved and not destroyed for yet another bland development project. A city's attractiveness is not only available office space but charm and soul. I strongly oppose this development project.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr James Lovick

Address: 35A Brondesbury Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This development cannot be allowed to proceed. There is incredible history associated with this pub. It will not be able to be replicated. This history needs to be maintained with the building kept as it is.

Once these fantastic old pubs are gone they are lost forever!

The soul of London is slowly being ripped apart by developers and I cannot believe this historic pub finds itself in this situation. We don't need more offices at the expense of losing a historic building and it would be wrong to think otherwise.

It would be a huge loss to London for this generation and generations to come if it were to be demolished. This pub needs protecting at all cost.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr David Bridgwater

Address: Pitt House, 15 Johnstone Street Bath

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Small scale characterful buildings in this part of London are now scarce and any surviving should be preserved so that at least some of its history remains.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Matt Fazal

Address: Dalmeny Avenue London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is a unique building that I do not believe should be demolished so that another office can take its place; I strongly believe that the last 'slum' pub in London needs protecting

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Andrew Burgess

Address: 47 St John's Villas London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The Still & Star is of historic, architectural and cultural importance. Although I am no longer a resident of this part of London, I regularly return for social gatherings and for business as it is just about hanging onto a uniqueness that is lacking in more homogenised parts of town.

A community asset such as the Still & Star has been around longer than any of us, and I'm not sure that replacing it with a massive office building of questionable size and which demonstrates no London-centric architectural vernacular whatsoever is a suitable legacy for us to be bequeathing future Londoners. Public houses are a unique London institution and should be recognised and protected as such.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Miss Joanna Moncrieff

Address: 15a Buxton Road Chingford London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please please don't allow this application to succeed.

The Still and Star is a much loved back-street pub and to lose this amenity will be another step towards homogenizing London and it losing its identity and connection with the past which is what makes London such a great city.

This is in addition to the fact that the planned building is monstrous and totally out of keeping with the surrounding buildings.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Edmund O'Brien

Address: 19 Greenaway House Boundary Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As a Londoner who has seen planning developers ride roughshod over the opinions of people not to mention their total disregard for tradition within the confines of The City of London, I oppose the destruction of The Still and Star. A wonderful, vibrant public house such as this pub is should remain for the delight and enjoyment of customers, both local and from abroad, for years to come.And certainly not replaced by such an abomination that is proposed for the site.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Mark Ellis

Address: 80 Lauriston Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: There are fewer and fewer original pubs in London, and particularly in this area which is undergoing unprecedented development. Pubs are repositories of communal memory, support real social networks, and provide us with a tangible link with a London past which is becoming more and more remote. The building which is set to erase the historical footprint of the pub and the ancient streets around it looks like the very quintessence of carbuncle. It will extend the already chasm like character of Fenchurch Street all the way to the Whitechapel Gallery (which I presume will be the only thing that will stop the development of multistorey buildings down the Whitechapel Road.) I wholeheartedly object.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Simon Holland

Address: 89 Matilda House St Katharine's Way London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Hello,

I'm sure I am wasting my breath but do we really need more office space and yet another glass cube to join the boring glass landscape around Aldgate.

Please leave the pub alone and if the developers think saying that they will put a bar in the new greenhouse would keep everyone happy they really do miss the point.

Regards

Simon Holland

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Oscar Rocklin

Address: 32 Sheldon Avenue London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: These plans represent a flagrant disregard for the real value of London, its heritage assets. Replacing a well-loved historic pub with an anonymous, hideous corporate blob would be a terrible mistake. This is not good planning, it is resigning Aldgate to soulless and generic mediocrity. Surely a way can be found to replace the adjacent and underused office space with something far more sensitive and that does not compromise the Still & Star.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Adrienne Roche

Address: 92B Malden Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a rare surviving example of a public house still in use and much valued. Such a building should be valued for its place in social history - not destroyed. The proposed replacement building not only means the destruction of this ancient hostelry but also of the form, space & order of the surrounding area.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Dr Roger Carr

Address: 133 East 7th St New York City

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Another piece of London history and culture in danger, to greed and sort term profit. In twenty years time this monstrosity will be ready for demolition.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ellis Leeper

Address: 54 Disraeli Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Development can bring opportunities to areas, and do good...

However, it can also be said that Developers can seemingly provide exhaustive lists of positives for every redevelopment.

Unfortunately, they do seem to overlook what makes our city what it is, its community, its history. This is an amazing public house, set off the main street area around Aldgate; and area steeped in history, and which is increasingly being eroded and built over. Shiny buildings are great in their place, and Aldgate is clearly blooming in this respect. But I don't feel laying waste to another square of London for a marble entrance hall is going to add value to the city, the reverse in fact.

I feel very passionately that this application in its current form should be rejected.

These valuable buildings of yesteryear have lasted the test of time, like nuggets of gold hidden amongst the grey faceless, and unimaginative structures springing up wherever you cast your eye. We should look after these golden properties for generations to come, not leave the future a glass building which has no community, historical, or emotional value - and which will itself be redeveloped itself in 50 years, like the 70's buildings which were deemed architecturally beneficial at the time.

Please think forward, think about the city heritage, and just stop and breathe - look at what makes London interesting to locals and visitors alike. NOBODY travels the world to visit a glass box like the one they work in back home.

Protect our heritage.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Scott Wagstaff

Address: 10C Kellet Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:Dreadful proposition with the loss of a pub of community value.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Andrew Brister

Address: 24 Baxendale Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Please save the unique Still and Star, the only remaining example of a licensed premises converted from a private house.

Surely, London needs to retain its historic pubs. A thriving centre is not just about offices.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Emma Cornish

Address: 1 Fernham Farm Cottages Fernham Faringdon

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I would like to object to the loss of a historic amenity which is one of a few remaining historic pubs in the area. The pub has provided a meeting place for over a hundred years and as such is irreplaceable. The characterless hideous building that is proposed to replace it with be a blot on the landscape and could be anywhere in the world.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Colin West

Address: Grove Hill House, Dedham Colchester

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This type of building and type of establishment is rare, but archetypal of London that was. It should be cherished for what it is and preserved for future generations to appreciate, as long as it has an economic existence, which I believe it currently has and will continue so to have.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Andrew Large

Address: 232 Burrage Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development pays insufficient regard to preserving what remains of the historical fabric and character of the area in particular the demolition of the Still and Star public house on Little Somerset Street and rather attractive frontage of 62 Aldgate. The large glass box presents a rather sheer and slab-like frontage on to Aldgate. It would be better to have a design with variation in both height and materials and incorporates the better and more historic elements of the existing buildings, while replacing the poor quality and unattractive more recent additions.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Gillian-Claire Pearman

Address: 4 Acre Path Northolt

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:As a life long Londoner it breaks my heart that all our history is being destroyed to be replaced by generic buildings turning our once beautiful city into a lookalike of many other towns and cities around the world. Buildings that are usually left empty once sold, killing the heart and soul of so many inner London villages and areas.

Please think again.

Please think of the local community most of whom will never set foot into this building.

Please think of the loss of history that will be gone forever.

Please think of the true Londoner and not just of big businesses that are only in the building trade for a quick profit and then they're away somewhere else building the same monstrosities.

Thank you for your time spent reading my comment.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Denise D'Armi

Address: 41 Penyston Rd Maidenhead

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: There will be no character or history left in this area soon, which are the very things that make it unique and appealing to both locals and visitors alike. The wholesale corporatisation of London is both depressing and short sighted. Eventually it will become a city of sterile office blocks and plazas that no one will want to visit.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Delianne Forget

Address: 28 Malwood Rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As a Blue Badge Guide, a City of London Guide and a Freeman of the City of London, I have always been proud of my great city - possibly - as it has always punched well above its weight - the greatest city in the world!

Now, I'm beginning to wonder. . .first the Fruit and Wool Exchange, now the battle over Norton Folgate - what on earth is going on?

I spend my days and evenings guiding walking tours for people from all over the world who are fascinated by the lore and rich tapestry of London's history.

Why, oh why then is it, that this great city seems determined to stamp out and destroy the very things that make it great? Along with the large and important buildings, surely there is a place for the humble, human Still and Star - the kind that people who love London want to visit, to be a part of.

How many 'King's Heads' do we have? How many 'Royal Oaks'? But there is only one Still & Star - it's history reflected in the name - the still where the illegal booze was brewed up, and the Star - the Star of David, in tribute to the Jewish people who worked in the butchers shops and slaughterhouses nearby. They drank here, being unable to afford the more respectable neighbouring pubs such as the Hoop and Grapes.

Yes, the Still & Star may be only another little Victorian pub, but Charles Dickens drank here, and Jack London too, and so, probably did Jack the Ripper! It's a human building, a reflection of all the thousands of lives who have passed through its doors.

My tourists gaze in wonderment and awe, that such a simple little place played such an important part in the story of the East End, survived the destruction of its surroundings, survived WWII, and still stands proud - a brave lone survivor!

They certainly would not stand with such awe before with the modern horror you propose replacing it with! Please, please, reconsider destroying this part of the East End's history. It should

be listed, not destroyed!

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Philip Whittington

Address: 110 Wheatley Road Garsington Oxford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: There are pitifully few historical buildings left in this area, so this one which is still very much a part and use to the community should be saved. I have not seen any good reason or need for the proposed new building which is so out of keeping with the neighbourhood. I vehemently object to the proposed new building for these reasons.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Joanne Gourlay

Address: 49 Dysart Avenue Kingston Upon Thames

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This valuable slice of our history should be protected rather than destroyed. This part of London is being obliterated by anonymous-looking, utilitarian glass and steel buildings and as the character of the area is lost, its value as a special place where people will want to live and work, is also lost. Look at what happened in Singapore, where the government is now trying to restore what little building heritage wasn't pulled down. London's history is what makes it special and the Aldgate area and its built environment of the past is one of the most important cultural areas of London's history.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr John CRYNE

Address: 10 Sneyd Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Another ugly structure that will take away a valued local amenity in the form of the Still & Star, one of the last remaining vestiges of "old London". A vainglorious architectural project of no merit to local people and visitors alike. Proposing to demolish it is an act a sheer vandalism that should not be allowed.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Frank Jeffs

Address: 10 Aberdale Gardens Potters Bar

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I object most strongly to the demolition of this important example of the architectural and social heritage of this part of London, and especially its replacement with such an ugly and insensitive building.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Matthew Stimpson

Address: 92 Mayall Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Traffic or Highways

Comment: I object to this proposal on two grounds:

1. Loss of public amenity associated with the reduction to the public realm caused by the significant stopping up required by the proposal.

2. The demolition of the public house represents the loss of an important historic asset of London. I accept that sometimes this kind of action is deemed necessary for London to move forward but in this instance it is needless sacrilege. The applicant could model the new building to surround the existing pub and the courtyard without a significant loss of floorspace.

To summarise I object to the significant stopping up of public highway and the demolition of the PH associated with the proposals. Should the proposals be amended to retain the existing PH and much of the public amenity space I would not object.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr David Bull

Address: 106 Gressenhall Rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: More destruction of the beautiful, human-scale, community-scale landmarks to make way for the monstrous alien architecture of Nowheresville. Stop this dystopian erasure of memory before there's nothing left!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Alastair Catto

Address: 3 Balliol Upton Huntingdon

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: There are enough hideous glass and steel monstrosities littering our capital, and far too few historically important buildings remaining that reflect the history of community in London. The proposed travesty will replace infinitely more valuable buildings which speak of the history of the city. They can never be replaced and should be protected and treasured rather than demolished to make way for yet another hideous glass-and-steel construct. The proposed building is so appallingly ugly that it is fit to win a Turner Prize for its sheer tastelessness.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Tim Matthews

Address: 19c Swain's Lane London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Although the Still and Star pub is not listed, its value to the local community, both residents and workers, and indeed its value to London as a whole must clear to anyone with the slightest sense of history and not a view of London blurred by pound signs.

It is the last pub of its sort in the City, and is well used and popular.

Some buildings, businesses and premises need to be kept if London is to retain any of its character. Pubs like the Duke of Somerset round the corner are very well, but we really do need to cherish and retain pubs like the Still & Star. No other country in the world would consider demolishing such history and while the developers will be cursing the Corporation of London if the pub is kept, future (and indeed current) generations will be extremely grateful and London will be a better place for it.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Tim Matthews

Address: 19s Swain's Lane London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:PS. I meant to add that pub aside, the proposed building is very very ugly, even for modern City standards and totally not in keeping with the surroundings.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Anna Gud

Address: 62 Rivington Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Absolutely disgraceful to knock down a historic pub for just one more office block.

London really does NOT need any more historic buildings knocked down in the interests of office space. The pub serves a community, the office block will not serve any community. It will just be even one more blight on London's skyline.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Peta Bridle

Address: 37 Norfolk Road Gravesend

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please do not demolish this historic pub. The proposed new office block is ugly and overbearing. We should try and preserve some of London's historic buildings, not destroy them. So much of London's past has been erased and new office blocks gone up in their place.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Anna Simons

Address: 33 Richmond Avenue Londn London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This historic pub must be preserved. The City will be devoid of its history and character if we allow, wanton destruction. Not even evident that the City needs new office space.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Dr Tom Wilkinson

Address: 11 London Mill Apartments Whiston Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I wish to register my objection to the demolition of the Still and Star pub, which is of unique historical value. It is my professional opinion that the proposed building is not of sufficient architectural value to compensate for this loss.

Yours,

Tom Wilkinson

History Editor

The Architectural Review

Broughton, Helen

From: PLN - Comments
Subject: FW: Comments for Planning Application 16/00406/FULMAJ

From: PLN - Comments
Sent: 12 August 2016 19:06
To: PLN - Comments
Subject: Comments for Planning Application 16/00406/FULMAJ

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 7:05 PM on 12 Aug 2016 from Mr Peter Milton.

Application Summary

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EC3N 1AL

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Case Officer: Sonia Williams

[Click for further information](#)

Customer Details

Name: Mr Peter Milton
Email:
Address: 22 Childebert Road London

Comments Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Reasons for comment: - Residential Amenity

Comments: The bombing of London during the 1940s and in particular the East End and City devastated many of the historic buildings and monuments in the area. To add to this diminution of our history would be an act of vandalism akin to that perpetrated by jihadists in Syria and Afghanistan who want to erase the history of those who disagree with their warped ideas.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Mark Amies

Address: 52 Bletchley Court Letchworth Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The proposed building is grotesque and does not fit into the area. I also strongly object to the unnecessary demolition of a public house of character.

The sprawl of the City and its ever lego-like modern buildings needs to be controlled.

Please do not allow the proposal. Save the character of the East End before it ends up looking like a scene from Blade Runner.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Simon Kirwin

Address: 53, Pyrland Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This plan to demolish an historic pub, and build yet another square office box, is to remove forever another layer of history, and make London a less unique city. It ignores the opinion of Londoners, historical societies, historians, and sensitive architects. Independent tourist guides about London increasingly use the word 'corporate', and 'bland' to describe the city. What an appalling proposal this application is, made by developers who care nothing for London, or for the people who live here.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Deborah Brown

Address: 17 Warner Road Ware

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Totally agree with The Victorian Society that this building should not be demolished.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Milton

Address: 22 Childebert Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The bombing of London during the 1940s and in particular the East End and City devastated many of the historic buildings and monuments in the area. To add to this diminution of our history would be an act of vandalism akin to that perpetrated by jihadists in Syria and Afghanistan who want to erase the history of those who disagree with their warped ideas.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs yvonne Caffrey

Address: 52 Blundell road burnt oak Edgware

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Why do we have to have all our past and memories wiped away. Most capital's City's treasure there past and make the most of the old building. We have so little left. And is always replaced with soulless buildings that are poorly built. Just so some developers can make more money. It's our London it's meant to have old pubs.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Chris Jones

Address: 13 Shrubland Rd Banstead

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: If this is one of the last slum pubs of its time then it should be preserved to be visited by future generations, development has obviously taken hold around the pub. These old pubs are greatly under appreciated for what they stand for and what they have stood through, the people that have laughed together and met each other in these pubs over the years, who wants another office block !!!!

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Pat Taylor

Address: 12 Tregenna Terrace St Ives

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This pub is of great historical importance as the last remaining slum pub in Aldgate, and was once run by my paternal great great grand father. Why does the city of London insist on flattening historical buildings in order to build soulless edifices? I now live in Cornwall but I was born in London and visit regularly and feel strongly that a line needs to be drawn under this senseless destruction.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Miss Vicky Lloyd

Address: Flat 31, Bruce House Kemble St London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Yet another piece of our beautiful, colourful history being obliterated, by greedy, money making developers. I'm a Londoner by birth and I love London's history. Tourists come to London for places just like the Stii and Star. Who needs to see another faceless, characterless modern office block? Look at what's happened to the city. You could be anywhere in the world. Too modern, no character. We must try to preserve what's left of our lovely old city.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Simon Paul

Address: 30 Howard Road Coulsdon

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I am writing to object to the proposed development due to the proposed demolition of a part of the historic street scene of London and in particular the Still and Star public house. Pubs such as this are an important link to our local and social history. The pub needs to be retained as an important reminder of our past which has all but disappeared in the incesent desire for modernity.

SAVE THE STILL AND STAR PUB!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Anita Amies

Address: 52 Bletchley Court London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Protect the history of the city. There are enough skyscrapers already.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr James White

Address: 4 Grosvenor Avenue East Sheen London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I do not believe there is a good enough justification for the demolition of a couple of historically interesting buildings, in particular the Still and Star which is a remnant of London's distinctive character. I admire much of the City's iconic new structures bringing a new character of their own but this new structure does nothing to justify the cultural damage it will inflict.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Lisa Millward

Address: 106 Horsa road Erith Kent

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The historical importance of the establishment is by far and away of more importance than any thing that would replace it. It is vital that our historic buildings are kept for future generations to view and enjoy. This is what makes Britains unique place in the world.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Chauneay Dunford

Address: 395 Sidcup Rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The site clearly warrants redevelopment but the proposed design is utterly out of keeping with the area, in terms of materials, size, and design. The planned building is far too large and oppressive, with no contextualisation to surrounding buildings. It's more akin to something built in Birmingham in the 1970s, and London in the 21st Century.

The design is dreadful - London, and especially Aldgate, deserves better.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Perry Gowler

Address: 2 Medick Court Grays

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Londons last example of a 'Slum Pub' must be preserved. The proposed building is out of character for the area anyway, Aldgate isn't shiny....its grimey.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Simon Carroll

Address: Top Flat 57 Fortess Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This pub has a unique history and should be protected for future generations. It reflects part of London's past much of which has already been lost and it will be replaced by yet another development that provides what exactly? Nothing that London hasn't got plenty of already!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Christopher Stimpson

Address: Flat 4 31 Deronda Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The proposed building is of little architectural merit, it does not fit into the surrounding area and it involves the demolition of a unique London pub, whose loss would be irreversible to the local community and to the history of the city.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Rex Ward

Address: 56 Adela Avenue Motspur Park

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Although I don't live in the area I've visited the Still & Star on very many occasions over the last 15 years or so and found it to be a delightful pub. There are so very few pubs left in this area with the character and architectural pedigree of this pub that we can't afford to lose any more. This application should be refused.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Katharine Raymond

Address: 2 Montagu Square London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is a unique, historic part of the City. We should be striving to preserve as much of the old City as possible. There is nowhere like it in the world. The loss of this section - including the Still and Star, the last example of a London 'slum pub' - to a new office building would be a bitter blow.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Roy Tunstall

Address: 52 Dawlish Avenue Perivale Greenford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This would see the loss of a viable public house of much character. The replacement building will be detrimental to the townscape. Please reject this application.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Robert Frosdick

Address: 36 East End Mission 577 Commercial Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:How can we demolish this historic pub. We should try and preserve London's historic buildings, not knock them down. Once these old pubs are gone they are rarely replaced with anything as interesting or with little architectural merit and most new pubs do not contain the character and charm of these historic originals. So much of London's past has been destroyed with dull new office blocks going up in their place.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Stephen Wood

Address: 51 Crescent Road Sidcup

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to the demolition of the Still & Star.

This is a unique, historic and interesting pub building and a valuable community asset. It is popular and provides a valued quiet setting for locals and local office workers (myself included). In summer it provides a unique and very popular outside venue.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Victoria Hardy

Address: 2 Thermopylae Gate London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to this proposal to demolish a building of historical interest to be replaced by yet another faceless office block which itself will, in all probability be demolished and replaced in a few years time.

The City needs all the pockets of history it can get, and the fact that this particular example provides a service for the local community and office workers further supports the assertion that this application should be dismissed.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr chris cochran

Address: 10a, strathearn place london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Historic building that needs preservation. Plastic short term office block proposed will make a few people rich and degenerate part of the reason why London is so popular.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Trevor Crook

Address: Trevor 41 Braeside Beckenham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The pub is a rare reminder of the city's lost intricate street pattern of courts and alley ways and was illustrated by Gustave Dore in his illustration 'a view of harrow alley'.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Callum Frackelton-Cooper

Address: 18 Netherford Road Clapham London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I object to the removal of another building which is full of character and history to make way for yet another distasteful glass office block. Soon the history of this area will be stamped out and our city will be poorer for it.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Michele Gates

Address: 68 Fairthorn Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please don't contribute to another neighbourhood pub being demolished. We are becoming a city of plastic chain pubs like North American cities. The greed of developers is taking this city over. Neighbourhoods need places like this as a social hub. Why should yet another historical place disappear?

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Simon Gates

Address: 68 Fairthorn Rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: London cannot afford to lose any more historic pubs. They are part of our national identity and part of the character of our wonderful city.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Miss Louise Meddings

Address: 43 vermilion apts 16 gunmakers lane London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: To preserve the little remaining history of the East End.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Grant McIntosh

Address: 1 Fielders Close Harrow

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Absolutely disgraceful to knock down a historic pub for yet another office block. London doesn't need any more historic buildings knocked down just to feed the greed of developers. The pub serves a community, the office block will just be a characterless blight on the skyline.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Cole

Address: 58 Gordon Avenue St Margaret's Twickenham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Another old beautiful Victorian pub may be lost in London so we can build a few more ugly flats .When will this destruction stop .The local community loses another meeting point .Stop this madness

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Kenneth Towne

Address: 124 Kechill Gardens Bromley

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:It is a absolute disgrace that historic buildings like this one are lost forever just to satisfy the greed of developers.When will we learn that our history is far more important than making rich people even richer.These people care about nothing except themselves and should be thoroughly ashamed of their actions.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ian Hardie

Address: 94 Church Road Watford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is a wonderful local landmark

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Ruth Murray

Address: 34 Midhurst Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please do not demolish this beautiful, historic pub for the sake of yet another office block.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr David Brown

Address: 44 King Henry's Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I object to the loss of a Victorian pub and an unique alley with connections back to the history of the City. The City is losing the Alleyways that make it so interesting a place to walk in and explore. It is a real loss in public amenity.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Steve Doggett

Address: 2 Collingtree Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The Still & Star pub is a culturally significant part of the local community. It is the only remaining example of a 'slum pub' in London and as such should be a listed building, not up for demolition. There are plenty of glass and metal office buildings in the City, but this is the last of its kind and once demolished, can never be replaced. We should be conserving our heritage and not destroying it!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Terence Frisch

Address: 40 Lascelles Avenue Harrow Middlesex

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The Still & Star is part of the heritage of the area and cannot be allowed to be demolished. As a sometime worker in the area, I find it my 'go to' pub in the area. It is used by such a wide variety of people and has a unique style and atmosphere that is increasingly hard to find amongst today's identikit establishments. Please don't let yet another part of our wonderful city disappear forever under yet another office development.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Julian Kirkby

Address: 23 Sherwood Avenue South Woodford London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Unnecessary and inappropriate planned development that will deprive the public of a useful establishment and building of historical significance in an area fast losing its identity.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Adam Sharpe

Address: 78 Belgrade Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The demolition of The Still and Star pub will be a great loss of a valued community asset and of a building worthy of conservation. It is becoming increasingly important to preserve the remaining central London pub buildings with such features and also to maintain these buildings important amenity value.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Tony wright

Address: 48 jubilee street london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development is ugly. It will blight the surrounding area and cast a shadow over Aldgate and cause a wind tunnel effect.

The Still & Star Public House is unique in its name and history. It is an oasis in the jungle that is the City and should be retained in its present situation. Incorporating a pub into a new building will destroy the atmosphere and it will become just another bar with no character.

The new alleyway will be a dark wind tunnel, an ugly monstrosity. A muggers paradise.

I would like to draw attention to the submission of The Victorian Society and would echo their comments.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr James Watson

Address: 47 Mehetabel Road Hackney London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Dear Ms Williams,

On behalf of the East London & City Branch of the Campaign for Real Ale (CAMRA), we object to this proposal which will result in the unnecessary loss of an operational public house. The Still & Star is one of the last traditional pubs in the City, with scores being lost to development over the last decade. It is viable and in a good state of preservation and repair, having been invested in by the current family. Officers are invited to regard this historic building as a non designated heritage asset under Paragraph 135 of the NPPF. There is little else like it, nestled away down an alleyway behind the bustling Aldgate High Street, it is buildings like this, and moreover their use as public houses, which lend the city its character, vibrancy and ambience. It may not be considered remarkable enough to be statutorily listed, but it has a proud evolution, having once been owned by the Charrington's Brewery of Mile End, a famous London brewer, long since defunct.

We would argue that pubs such as the Still & Star are vital to the mental health of those living and working in and around the City. For this reason, they are identified at Paragraphs 69 and 70 of the NPPF and in various sections of the London Plan. Furthermore, the City's own Local Plan 2015 places an obligation on planners at Policy DM22.1 to resist the loss of community social infrastructure. It also requires developers to demonstrate lack of need. This is a thriving, popular, 'best kept secret' City Pub. The planning statement makes no effort to justify its loss. Indeed, the loss is quite unnecessary and runs contrary to policy. The City has quite enough intensified office space and it now falls on planners to protect and preserve the historic infrastructure, including iconic pubs, whilst we still have any left at all, lest we end up a soulless corporate workhouse of glass, steel and misery, devoid of social intercourse and conviviality.

Please REFUSE this proposal. Kindest Regards

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr James Young

Address: 24, Buckingham Road Hampton

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: There are few enough, and getting fewer, public houses such as the Still & Star.

History, atmosphere and ambience are everything in a public house. Very best wishes, James Young 068649

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Gary Alton

Address: 5 The Parade London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I object to:

The loss of the historical Still & Star pub and Harrow Lane;

The detrimental affect on the surrounding buildings, some of which are listed, by being dominated by such a large and out of character development;

The loss of the "pocket park" in front of the Still & Star pub - this valued public suntrap forms a very welcome respite away from the traffic and high buildings in the area and the proposed development does not address its loss to the public (indeed they seem to have skirted over its proposed loss). The developers have not submitted any assessment of how the public and existing office workers in the vicinity would be affected by its loss, nor any pictorial evidence of its existing use and how the proposed development covers this and denies the public this valuable amenity space.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr David Roderick

Address: 9 Ermine Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I object to the loss of the historic street scene in an area already very substantially altered by modern development. In particular the loss of the Still and Star public house would be highly damaging, as it is of continued local amenity value and of especial historic interest as one of the last, if not the last, working "slum pubs".

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Marina Wrixon

Address: 10 East Street Martock

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: An amazing historical pub will be demolished for yet another office block. We have visited this little old pub many times over the years and are so saddened to hear that it may be demolished. Once again city planners stupidity and developers greed prevails. So sad.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Alistair FitzPatrick

Address: 83 Vanguard Bdg 18 Westferry Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Traffic or Highways

Comment: In such a densely trafficked area there can be no room, either physically or automotively, for this kind of development.

This (ancient) part of London simply does not have the "room" to significantly add to the population that this development would give rise to. Let alone the services and parking that would result.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Paul Woodley

Address: Flat 31 145 Commercial Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The proposed building is the latest example of developer greed in an area where I have lived on and off since 1981.

It is massively out of keeping with the surrounding buildings as well as being too big for the site and extremely gaudy.

The destruction of the historic and much loved Still and Star pub would be a tragedy.

Please reject this planning application and call instead for a development which is more sympathetic to the area and which could incorporate the Still and Star.

Thank you for taking the time to read this.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Miss Ali Twidale

Address: 8 Old Market Terrace Brentwood

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:Echoing the comments of many before me, please do not allow the continued destruction of historic London public houses for the sake of corporate development. The landmarks can never be rebuilt so please do not let them be taken away.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Jack Brooks

Address: 29 Raddon Tower Dalston Square London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Completely unnecessary demolition of a building with history and character in an area that is increasingly under threat from development. The proposed replacement does not in any way fit with its surroundings and heritage of the area.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Gavin Gibb

Address: 4 Dalmore Road West Dulwich London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I am a Victorian Society member and a Camra member.

This is a startlingly interesting piece of our heritage and should never be demolished. The City Corporation too is a startlingly interesting part of our heritage and should never be demolished.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Philip Renshaw

Address: 38 Grosvenor Terrace York

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As well as being a period piece public houses like this, which are dissapearing every day are part of the fabric of our communities and our society as a whole. Exploitation of space for speculative financial gain alone should not be allowed to threaten this.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Donal Fitzsimons

Address: 57 Southbrook Road Lee London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Not only is The Still and Star a valuable asset to the community, it may well be the only remaining pub in the City of London which has not been vandalised by a makeover.

Many of the pubs in the area have had their unique character destroyed. They have been homogenised and turned into clones of a thousand other pubs, offering no compelling reason to visit them.

The Still and Star, however, is a shrine, a treasure island in a sea of mediocrity. It should be preserved for future generations to enjoy.

It is easier to destroy than create. We should recognise the value of our heritage and not allow it to simply disappear.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr george hanna

Address: 22c Huddleston Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I strongly object to this proposal as it will require the demolition of The Still and Star pub - a much valued community asset and a building worthy of conservation.

It may seem like 'just another Victorian pub', but it has served its community well for ~200 years. I first visited around 1980, and its historic significance was not lost on me - Charles Dickens and Jack London drank here; It survived WWII, and features regularly on Blue Badge walks.

Please reject the proposed development & consider listing, not destroying the Still & Star, to allow it to continue to service future generations of Londoners.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Ms tracey bates

Address: 7 warwick gardens london

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: please save this important pub. London is becoming a city only for the rich and for developers to make vast sums of money without caring what it does to the city or local communities. pubs are vital and this one is especially worth saving. people who live and work in this area need places to socialise!

Wells, Janet (Built Environment)

From: DBE - PLN Support
Subject: FW: PLN FW: FAO Sonia Williams COL:04870447

From: Dominic Pinto
Sent: 15 August 2016 17:52
To: PlanningQueue
Subject: FAO Sonia Williams

Re: 16/00406/FULMAJ | Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m) | 15 Minories, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

I wish to register strong objections to these proposals on behalf of CAMRA West London, and echo and elaborate on the submissions by the Victorian Society, CAMRA East London and City, and others.

Whilst we are principally and directly concerned with the Still & Star public house, which for reasons we detail should be considered a non-designated heritage asset, the whole setting of this surviving part of the City and on the borders with the East End are affected.

The demolition of the premises of the Still and Star is therefore a material consideration in determining the application in accordance with paragraph 135 of the NPPF.

The Still & Star has been a public house since at least the early mid-nineteenth century, and remains a successful operating pub, serving as a local community role and hub for those who work, live and play in Aldgate and the wider area.

It was what might be termed a 'slum pub' - a simple dwelling that was converted to a rudimentary drinking establishment; it remains a single room bar today. It is one of the last traditional pubs in the City, with scores having lost to development over the last decade. It is viable, in a good state of preservation and repair, having been invested in by the current lessee/licensee.

We understand that the 'Still' part of the name indicates that alcohol was originally brewed or distilled on the premises, which might be expected for such an informal arrangement, and the still is thought to have been housed in the hayloft above. The 'Star' part of the name derives from the Star of David, possibly a nod to the Great Synagogue of London that was located at Dukes Place, just to the north west, until destroyed during the WWII Blitz, and the large resident Jewish population. It may also derive from the combination of distillation with the symbol of an early licensees' association.

'The Still & Star' is a particularly unusual name. Whilst there are many examples of 'Star' and other combinations (for example Anchor, Dove, Eagle, Garter, Lamb, and other variations) it is unique as far as we can tell from various sources including CAMRA's whatpub.com, which is one of the most comprehensive and authoritative national databases in the UK, and beerintheevening and fancyapint.

Such a building is also truly unique in the City of London. Whilst there must have been hundreds of similarly humble premises, it is highly unlikely that there are many other public houses of this sort left in the City, which makes its survival all the more remarkable.

There is little else like it, nestled away down an alleyway behind the bustling Aldgate High Street. It is buildings like this, and their use as public houses, which assure the City its unique and diverse character, vibrancy and ambience as part of a mixture of old and new the loss of which elsewhere in the City

(Lothbury comes to mind, Paternoster Square, Moorfields, the Barbican, Broad Street and Liverpool Street - though we should also acknowledge the salutary contributions of the Luftwaffe) has significantly detracted from and degraded our living, working and leisure environment.

This public house may not be considered remarkable enough to warrant statutory listing. It does though have a proud evolution, having once been owned by the Charrington's Brewery of Mile End, a famous London brewer, that has long since disappeared from the scene.

Little Somerset Street would also be swept away by the proposed monolithic office block. Formerly known as Harrow Alley, it has followed its current path since at least the eighteenth century, appearing on Horwood's London map of 1792, turning the corner around the plot that the Still & Star now occupies with the same snicket or passage onto Aldgate High Street. This is an exceptionally important piece of urban grain, of the sort that is becoming all too rare in the City following schemes such as these, which amalgamate historic plots and thoroughfares under one giant floor plate.

The earliest mention of the alleyway is we understand by Daniel Defoe in his *Journal of the Plague Year*, 1722 – “out of my own windows...from Harrow Alley, a place full of poor people, most of them belonging to the butchers, or to employment depending on the butchery...Almost all the dead part of the night the dead-cart stood at the end of that alley...and as the churchyard was but a little way off, if it went away full it would soon be back again.”

Thanks to the butcher's shops and slaughterhouses, it was known locally as ‘Blood Alley’ well into the following century. The block facing onto Aldgate High Street in front of the Still & Star was known as ‘Butcher's Row’ and is understood to have been bought up by one owner in 1820, who is thought to have opened the pub at this time.

The pub is also known to have doubled up as a butcher's shop so this would make sense; the first of the attached images certainly indicates that this was the case.

In his *Wild Tribes of London*, 1855, Watts Philips paints a very atmospheric picture of the slum like conditions:

“Harrow-alley is the Lane over again - smaller, and, if possible, dirtier than her neighbour. Bestriding the path, like a greasy Colossus, leaning against the wall, or squatting in the mud, are men and women by the score. Beside, behind, and before them, are spread out their miscellaneous wares, to which they supplicate your notice or imperatively demand your attention.”

And also exactly what an evening in the Still & Star would have been like in the mid-nineteenth century:

“The various public-houses in Petticoat-lane, Harrow-alley, and elsewhere, are generally crammed to excess. Through the open doorways we look into the back rooms, where some dozen men are always smoking, -their faces lost in the clouds of smoke which emanate from their lips. These men are known to the initiated as Petticoat-lane fencers, or receivers of stolen goods. Patiently they sit in these filthy rooms, waiting news from their scouts, who they throw out as antennae to "feel the way;" or for the appearance of the thief's confederate, who "gives the office," and tells where the booty may be found. The Jew asks no questions, makes his "pargin," and in a few hours the articles themselves have ceased to exist - or, rather, have been born again in a form that their original fashioner would refuse to own them.”

The Still & Star was the only pub in Harrow Alley so this must be what is being referred to.

These very scenes are captured by Gustave Dorè several decades later, in his ‘Off Billingsgate—a view of Harrow Alley’ illustration for he and Blanchard Jerrold's book, *London: A Pilgrimage*, published in 1872 (see below).

Astonishingly this does actually depict the corner of the Still & Star. Of the 180 illustrations of Victorian London that Dorè produced, only a minority of the buildings still stand which is another accolade to add to the pub's growing list. Finally, one of the more prominent Jack the Ripper suspects, probably Aaron Kosminski, worked in Butcher's Row and the slaughterhouses off Harrow Alley. This small pub and alleyway is a tremendous microcosm of London's social history and of surviving historic fabric in the City of London.

Returning to the NPPF, paragraph 135 requires that 'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset'. In our view, the pub and historic street pattern is of very high significance as outlined above and the total loss of these elements warrants the refusal of this application. Losing this once particularly grim but fascinating end of the City is unlikely to be outweighed by the public benefits of a new corporate office building.

The setting of numerous listed buildings needs to be considered, particularly 45-48 Aldgate High Street which are all designated. These buildings date from the late seventeenth and eighteenth centuries and so Little Somerset Street is obviously a key vestige of their historic context. Another monolithic and ugly office block next door in its place will seriously compromise their setting, thereby resulting in a high level of harm to two Grade II* listed buildings.

Photographs of the Still and Star, and some of its setting, are to be found at <http://spitalfieldslife.com/2016/08/04/at-the-still-star/>

Public houses such as the Still & Star serve a local working and living community and as such are vital to the mental health of those living and working in and around the City and the surrounding area. As one who worked in the City for the best part of twenty years, and then more recently in Whitechapel, I can attest to this role. It was a regular if not frequent stopping place for myself and colleagues, and remains a convivial place to occasionally stop by, and meet again old friends.

Public houses are identified at Paragraphs 69 and 70 of the NPPF and in various sections of the London Plan. The Corporation's own Local Plan 2015 places an obligation on planners at Policy DM22.1 to resist the loss of community social infrastructure. It also requires developers to demonstrate lack of need.

This is a thriving, popular, 'best kept secret' City Pub and the applicants planning statement makes no effort to justify its loss. Indeed, the loss is quite unnecessary and is clearly contrary to policy. The City has quite enough intensified office space and it now falls on the planners, and given the scale and significance of this application it should be considered by a full meeting of the planning committee and not dealt with under delegated powers.

I urge that Common Councilmen to ensure that this is fully considered and that they ensure that the Corporation's duties to protect and preserve historic buildings and infrastructure, including this and other iconic public houses are carried out, whilst we still have any left.

Otherwise we will, as my colleague we end up a soulless corporate workhouse of glass, steel and misery, devoid of social intercourse and conviviality.

Dominic Pinto
CAMRA West London
Pub Protection and Conservation

Duval Court Flat 29

36 Bedfordbury
London WC2N 4DQ

CAMRA (The Campaign for Real Ale Ltd) is a not-for-profit company limited by guarantee
Registered in England company registration No. 1270286
Registered office 230 Hatfield Road St. Albans Hertfordshire AL1 4LW

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Lee Hickman

Address: 9 Saint Catherine's Road Broxbourne

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As one of the few, if not the last remaining building of its kind, protection should be sought by the council more so than the public.

There is no reason the developer cannot build their development around this building, so as to leave this building completely in tact, independent of the development and hence untouched, whilst seeking to protect this building. This would allow the development to proceed and the area to develop without a loss of the area's history and precious remaining characterful architecture.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Brian Dawton

Address: 55 Chestnut road Enfield

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a fantastic victorian pub and part of our history it is one of the only remaining buildings in the immediate area with any merit and is of great amenity value to city workers and tourists alike .

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ben Wykes

Address: Flat 8 2 Belsham Street LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:SAVE THE STILL & STAR

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Paul Grove

Address: 39 Beulah Road Walthamsrow London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:1) This public house is a part of London's heritage and a neighbourhood asset. It should be preserved for these reasons. 2) London does not need more speculatively built office space especially with more and more office workers working from home. What London needs is affordable housing.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Brian Blagbrough

Address: 21 Waveney Close Wapping

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: In the 70s London had a great mix of Office blocks, independent quirky shops, restaurants and pubs and that was the attractions. As each new development goes up more and more of these quirkier style places are lost and the City becomes more like any other city. This pub is always full of City Workers and is popular with workers and gives character to the area and are a selling point for the City. .

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Miss alex burke

Address: 42 chicksand house london

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The area is losing its character and charm to make way for another large office hub to house a bunch of suits - soon it will be hard to distinguish one area from the other.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Matthew Gascoigne

Address: 11 Brodie Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please do not destroy another of our local institutions and public amenities.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Seb Brennan

Address: Flat 1, 136 Fortess Road LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I am extremely opposed to the proposed demolition of the Still & Star PH. It is one of the few remaining pre-war buildings in the Aldgate area, and I believe the City's sole surviving example of a 'slum pub' (a pub that was not purpose built but was converted from a dwelling house).

Considering the huge redevelopment which has changed the face of Aldgate, both in the 1960s and again in the C21st, I feel that this atmospheric corner of the old East End must be preserved to help future generations interpret and understand the history of a part of London which, through generations of successive immigrants, has shaped the demography of today's capital.

It's also a good pub, in an area dull office blocks which could do with livening up a bit!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Graham Burgess

Address: 10 amberley rd Leyton London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment:Disgraceful to destroy such a unique historical building

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Paul Bracegirdle

Address: 88 The Grove London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:A lovely old pub that I used many times whilst working in the area. Pubs of this type are disappearing at far too fast a rate.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

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Case Officer: Sonia Williams

Customer Details

Name: Mr Matthew O'Leary

Address: 2 Aston Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: To Whom It May Concern

Pubs serve a vital purpose in our society, providing a place to relax, socialise, debate the issues of the day, and build relationships with friends, colleagues and neighbours.

Pubs nationwide are fighting a battle to survive against competition from supermarkets, and the ever looming threat of redevelopment. The rot has to stop, and councils owe it to their residents to help preserve these community centres. Churches wouldn't be bulldozed to make way for offices would they? Pubs are every bit as important to the community as places of worship - even more so perhaps in today's increasingly secular society - but their demolition seems to be easy.

The Still and Star has played a part in its corner of East London for many generations and is thriving as a pub serving local residents and workers, and visitors alike. By taking a stand to protect the Still and Star, you are sending a very clear message to developers: "Do not assume you can wipe away our heritage with your steel and glass office blocks. Be prepared to accept how important our pubs are."

Once pubs such as the Still and Star are gone, they are gone forever, our heritage lost for future generations. Please City of London, take a stand and protect this Community Asset.

Yours faithfully

Matthew O'Leary

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Miss Candida DaFonseca

Address: 102 Frobisher House Dolphin Square London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment:As someone who works in this area, I object to tearing down a popular local pub to have it replaced with yet another giant block of offices. The area (and its local tube station, Aldgate) is already crowded and heavily trafficked, with fewer and fewer 'local' places to visit. There is also incessant noisy building works in the area, making travel nearby difficult and dangerous, and it's hard to work among such noise, even behind office windows. The Still & Star is an example of Aldgate's history in the City of London. To lose it would be an affront to a neighbourhood that has already lost much of its charm to an army of Prets, EATs and personality-void glass and steel buildings.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ian Charles-Jones

Address: 19 Meadow Road Claygate

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I retired from the City in 2009. Even then, however, the Still and Star was one of the few remaining traditional pubs in the area. It should be preserved. Will more office space really be needed in the City after Brexit?

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Angela Wood

Address: 68 Prebend Street Islington London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This proposal is yet another clone from a long list of "mixed-use" developments which purport to aid regeneration, but merely strip out the existing character of the area. The Still & Star is a lovely old pub in an interesting back street and always seems to have lots of customers. There is no reason why the developers couldn't leave the pub in place and build round it. This has happened on numerous occasions when demolition is refused.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Martin Goldsworthy

Address: 88 Westcroft Gardens Morden Surrey

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I have been going to the Still and Star Public House since I was working in the City this has been for 40 years and it's steeped in history and is a pub of great character and is a very much visited pub by tourists. We must try and keep certain key pubs like the Still and Star which are part of our history and are visited by many folk. To demolish this pub would be sacrilege !!!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr christopher frost

Address: 38 Effingham road Lee London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:It would be a shame on us all if we were to lose another public amenity which has been minding its own buisness for about 200 yrs approx and actually serving the local community! And then comes along some faceless developer to put up another boring faceless highrise and surprise suprise a community is destroyed for ever! Learn somthing and save this building an why these buildings must be Saved.chris frost

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Miss Tara Quinn

Address: 1 EXETER ROAD HANWORTH FELTHAM

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: It is full of character and history. It can't be swept away. It needs to remain and become a listed building with a blue plaque!

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Lin Dadd

Address: 278 Hertford Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: London and therefore England are having our traditions eroded away. Do we really need another office block. There are enough empty office spaces that have over taken beautiful buildings. I say no more offices.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Catherine Trevethan

Address: 46 goodhart place London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Enough rubbish new developments in Aldgate. Save the pub

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Richard Arnopp

Address: 17 Halstead Road Wanstead London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: My particular concern with the proposed development is the demolition of the "Still and Star" public house, in Little Somerset Street. I endorse the objections already submitted by the Victorian Society.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Lucy Saint-Smith

Address: 11 Ford House 149 Leicester Road Barnet

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is an irreplaceable part of our heritage and a functioning pub. I fully endorse the Victorian Society's stance on its importance. It is unconscionable that it should be demolished for the sake of a few people's profits when with a little bit of work it could be incorporated into the development and continue to be of value to the entire city whilst still allowing the same people to profit.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs jane harrington

Address: 315 russell ct Holborn

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: London is well known for it's wonderful historic architecture. Once you have destroyed it, what do you have left. A bunch of rich contractors living off shore some other place. Get a grip and realize the value of what you have got. It's not the ground size and value, it's the economic value of where it is and it's value to the community over time as an attraction. Adding to some developers purse, isn't going to benefit London as a whole.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Gillian Tindall

Address: 27 Leighton Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: It is entirely undesirable that that ancient pub and its setting, one of the few corners of Aldgate still linked with its rich past, should be thoughtlessly destroyed just to build yet another undistinguished office building. It is a prized local amenity, and a more imaginative scheme would incorporate it and its pedestrian setting into the whole, treating it as an additional asset.

The proposed scheme is not only mediocre and unimaginative: it is commercially stupid and ill-informed.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Simon Law

Address: 74 Park Crescent Rd Brighton

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: To lose such a singular historic survivor of the east end's history is an outrage.

Also, with the office developments around the pub, what a brilliant opportunity to enhance the area by developing a cafe or pub extension next door in keeping with the original pub building, to create a piazza/open space for office workers. Add some trees, even a fountain feature. Improve the flower beds and create an historic space which provides a well-needed oasis in the city of London.

An enclave like Moorgate, or St. Helens Bishopsgate.

So much potential here is being lost. The proposed building is a dreadfully depressing eyesore.

For unique social-historic reasons this pub should be listed.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Karen Golanski

Address: 2 The Oaks Watford

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am dismayed that this development will mean that the Still and Star pub will be demolished. It is a viable, busy establishment with real character and is unique in the City of London as the only remaining 'slum pub'. The pub and the alley in which it resides are the only link to the 19th C history of Aldgate's butchery trade and large Jewish population.

I am not against modern architecture but am deeply worried about loss of our heritage.

Surely with some imagination, the pub can be retained in its original form with any development sensitively surrounding it?

This pub is an asset to the local community. Please let it survive.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ryan Emmett

Address: 96c Waller Road Lewisham London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: You're basically stripping the city of its history and fabric. There is no shortage of office space in this part of London and plenty of new supply already going up. The proposed office block may be defunct in 10 years time (as is often the case) but the pub has been there 100+ years and more. Stop destroying what makes our city unique!

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Gerry Hahlo

Address: 4 Cambridge Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I am deeply concerned about the need to eliminate the Still & Star and surrounding alleyway in the proposed development. This is not necessary and it will further destroy London's scant remaining Victorian streetscape.

I understand that we must develop and attract employment and prestige to the city. But not at the expense of our heritage. These must coexist.

I work in an international company near Aldgate and I frequently show our overseas visitors around the area. They do not come to admire the new office blocks and malls. They want to see the history of London, the magnificent old structures and the genuine feeling of an old and historic city. London's pubs are at the centre of that.

The pub is a unique attraction in Britain and London has some of the finest. There is a need to preserve and cherish every one before future generations can only wonder how we lost so much of our heritage and tradition.

Then the tourists will not come. Every city in the world can offer modern offices and apartments and shopping centres. Only London can offer historic pubs where real people used to live, work and play. Don't destroy this history.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Vicky Halliday

Address: Flat 5, 14 Lennox Road South Southsea

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Are we to have no character left in London?

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Miss Gabriella Herrick

Address: 27a Crookham Road Parsons Green London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I hope that the detail covered in the Victorian Societies' objection letter is more than enough to save this building and the surrounding context, as these proposals will whitewash the area, giving another generic development at the expense of some of London's rich history.

Developers should be urged to work within existing context, using the history and identity of an area that as long preceded them and will long exceed their buildings to inform their designs and proposals. Admittedly this is a more skilled and demanding process that many developers will not be able to achieve, which is why they should not carry out this kind of work and investment should be in a better standard. Within a capital with such a rich history, local authorities should be striving for a higher standard of development and making developers satisfy other objectives than time and cost.

We are fortunate to have such a rich old building stock, which brings people to live in and visit this city. I urge you to stand out and refuse this development unless it incorporates the existing structures, and set the bar high for other local authorities to follow. Thankyou.

Gabriella

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ed Perridge

Address: 39 Enderby Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I am objecting to this development because it will involve the demolition of a number of historic buildings and the loss of the lane Little Somerset Street.

In particular, the pub the Still and Star which would be a huge loss for the City - unique as it is the only remaining "Slum pub".

I work in the City and feel it is extremely important for us to retain historic buildings and pubs like this - the City has always been a place where contemporary architecture sits along side historic sites. This development should not be at the expense of the sites it will sit beside.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Caseley

Address: 38 St. Alban's Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I wish to object, in the strongest possible terms, about the proposed demolition of the Still and Star pub. My reasons are similar to those raised by the Victorian society. In particular, my concerns include the loss of an important social amenity as well as the loss of an historical building. This pub would appear to be very viable and provides an essential contribution to the character of the area.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Julian Shute

Address: 7 Waverley Avenue Surbiton

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:With pubs closing all over the City of London and elsewhere, we cannot allow a pub of such historic importance that the Still and Star is to be demolished to make way for yet another boring office block. When we will ever hear that a developer wants to demolish an office block to make way for a pub. Never! Please City of London for the sake of local people, people working in the City and tourists please don't allow this application through.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Joanna Eley

Address: 100 Parkway London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I urge you to object to this proposal which will result in the demolition of the Still and Star pub as well as obliterating the line of the alley in which it has stood for decades.

There is ample historic evidence of the importance of this building and location as set out in the Victorian Society's objection letter. I have been a member of the Victorian society for decades and wholly endorse their objection.

Such sites give London part of its important character, attract tourists and help maintain local communities. Public benefit will not be better served by another commercial building on a large and simplified site than by insisting on well designed new commercial space on the more complex site that will result from retaining the pub and its alley.

Too much of historic London has already been lost. I urge you to object to this application and ask the client to go back to the drawing board with a talented and imaginative designer to provide the commercial benefit AND retain the history of the area.

Regards

Joanna Eley

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Claire Morley

Address: 1Prescot Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: There has been a lot of development in the area over the past 10 years, notably luxury flat developments as well as office blocks. The infrastructure in the area (including supermarkets, bars, cafes, doctor's surgeries inter alia) has been neglected. Many of the new developments are empty as are existing office developments so where is the demand and therefore justification for yet another? And to needlessly demolish what is left of the history and character of the East End seems reckless at the very least. The Still & Star is of historical merit and is a viable community facility.

Why does 'planning' and 'progress' in planning equate with uniformity and blandness? Does everywhere in the country and indeed the world have to start morphing into one glass monolith? The U.K that tourists flock to because of our heritage of preservation is fast disappearing and this will have many detrimental consequences. To summarise, this building has historical merit and any precious remaining remnants of the East End and its history should be preserved.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Richard Cohen

Address: 63a St Giles High Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am objecting because I feel that it is both unnecessary and wrong to destroy a public house which is a microcosm of London's social history and part of the surviving historic fabric of the City of London. The character of Aldgate is being transformed by more and more anonymous and insensitive office and commercial developments and the soul of the area is being systematically stripped away. The Still and Star is a direct reminder of the history of Aldgate and it would be tragic to lose yet another link with the past. Moreover the pub is an asset of community value which serves the local residents in Guinness Court as well as the large numbers who work in the area whose quality of life will in any case be jeopardised by the size and scale of the projected building. I strongly urge you to act swiftly to reject this application and to make good on your policy of conserving buildings of historic character and community value in the City of London.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Anthony Paul

Address: Flat E 12 Northiam Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: No more rubbish office / shop developments that require demolition of Pubs that make London. It's immoral that Architects can still force through vanity projects that sweep away buildings that real London residents don't want or need.

Adjei, William

From: Richard Lewis [redacted]
Sent: 18 August 2016 14:44
To: PLN - Comments
Subject: Re: 16/00406/FULMAJ especially 'Still & Star' public house

Richard Lewis
27 Shepherd House
York Way Estate
London
N7 9QB

From: Richard Lewis [mailto:[redacted]]
Sent: 17 August 2016 13:33
To: PLN - Comments
Subject: 16/00406/FULMAJ especially 'Still & Star' public house

Dear City of London Planning Officers

RE: Application 16/00406/FULMAJ concerning 15 Minories, 57 - 60 & 62 Aldgate High Street London EC3N 1AL, in particular Still & Star ph

My name is Richard Lewis and I live in the neighbouring borough of Islington, and rent a flat with my wife. I am keenly aware of London's housing issues and how London has drawn interest from around the world as a safe investment in developing housing and offices. Unfortunately the rapid rate of development and change invariably comes with negative consequences. The Still and Star pub, and the community it serves are impacted by developers and this is detrimental to the City more broadly.

The City of London is ultra-modern, and has always been ahead of the rest of the world in architecture and business. The City also of course oozes with history and every street tells a story.

It was a source of immense pride to me when I became a Freeman of the City (by nomination) as I could have a sense of being part of the City's history and participate in its traditions while still appreciating the dynamism and energy as we continue to be a global city.

While the City has always thrived on change and progress, we never forget our past. The distinctive winding streets and alleys have always been a feature that newer cities can never replicate. The classic images of iconic London evoked by her Victorian alleys and pubs are firmly established in the collective imagination of the world. This particular proposal is not sympathetic to London's identity and history and would be better suited to somewhere like Dubai.

I note this proposal to substantially redevelop a surviving example of Victorian London and in particular demolish the Still & Star public house. This is not a typical pub that you would find in the City. It is a community hub and amenity, profitable business, and part of our heritage. The pub has two dart boards with regular competitive dart fixtures, provides refreshment and social outlet for local residents as well as commuters. The ale is well kept and reasonably priced. People from all backgrounds and incomes feel equally at home in this pub. The décor is such that you almost feel like you are in a rural village rather than at the

centre of a metropolis. If anyone reading this hasn't yet had the pleasure, please visit this pub for yourself. This kind of pub, once demolished can never be replicated or replaced.

The Still and Star provides employment to several staff and contributes to the local economy. I am aware for example that tradesmen and other people use the pub to conduct business. It is often overlooked that pubs are frequently used by small business people to meet clients, or discuss proposals in a relaxed setting. I am also sure that foreign visitors would really appreciate this quintessential London pub rather than a generic chain pub or swanky wine bar. There are not many pubs like this in the city left.

Pubs are closing at a scandalous rate across the UK for a number of reasons, but in London with its overcooked property market, they are especially at risk. Local authorities should do everything they can to protect those that remain so that future generations can benefit from them. Please OBJECT to planning application 16/00406/FULMAJ.

Regards

Richard Lewis

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Mobile Number: [REDACTED]

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Walker

Address: 129 Petts Wood Road Petts Wood

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This is a unique, interesting and historically important piece of Londons history and must not allowed to be destroyed to make way for yet another office block.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Mick Williamson

Address: Central House Whitechapel High St London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a fantastic and historic local amenity located on one of the original small old streets in the area we must preserve these fascinating historic references rather than turn the whole area into massive modern characterless blocks! we need to be aware of our heritage where we are and who we are today depends on where we've come from

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Case Officer: Sonia Williams

Customer Details

Name: Mr Roland Jeffery

Address: 209 Crescent House London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As a City of London resident I am a regular user of this pub which is near my place of work in Aldgate.

I would also regret the loss of the historic street layout of Gt Somerset Street.

I object to this - and any amended development - on this site which requires the demolition of the Still and Star public house and the removal of the historic street layout.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Richard Hickey

Address: 2 Saffron Walden

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Good pub, please leave alone. Ta.

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Case Officer: Sonia Williams

Customer Details

Name: Ms Christine Gordon

Address: 12 Woodbine Close Twickenham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I have just heard about this proposed demolition from a friend and I think that old pubs are part of our heritage and therefore should be cherished NOT destroyed. Chris Gordon 18.8 2016

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Case Officer: Sonia Williams

Customer Details

Name: Mr Harry Shawyer

Address: 47b Maulever Road Brixton London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I wholeheartedly object to this development.

Whilst development on the whole should not be rejected as a knee-jerk reaction, I feel that this particular project will go a long way towards damaging the already shrinking identity of Aldgate. It will diminish community spirit and forever banish a chunk of history from the area.

Furthermore it will only serve to maximise revenues for the City of London and large property firms. In layman's terms - making the rich richer and everyone else worse as a result.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Ken Hodgson

Address: Flat 5 144 West Hill Putney LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The Still & Star is a great amenity for both the residents of the area and the office workers who need to find good recreational places near to their workplaces

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Alison Beardwood

Address: 39 Westgate Road Beckenham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I am writing to object to the planned demolition of the Still and Star pub, a local and much-loved gem. My objection is based on material considerations, given that this historic pub dates back to the 1800s. Its loss to the community and to London tourism would be immense. Its demolition would also impact upon the local community (both domestic and office) and would reduce employment opportunities in the retail trade. The design for the new development should work around the Still and Star. Numerous other city pubs have been successfully incorporated into rebuilding plans and the same should apply to the Still and Star rather than needlessly destroying a building of historical significance.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Michael O'Rorke

Address: 27 Fowey Close London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I write to oppose this application as I feel that it would be wrong to wipe out a building which is one of the few surviving links to the area's rich history - history which is of tremendous interest, not only to many Londoners but also the huge number of tourists who visit London and contribute vast sums to the local economy. Another compelling factor is the significance of this pub which provides an excellent service to all its customers whether office workers or tourists or people like me who live near by. To replace with a bar of the same name in a modern building would merely be an affront to those who love London.

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Case Officer: Sonia Williams

Customer Details

Name: Ms Jan Savage

Address: 16 Walden Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment:

As a local resident I wish to register my strong objection to the proposals.

The scale of the proposed new building is overwhelming and oppressive: it has already been nicknamed "The Gates of Hell". The building is gross, even in relation to the existing monoliths in the area. Its design does not, as the application claims, provide a building that will "respond to its environment" - it will completely dominate it.

The proposals fail to consider the context of the new development, which includes Grade II* listed buildings. With the Gates of Hell in such proximity, their setting will be seriously compromised.

I would have thought, given the dearth of housing available in London, and the oversupply of office space, that the site of this development might be better used for residential accommodation.

To make matters worse, realising this project will involve the demolition of the historic Still & Star pub, dating from the early 19th century - a real asset for local residents and workers, and further valuable as a rare example of 'slum pub'. Its character cannot be reproduced if relocated within the new building. Traditional pubs are rapidly disappearing from the City, which is becoming increasingly dehumanised with a diminishing sense of place.

Little Somerset Street - dating from the 1700s and a rare reminder of the historic urban grain and social history of this part of the City - would also be swallowed up by this development. The

proposals show a strange understanding of the nature of this area by suggesting that it can be incorporated into the new building by, for example, art works that reference the alley's 'bloody past'. (If this is a reference to the area's connection to one of Jack the Ripper's victims, the developers would be advised to take note of the fierce response to the Jack the Ripper Museum in Cable Street).

The pub and historic street pattern is considered of to be of very high significance by the Victorian Society. I support their view that losing this part of the City (and to such a hideous development) "is unlikely to be outweighed by the public benefits of a new corporate office building". I would therefore urge you to refuse this application.

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Case Officer: Sonia Williams

Customer Details

Name: Ms Emma Grace Aldons

Address: 30C Kingston Lane Edison Close West Drayton

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I strongly object to the demolishing of the traditional East End Public House the 'Still and Star'. This watering hole has stood on this spot since 1820, is the last remaining example of a slum pub, depicted in Gustave Dore's 1880 'Harrow Alley' and is uniquely and aptly named becoming of its historic origins. The fact that this early 19th century building is not Listed or in a Conservation Area will almost certainly secure its demise, taking with it a building of high quality standard, still unearthed historical treasure, the charm of an original interesting structure and a part of London's culture. You can not rebuild. Once it's gone, it's gone forever. You can however, preserve, appreciate, protect and List this living monument. If this testament of our forebearers lives and commemoration of a traditional trade is not worth conserving, I don't know what is.

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Ann George

Address: 173 Lauderdale Tower Barbican London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The proposed building is one of the ugliest I have ever seen and in no way would compensate for the loss of historic buildings.

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Case Officer: Sonia Williams

Customer Details

Name: Miss Mary Eileen Heaslip

Address: Po box 2084 419 Main St Liverpool nova scotia Canada

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This frequent visitor to London bemoans the demolition, or unrecognizable change of use, of so many distinctive pubs. The Star and Still is thus endangered. I find it baffling in the extreme, that this pub, with its architectural charm and undoubted historic and literary connections is imperilled. Kindly deny this application.

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Case Officer: Sonia Williams

Customer Details

Name: Mr John Folkard

Address: 30 Reynolds Road Beaconsfield

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I fully endorse all of the comments made by The Victorian Society in their letter of objection dated 5th August 2016. In addition, I would like to hope that the City of London Planning Committee recognise the value of preserving the historic buildings within their boundaries of which the Still and Star pub is a not only a unique example, but which is still a valuable part of the local community. I and, I suspect, most tourists come to London to experience its unique history and not to see modern office buildings which exist in every major city of the world. Lose the history, lose the heart of London!

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Case Officer: Sonia Williams

Customer Details

Name: Mr Philip Suggitt

Address: 20A Myddleton Road Ware

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: The historic public house The Still and Stile will be destroyed. It is a unique building. It is a functioning and viable community amenity which provides employment. The proposed new building will have a detrimental effect on nearby residences, as it will cover land that is currently open space, reduce light and present an ugly and overbearing outlook.

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Case Officer: Sonia Williams

Customer Details

Name: Mr JOSHUA MARDELL

Address: 59 LYNDHURST WAY LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am writing to vehemently object to this proposal, on the grounds that it wholly disregards the importance of our built and cultural heritage by condescending instead to Big Business and philistinism. In particular I wish to object to the demolishing of the Still and Star pub, the alleyways, and the "courtyard". It is a most vital example of the City of London's heritage of Public Houses, and the gathering of people that such places brings, and has long brought, about. In that sense the loss would be a loss not of "fine art and architecture" but of our urban vernacular. I feel it is shaming for the City of London to compromise so vital, emblematic and symbolic a part of its own history.

Yours

Mr Joshua Mardell MPhil. (Cantab.)

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Case Officer: Sonia Williams

Customer Details

Name: Mr Nick Blake

Address: 16 Marrayne Avenue Enfield Middx.

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I am writing to object to the planned demolition of the Still and Star pub, a local and much-loved gem. My objection is based on material considerations, given that this historic pub dates back to the 1800s. Its loss to the community and to London tourism would be immense. Its demolition would also impact upon the local community (both domestic and office) and would reduce employment opportunities in the retail trade. The design for the new development should work around the Still and Star. Numerous other city pubs have been successfully incorporated into rebuilding plans and the same should apply to the Still and Star rather than needlessly destroying a building of historical significance.

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Polly Murphy

Address: 14 South Bank Westerham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Protect these buildings at all cost the likes of which we shall never see again once they are gone. Why are these people allowed to destroy our London my London, your London.

To take this building down would be ripping the heart and soul out of London.

What is wrong with people out there, there is no justification for this.

This countries towns, city's and villages are built around pubs and Church's and are at the heart of all communities.

This building like many others are full of history and character that can never be replaced, why is common sense not common?

Why are people allowed to destroy the real London?

I live in Kent, but I was born in London. I m a London girl through and through, and we should all make our voice heard. It will be your town next ?

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Case Officer: Sonia Williams

Customer Details

Name: Mr Samuel Warshaw

Address: 81 Sylvan Avenue London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I am writing to object in the strongest possible terms to the demolition of the Still and Star. It is a historic pub and a living link with the historical London streetscape that has sadly practically disappeared. All over the world people would be doing everything to preserve a valuable remnant of a traditional city's footprint such as this and it is astonishing that the City of London authorities have such little regard for the fabric of the unique place of which they are the custodians that the demolition of the Still and Star and other such remnants of the city we once knew should be on the agenda. I urge you to preserve this historic building, and others around it, especially valuable as it constitutes a functioning and enduring slither of the culture of ordinary men and women.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Philip Houldershaw

Address: Apartment 15, 18 Point Pleasant London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Stop the destruction of London's heritage simply for greed.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Wanda Ashman

Address: 640 Crandall street Madison, Wisconsin, USA

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: please save this historic building and don't replace it with soulless "modern" buildings, which likely will not be built well and need to be demolished in another 20 or 30 years anyway.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Steve Orpin

Address: 8 Hastings Close Grays

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:A wonderful traditional London pub that is a real asset to the area does not need to be demolished to make way for yet another office block.

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Case Officer: Sonia Williams

Customer Details

Name: Mr James Champness

Address: 52a Hambalt Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I have to little to add to the comments already made by The Victorian Society in their letter of objection dated 5 August 2016. An historic building such as the Still and Star pub should be preserved and cherished as a valuable part of the local community and the area's unique history.

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Case Officer: Sonia Williams

Customer Details

Name: Mr Martin Cummins

Address: "Chester Court", 52, Great Northern Rd., Dunstable

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: London, during my frequent visits, has increasingly become an amorphous mass of buildings, indistinguishable from any other city. Foreign investors seem to be allowed to erect grandiose towers, complete with the accompanying blasts at street level! Many stay empty, and it looks as if corruption rules in this city, as in everywhere else.

London was unique when I lived there, but whole areas, like Victoria, are now a cultural desert.

Germany has a much higher regard for its cities, but we seem to have lost all pride. The

Telegraph remarked years ago that one should get to know one's local planning officer, as around a quarter accepted bungs. Now the number would be much greater.

Please call a halt on this madness dictated by Chinese and other developers-just look at the mess their cities are in. Perhaps money is all now?

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Case Officer: Sonia Williams

Customer Details

Name: Mr Simon Williams

Address: Flat 4, 349 Uxbridge Road Acton London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I am writing to object to the planned demolition of the Still and Star pub, a local and much-loved gem. My objection is based on material considerations, given that this historic pub dates back to the 1800s. Its loss to the community and to London tourism would be immense. Its demolition would also impact upon the local community (both domestic and office) and would reduce employment opportunities in the retail trade. The design for the new development should work around the Still and Star. Numerous other city pubs have been successfully incorporated into rebuilding plans and the same should apply to the Still and Star rather than needlessly destroying a building of historical significance.

**THE REV DR WILLIAM CAMPBELL-TAYLOR
VICAR, ST. THOMAS' CHURCH, STAMFORD HILL
1 CLAPTON TERRACE, LONDON, E5 9BW**

Sonia Williams
Development Management
City of London
Guildhall
London
EC2P 2EJ

23 August 2016

Dear Ms Williams

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	28 AUG 2016	LTP
OM		SSE
No	127346	PP
FILE		DD

15 Minories, 57-60 & 62 Aldgate High Street; demolition of structures and erection of a mixed use office building

In my capacity as one of the elected representatives for Portsoken Ward, where this planning application is situated, I am writing to oppose the demolition of the Still and Star pub and Little Somerset Street (formally known as Harrow Alley) as part of the application.

I have looked at the proposal for this site. I can see why the 4Hotels wishes to incorporate the alley and pub into its scheme and I note that it intends to provide an alternative space for the pub to operate. I am generally supportive of its proposed office development for this site.

In relation to this aspect of the proposal I am, however, not supportive. The planning statement says that the buildings are "not of historical or architectural interest or merit". By extending its proposed development into this area (which the 2007 scheme did not seek to do, after lengthy negotiations between the landlady and the developer) it is effectively treating it as a brownfield site.

The Victorian Society has written to you compellingly of the historical interest that this site offers and has made a case that it should be identified as "a non designated heritage asset".

I would also like additionally for you to identify it as an "asset of community value".

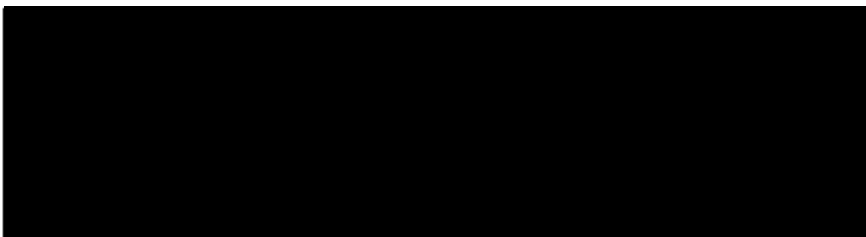
It is one of the few sites where people mingle at different times of the day in the ward. Rather than a brownfield site I would suggest that it is "a brightfield site",

a place where the Star interrupts a somewhat drab corner of Aldgate with light and conviviality.

Where possible in the City we need to preserve those bits of history that recall our ~~ancient~~ roots. Is it not possible to incorporate the physical structure of the alley and the pub into the innovative vaulted structure the developer is proposing by way of frontage onto Aldgate High Street?

I am struck by the irony that the City East play is currently preparing to celebrate the area's nineteenth century history at the same moment that this developer is seeking the support of the Planning and Transportation Committee to erase it.

I hope you will work with the developer to find a solution that enables this precious corner of the City to serve the 21st Century.



Revd Dr William Campbell-Taylor

Councilman for Portsoken Ward

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr John Sinha

Address: 14a Fairfield Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: I object to the destruction of this iconic Victorian pub and to the destruction of the streets scape

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Johanna Marshall

Address: Hagener Strasse, 312 Dortmund Germany

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I wish to object to the proposed demolition of the Still and Star public house. This is an important and valued historic example of a Victorian London "slum pub." It is also a well loved amenity for locals, providing employment and respite.

Working, as I currently do, in Dortmund, Germany, I know the value tourists place on the historical aspect of London when choosing it as a destination. Destroying the very fabric of the city that they pay to visit is so short sighted economically.

The Still and Star furthermore contributes to the breadth of the range of preserved London buildings, representing as it does the history of London's working class, which is historically under-represented.

The proposed development is a poor and bland substitute for what we have at present. The proposed building would be more at home in Japan or Abu Dhabi.

Please save the Still and Star for future generations. They will undoubtedly be thankful for your foresight.

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Case Officer: Sonia Williams

Customer Details

Name: Mr michael beavan

Address: 5 panxworth road hemel hempstead hertfordshire

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:we cant keep on knocking down these old buildings,this is a lovely old public house with loads of character. do we need another office block.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Helen Walasek

Address: 9 Cannon Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: I would like to strongly object to this proposed development on the following grounds.

1. The detrimental effect of the proposed development on historic buildings and streetscape, in particular the demolition of the Still and Star public house and obliteration of Little Somerset Street, a public thoroughfare.

Little Somerset Street has been recorded in documents and mapped in its current path since the 18th century. It clearly existed before this. It is one of few surviving examples of what was once typical of the City of London's urban grain, but which have been increasingly swept away. Yet these small irregular alleys, usually with a pub like the Still and Star along their course, are part of the distinctive fabric of the City of London and are popular lunch-time and after-work destinations for business people, and all day for the local community and visitors to the area.

The Still and Star, an unpretentious example of what was once a typical 'slum' pub, is immensely popular and its disappearance would have a detrimental impact on communities (including the local business community), on loss of amenity and on economic grounds. Historically, the pub is remarkable in having been illustrated in one of the most famous depictions of Victorian London ever published, Gustave Doré and Blanchard Jerrold's London: A Pilgrimage of 1872. Only a few of the buildings depicted by Doré still stand.

2. The design of the new development is extremely poor and of low architectural values. In addition, the proposed development does not respect the existing street scene being excessively large and high, looming rather threateningly over existing low-rise buildings on either side.

It is difficult to see what benefits the proposed building would bring to the community. It would bring loss of amenity in the destruction of a valued community asset and the removal of a public thoroughfare which could easily be preserved and still provide for the needs of modern businesses.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Stephen Gray

Address: Flat 2 10 Palace Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Yet another historic London pub teetering on the brink of being sacrificed to the greed of the developers who continue to rip out the heart and soul of the city I love. Please do not let this happen! Once these characterful and historic venues are lost that's it - they're gone for good. Isn't it about time we started to care more about what is disappearing (at an alarming rate) than the quick buck that can be made from greenlighting another bland office block or set of luxury apartments?

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Hampshire

Address: Basement Flat 11a St Marks Rise, Dalston London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object most strongly to the demolition of 'The Still & Satr', indeed the whole redevelopment of this area - This is a very historic area and popular tourist venue due to the historic connections, simply sweeping away all traces of the past and erecting a characterless eyesore will completely and utterly destroy the whole character of the area. Also I would question why another major office block is needed when on both sides of the proposed development there are very large office buildings that have remained empty and unused for years. There should surely be some way of finding a way of development that is at least sympathetic to the historical character of the area rather than just pander to greed all the time.

From: Daniel McHarg
Sent: 08 September 2016 16:27
To: PRO Queue
Subject: Still and Star Application

Please do not allow this historic pub to be torn down.

It is a beautiful old building awash in a sea of indentikit steel and glass.

Yours sincerely,

Dan McHarg
A Bilbrough and Co. Ltd
50 Lemn Street
London E1 8HQ

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Sarah Witney

Address: 5 Manor Road Sidcup

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:As some one who has worked in central London most of my life I hold the choice of amenities it provides in high regard.

I also value the prosperity of the area from tourism, much of which results from the character of the city.

This excellent example of what would have been a small local pub in the Victorian era serves to remind us of the rich and important character of the earlier area and continues to provide a valued local pub whilst doing so.

Please do not allow this planning application.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Patricia Habberjam

Address: 1975 Bedell rd Kemptville, On Canada

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Walking around this area yesterday, I loved all the older buildings and streets, not many of which are left. Please do not destroy this history filled building for yet another 'block of flats'. Living in Canada we have little opportunity to appreciate built heritage, please do not destroy yours.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Adam Shipway

Address: 52a Church rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This building should be preserved as a site of historical importance. The demolition of this physical link to our past destroys not only the bricks and mortar but something within us as Londoners. The city has lost its identity seeking to become a quasi New York. By all means build - London has never stood still in that regard but be sensitive to the character of the city and what gives the square mile its uniqueness. By not respecting that, many of these developments are bulldozing over our heritage and the result will be a sterilised, faceless characterless shadow of a city that was once the greatest on earth.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr david gill

Address: 65 Quilter Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object strongly to the demolition of 'The Still & Star', - This is a very historic area and popular tourist venue due to the historic connections, simply sweeping away all traces of the past and erecting a characterless eyesore will completely and utterly destroy the whole character of the area. is another major office block is needed`?

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr philip thrush

Address: marlow house lloyds ave London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:With all of the office development in the area, it is sad that an old public house has to be demolished to make way for yet another office.

This is a popular pub and would be a shame to lose it

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr John Cant

Address: 6 Matchless Drive London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The Still and Star is a unique pub near Aldgate Tube Station. I regularly visit this pub with my running club and find it to be a valuable community amenity, which could never be replaced.

Pubs generate much less income for their landlords than office blocks and flats, so if abandoned to their fate in the free market, they will all be destroyed and will take part of the soul of our city and our culture with them. Part of the reason the planning process exists is to prevent this kind of cultural vasectomy.

London does not need any more offices. A short walk around the City of London will reveal whole floors of empty desks. London needs more housing, but only affordable housing.

Please do not allow the demolition of this pub. It is an invaluable and irreplaceable asset to the area. and a solid residential amenity for Londoners.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Miss Camilla Ford

Address: 29 Bowmans Mews London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This would result in the demolishing of a significant Victorian pub which is an important amenity for locals. Just to build another plate glass monstrosity. Could the development not be built around the pub?

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Dr Bryan Munday

Address: 151 Lancaster Road Northolt

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:As a previous resident of the area, and frequent visitor to the establishment on my regular visits to central London I feel that yet more of the city is being demolished to make way for yet another concrete and glass block, of which there are many in central London, and some many of them standing empty.

The Still and Star provides a much needed break from the monotony of London and enables locals and office workers alike to mix and enjoy themselves. Demolishing such an old and well loved pub would be a travesty and show the short termism of not only the developers but also the council.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Elaine Edge

Address: 10 Kenton Road Earley Reading

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The demolition of the Still and Star would be a huge loss to the culture and history of the City of London. It is an important survival and should be preserved at all costs. Please ensure its safety and future protection as an important historical building (the only remaining slum pub in London) and also as an amenity for the people who work in the area. And tourist attraction, which is part of the rich social history of the city and a unique and valuable building.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Nicholas Bailey

Address: 27 Farnet Avenue Purley

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The Still and Star and similar structures in the area are an essential part of the character of the neighbourhood. The area is mixed residential / school, and yet another massive towerblock will continue to turn the area into another bland business district. As a regular visitor to the area, I strongly object to destruction of the traditional buildings of the area.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Filcek

Address: 23 Deepdene Gardens Dorking

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I strongly object to this proposed redevelopment.

This is a great traditional pub which I used regularly when I worked in Fenchurch Street. There is enough office redevelopment going on the City without losing yet another good basic pub which has not been given a modern make-over.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Matthew Orton

Address: 10 Allison Close Greenwich London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a much loved pub that I visit regularly. It forms part of the fabric of the City of London and provides leisure and pleasure to thousands of Londoners.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms stefany reich-silber

Address: 1801 california st berkeley

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Please have the foresight not to demolish this old pub. London must see the value of its rich history. I came upon this pub by researching Harrow Alley as a result of reading A journal of the Plague Years written by Daniel Defoe in the mid 1700s. He lived very close to this alley way, in the book, and refers to many cases of the plague in this small street, and refers to the slaughter houses etc. So in looking up Harrow Alley to see it today I came across Jack the Ripper researchers and old 19th century photos of this alley way and the pub The still and star. It is fascinating to see its history. London is wonderful in this way, endlessly absorbing. Please don't do what the bombs of the WW 11 didn't do, and with what has survived the centuries. Please do not demolish this piece history I beg of you.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Giles Latcham

Address: 32 Serpentine Road Selly Park Birmingham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a wonderful pub, unique in this area, full of character and history. To demolish it would be to sweep away a place that enriches the lives of those who live and work in the district - and make it less attractive for visitors. Develop but scale it back. Permit the old to survive alongside the new.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Chris Harris

Address: Flat 30 Lock House, Tavern Quay Rope Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The potential listing of the Still & Star as an Asset of Community Value (ACV) should be considered as a material planning consideration.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Louise Reed

Address: 73 Jacdor London Road Abridge

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This historical building must be protected. The Still and Star pub is part of London's history and we do not want London to become a bland commercial city and lose these wonderful buildings and landmarks.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Gary Meaton

Address: 8 Birchington Close Bexleyheath

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: This development apparently includes the demolition of the Still and Star public house. This pub is an important part of the history of London and of Aldgate itself. As such, it should be preserved.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57 - 60 & 62 Aldgate High Street London EC3N 1AL

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Dr Jonathan Smith

Address: 12 Topper Street Cambridge

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This planning application involves the demolition of an historic corner of the City of London. It is a tragedy, of sorts, that even the very few remaining fragments of the pre-war City are still being lost to so-called 'development' such as is being proposed in this planning application. Once demolished, the historic Still and Star pub and associated buildings, all redolent of history, and full of character, will be lost forever. To be replaced by what? An utterly characterless and uninspired office box. The proposed replacement building is an example of the worst kind of architecture: utterly lazy in design and of no visual interest. The proposed building has zero architectural merit. This planning application deserves to be summarily rejected.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Dr Ruth Richardson

Address: 35 Hartham Rd London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a special place, that should not be demolished for another ugly building. It is a lovely local amenity, and deserved its space. It should not be wiped out of existence by a greedy developer. Anyone with eyes can see that the real London is being destroyed more effectively by these vile new buildings than by Hitler's bombs. This little pub has survived two world wars. Please preserve it. Don't fall for the estate agents' blurb about a bar with the same name. That would be both characterless and phoney.

Not like this lovely little place. Please keep it!

Thank-you.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

Proposal: Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)

Case Officer: Sonia Williams

Customer Details

Name: Mr Del Campbell

Address: 31 Leconfield House London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:It is unjustifiable vandalism to continue in the reckless demolition of London's history and unique beauty for the sake of vanity projects, austere and soulless glass boxes and increasing wealth for those who don't care about anything but money making.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

Proposal: Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m) REVISED SITE ADDRESS to include 1 LITTLE SOMERSET STREET (STILL & STAR PUBLIC HOUSE)

Case Officer: Sonia Williams

Customer Details

Name: Mr Mathew Chambers

Address: 151 Amhurst Road Hackney London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: The loss of yet more of small corners of the old fabric of London is a great shame for all of us.

The proposed development seems to be typical of the sort of immature architecture that is contributing to a sort of 'toytown' feel to London, incongruous buildings designed using smart software by not so smart people.

There will be a huge loss of general wellbeing (not measurable) for anyone living or working in the city and who will want to visit if so much of the texture of London is lost.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

Proposal: Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m) REVISED SITE ADDRESS to include 1 LITTLE SOMERSET STREET (STILL & STAR PUBLIC HOUSE)

Case Officer: Sonia Williams

Customer Details

Name: Mr Steven Hanscomb

Address: 11 Ripon Street Aylesbury

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment:I would like to strongly object to the demolition of the Still and Star pub to make way for another modern building. The pub is the last of the 'slum' pubs that were once common in the city, a converted dwelling. The victorian and historic buildings in the Aldgate are are now very unusual and this one is unique. It is in an original street that would also be lost if the plan goes ahead. It has a very important historic role and should be listed, not demolished. Money is the ruling factor here, as usual, but places like this are a reminder that Aldagte had a very humble past. Please see the value of such a place and reject this plan.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Robert Picking

Address: 34 Ennerdale close Huntingdon

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: For God sake leave a corner of the old city before its all gone the people behind this will bugger off and find somewhere else to build another monstrosity.

Reflect on the 1960/70s buildings they were cutting edge then, now there a bloody eye sore that's what your creating for the future

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	09 JAN 2017	LTP
OM		SSE
No	128069	PP
FILE		DD

RE: 15 Minorities, 57-60 & 62 Aldgate High Street: demolition of structures and the erection of a mixed use office building

Aldgate High Street occupies a narrow eastern extramural strip of the City between Minorities and its eastern boundary. There are several features of interest and value, in particular, on the north side, St Botolph Aldgate church and, on the south side, two well-restored structures of the seventeenth century or earlier with an adjoining 18th century house. Nearby, there is a view along a courtyard-type lane, known as Little Somerset St., of *The Still and Star* public house, apparently formed of two or more dwelling houses of probably early 19th century origin. This building is a relatively rare surviving feature which seems to illustrate the life of its area at other times: I have seen the description of *The Still and Star* in The Victorian Society's impressive and detailed submission and need not add to it.

These, and various other older buildings represent an important grouping, standing as they do on the periphery of the City at the point at which it meets Whitechapel. While 57-62 Aldgate High Street and other structures affected by this application might not, on their own, be considered of importance, they form, none the less, part of the context of more important structures. The City might be considered to have a responsibility to handle this area on its eastern boundaries with particular care. I therefore consider that this proposal ought not to be approved.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minories, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

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Case Officer: Sonia Williams

Customer Details

Name: Mr Marc Haynes

Address: 24 Highgate High Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: In an area which is absolutely full of new, vast and faceless office blocks, the destruction of the historic Still & Star public house is something I object to in the strongest possible terms. The Still & Star is a historic and characterful building in an area which has already lost far too much of its original character to modern development. I note the Victorian Society also strongly object to its destruction.

It is an attractive building which has survived and served the community for centuries, and remains a useful amenity - one still used by the local community (and, like myself on numerous occasions, anyone passing through) in a way that private office blocks never can be.

Please do not allow another one of our increasingly rare traditional pub buildings - one which is still in use - to be swept away to the detriment of the City, and London as a whole.

From: [REDACTED]
To: [Broughton, Helen](mailto:Helen.Broughton@cityoflondon.gov.uk)
Subject: Re: Representation for planning application 16/00406/FULMAJ
Date: 15 January 2018 15:29:04

Good afternoon,

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

Best wishes,
Steve Hanscomb.

From: "Broughton, Helen" <Helen.Broughton@cityoflondon.gov.uk>
Date: Monday, 15 January 2018 at 15:24

[REDACTED]
Subject: Representation for planning application 16/00406/FULMAJ

[REDACTED],

[REDACTED]
[REDACTED]

From: Steve Hanscomb (WLT GB) [REDACTED]
Sent: 10 January 2018 16:15
To: DBE - Local Plan <LocalPlan@cityoflondon.gov.uk>
Subject: Still and Star pub, Aldgate

Good afternoon,

I wonder if you can give me some information about the 'Still and Star' pub, located at 1 Little Somerset Street, Aldgate. The pub is of significant importance in London, as it is the last 'slum pub' left. It was the subject of a Dore engraving about Victorian London and 'Robinson Crusoe' was partly written here. It was also, up until it's forced closure, a very popular and well loved pub.

In 2016, the pub looked as though it would be demolished to make way for a modern development, of the sort there are dozens of now in the area. Because of determined campaigning, the pub was saved and given 'Asset of Community Value' status.

Unfortunately, late last year, the owners of the building refused to allow the publican to renew his lease and the Asset of Community Value status has been appealed by the developer.

I would like to strongly voice my opposition to overturning the status of the pub and wonder if you can offer any information on it? This is pub is of great value to the area and London as a whole and must be saved. Any plan for development can be altered to accommodate the pub. Surely the value of this pub can be recognised.

With best wishes,
Steve Hanscomb'.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] London Corporation

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Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minories, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

Proposal: Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses. (30,901 sq.m gea.) -

REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Seb Brennan

Address: 136 Fortess Road LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:I wish to object to this revised application. The proposed development was quite rightly rejected by planners last time, and the Still and Star was correctly identified as an asset of community value and listed as such.

The proposed development will obliterate a rare surviving patch of old Aldgate, an area which needs as much charm and interest as it can get. Since WW2 it has been dominated by very large office buildings and ill-advised road schemes, to the detriment of the area. This development claims to respect the site, but by replacing historic buildings and the original pattern of alleyways and small building plots with a monolithic, single block, simply repeats the mistakes of previous decades.

The proposal to demolish the Still and Star and memorialise it in effigy, like a knock-off Rachel Whiteread sculpture, simply adds insult to injury. The developers should be told that this scheme is inappropriate for the site and not be permitted to keep trying to get it through. The leaseholder should also be directed to stop preventing the Still and Star from reopening as a public house, since it seems to be deliberately keeping the building vacant.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Richard Williamson

Address: 6 Bowmans Mews London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity
- Traffic or Highways

Comment: I object to this proposal for a number of reasons:

- It involves demolishing a number of buildings, including the old pub which is an interesting building and was a popular pub until the owners forced its closure (I assume because they didn't want to be told they had to keep it open). Pubs in the UK are at risk and should be protected.
- The historic buildings are rare in that area and should be protected.
- The proposed design is ugly, overbearing and out of keeping with the area
- The proposal will privatise the current public route across the site, which is a popular cut through. This is also a welcome open space for the area. I would assume that it would be shut for a significant period while the building works are open which would be a significant inconvenience to pedestrians in the area
- There is already an over provision of offices in the area, and public transport is already struggling to cope. I don't see how Aldgate station can cope with yet more people using it at peak hours - even with the addition of crossrail.

Comments for Planning Application 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Caseley

Address: 38 St. Alban's Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: My objection is based mainly on the fact that the Still and Star public house is a rare and historic survival from a previous age. Also, the street and immediate surrounding area falls into a similar category. Our heritage must be protected for the sake of our environment and future generations. London without its history would be a sorry place indeed.

Comments for Planning Application 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Ms Pat Taylor

Address: 12 Tregenna Terrace St Ives

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: I submitted my objections to this monstrosity back in 2016 when the application was first submitted. It is profoundly sad that the City of London has absolutely no respect for the historical importance of the Still and Star public house. I understand that the the pub has been closed for some time now. The developers obviously made the owners an offer they couldn't refuse and the landlord was denied the possibility of renewing his lease. This is another example of money talking. There seem to be no obstacles as far as planning permission is concerned providing your pockets are deep enough. There also seems little point in raising reasoned objections to this development as there will always be a way for developers to get around anything in their way. So instead I wish to register my utter dismay at the total disregard of the historical importance of what is the last remaining slum pub in the City of London. History will judge you.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr James White

Address: 13 Mogul Building London

Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

- Other

Comment: Genuinely interested in the use of casts to represent the Still & Star, and pleased about the thought that's gone into interpreting the original and Harrow Alley, however it still seems like the easy route and I would prefer the original structure is left in situ, even if that is incorporated into a new structure above/surrounding. Casting and moving is not the same as preserving and the need to direct people from Aldgate would be an interesting and exciting design challenge that might encourage further engagement with an otherwise unremarkable corporate building.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms Ruth Murray

Address: 34 Midhurst Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I hope it's not too late to save the Still & Star from demolition. Built in 1820, it is a unique building in the City of London, and of great historical importance - not to mention a fantastic pub. It must not be lost to future generations.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr A McEvoy

Address: 118 Guinness Court Mansell Street London

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:As some that has lived here all my life. I think it's a shame that we are going to lose a historical building and for what? Not only that but if we carry on with all these developments you won't be able to walk anywhere without being surrounded by high rises. We won't even be able to see any sort of skyline. If this goes ahead all I'll be able to see from my windows is a perimeter of offices or hotels. The area is slowly losing its character and historical value.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Stuart MacKay

Address: 37a Queen Anne Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Having reviewed the documents, I don't think that this iteration of the proposal is any better than the previous. It's too large and fails to provide a positive influence onto the streets it fronts. I find it too large and overbearing and the materiality is saddening. What it will do is suitably provide a wind tunnel to make the pub an unwelcoming space. It feels like a massive missed opportunity. The block could have been completed in a number of ways whilst still retaining the existing Still and star pub, a pub that, was very welcoming and typical of London. All that will be lost, to provide the faceless freeholder with another paycheque. Poor attempt by all involved. What is the point including any historical contextual references when you ignore them completely?

Comments for Planning Application 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Antony Taylor

Address: 10 Glendale Rd Woodhill, Whangarei

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Kindly refrain from destroying this historic public house, The Still & Star, in favour of replacing it with yet another office block. Is the intention to remove all that is unique in London? Replacing it with an imitation elsewhere is not good enough.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mrs Emma Nagle

Address: 19 Shieldhall street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:I object to the destruction of a building of historical interest and an asset of community value for the construction of a corporate behemoth which will add nothing to the community or character of the area.

Comments for Planning Application 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Ms Susan Drees

Address: Myrtle Bank 48 Baldslow Rd. Hastings

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: I strongly object to the development and to the destruction of the Still and Star and environs. As an example of the only 'slum pub' left in England, it should be listed and treasured, not demolished. The Victorian Society have very eloquently provided the reasons why in their comments.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr William Wilkes-Wood

Address: The Manor House Higher Street Curry Mallet

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Absolutely despicable that such wanton destruction of a unique and treasured part of old London's built heritage is even being considered, especially after the public outcry against the previous scheme. The Victorian Society, the East End Preservation Society and various other organisations and individuals have already made a convincing case for why the Still and Star should, nay must, be protected.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Dr Caroline Murray

Address: 23 Tenison Avenue Cambridge

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Another oversized slab being imposed on the City of London with no regard to visual or historical context. What is the point of ACV status if the developers are allowed to ignore it in this way?

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Nick Small

Address: 92 Bostall Lane London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The destruction of the historic pub, The Still and Star shouldn't be allowed and the proposal to make a cast of the building to rebuild elsewhere is ludicrous. Surely the site is large enough so a development could be built around the pub. The pub may be closed at the moment but the people brought to the area by an office development would make The Still and Star viable once again. There are too few examples of historic Aldgate remaining it would be a shame to lose this one.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Ms wanda ashman

Address: 640 crandall street madison, wisconsin, usa

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I strongly object to the demolition of the 'Still & Star' public house.

It is important to retain a historic building of 18th century London such as this.

The proposed buildings are completely out of proportion with the neighboring area and are hideous as well.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Dr Robin Greeley

Address: 25 Cliveden Place London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I object to the proposal for the following reasons:

--it proposes to tear down existing historical buildings, in particular the Still & Star pub. We must preserve heritage, not destroy it or reduce it to a caricature of its original self.

--the Still & Star won ACV status, and must be preserved as it. Pubs like this one are an irreplaceable asset to the community and must be protected. The Still & Star has a long history of being very popular; destroying it serves the interests of corporate landlords over those of London's citizens.

--the proposed building design is a monstrosity. It is hideous, and does not fit with the character of the neighborhood

-- the proposed design will change a much-used public route to private, endangering access.

-- another public office is unnecessary in this area, and will only further clog the existing traffic overload.

-- this design proposal marks no improvement on the previous proposal, and does not adequately address the need to preserve the communal neighborly character of street life in the area.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms L BENEVICIUS

Address: Telegraph place London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity

Comment: I object that The Still & Star the City of London's last remaining slum pub, which is an Asset of Community Value is now at risk again as the developers have submitted an application for demolition of the pub.

Reconstructing The Still & Star does not replace the ACV. The developers must be encouraged to be more imaginative...they have the resources to do better

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr David Anderson

Address: 155 Bishopsgate London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:It's vandalism to remove remaining remnants of our past. Have you no sensitivity to our quality of life? We don't wish to be overrun with ugly (in this case) modern buildings.

Sonia Williams, Case Officer
Planning Department
City of London
PO Box 270
Guildhall
EC2P 2EJ



25.1.19

Dear Ms Williams

Re: Planning Application 16/00406/FULMAJ/ Still and Star Public House

I write to oppose planning permission for an office development in Little Somerset Street, which would result in the loss of this valued and authentic pub.

Two years ago, a campaign to win it Asset of Community Value status (ACV) united city workers, historians and all of us who value these precious fragments of London's past. The developer's proposal to somehow incorporate it in the new structure, reconstructed by means of exterior casts, is preposterous.

Too many of these small and intimate remnants of London's built heritage have already been lost as the city and its fringes are aggressively remodelled. It is a cultural blindness that cannot see that with their going, London becomes less attractive, less interesting and less like London.

Before it was arbitrarily shut some months ago, the Still and Star was flourishing. I therefore urge that its status as an ACV is respected in letter and spirit, so that it can continue to flourish, as it stands, for the next generation to cherish.

Yours sincerely



J. Cooper (Ms)

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

Proposal: Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses. (30,901sq.m gea.) -

REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Ms Emily Lane

Address: Flat 52, William Court 6 Hall Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The pub must be preserved!

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

Proposal: Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses. (30,901sq.m gea.) -

REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mrs Theresa Pine

Address: 16 Cross Park Plymouth

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: There is a glut of empty office accommodation in the area. This is a historic building that should be retained. There is very little of the Victorian fabric of this area left. The plans for the replacement building are a very unattractive bland building, Again, there is no call for further office development.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Harry Boggis-Rolfe

Address: Lower Maisonette 72 Mildmay Grove South London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:the Still and Star is a great rarity and ought to be given the highest degree of preservation priority

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Thomas

Address: 5/3 Springvalley Gardens Edinburgh

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Once our heritage is gone, it's gone forever. A pub like this is unique nowadays, and to demolish it for an anonymous, sterile block of the sort which can be seen from Tokyo to Toronto is a crime against London and against history.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Ms Wendy Forrest

Address: 139 Bouverie Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Still and Star important community and heritage asset and should be retained

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Tom Killick

Address: 16 Bardney Road Morden

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: I oppose demolition of the Still and Star pub. This rare example in the area of a surviving building of this age should be retained. Its status as an Asset of Community Value shows its worth.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Ms Angela Wood

Address: 68 Prebend St London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity

Comment:I strongly object to the demolition of the Still & Star Public House - particularly as it has now that the City of London has declared it an asset of community value.

This pub, and Little Somerset Street itself, is part of the historic fabric of the City of London and its demolition would be severely detrimental to the very little historic character that is left in the area.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Peter Dragonetti

Address: Covert Cottage, Hill Bottom, Whitchurch Hill Whitchurch Hill Reading

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The proposed development is of no architectural or cultural merit, and the loss of the historic pub on the site is not justified by the transitory office block that is indistinguishable from any other similar block from anywhere in the world.

0:5 FEB 2019

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

Ref: PT_SJW/16/00406/FULMAJ

4th February 2019

To whom it may concern,

I write to register my opposition to the above application.

I cannot add to the excellent objection already made by Tom Taylor of the Victorian Society (their ref. 142970) as to the historical significance of the Still & Star itself. However, as someone employed in the area for many years, I can testify to the valuable aesthetic character of the building, which would naturally be irreplaceably lost by its demolition.

I have also visited the Still & Star as a patron (I am employed in the vicinity), and quite apart from valuing it in this capacity, I observed first-hand its importance to vibrant community activities, which would also be damaged by the tacit 'acquisition' of a re-built public space, and therefore its importance as an ACV.

Yours sincerely,

Duncan Gates

44c Foxley Road
London
SW9 6ES

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

Address: 15 Minorities, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Lee Christensen

Address: 24 AVOCA ROAD LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: This is a unique historic pub, one of the last surviving original buildings in this area. In what is now become a generic area of glass office tower after glass office tower this little pub is a slice of old historic London that is sadly disappearing to money. Part of the wonder of working in London is rounding corners, walking down alley ways and finding these slices of history. Putting up the same office block on every corner destroys that history and you may as well be working in any of a 100 cities anywhere else the world. Keep the history, keep these unique places, turn them into something to be admired and cherished as they should be. The plans on offer here destroy a unique part of London that should be kept as that history should be worth more than money can buy.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Sebastian Enser-Wight

Address: 14 Liberty House 24-26 Ensign Street London

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment:As a local resident who regularly passes through the area I am very supportive of these proposals, which will greatly approve the visual amenity of the area, as well as giving the 'Still and Star' a new, commercially viable life.

Best wishes,

Seeb

25 FEB 2019

22 FEB 2019

27 Fowey Close
Wapping
London
E1W 2SP

19th February 2019

Dept. of the Built Environment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

Ref. PT_ SJW/16/00406 /FULMAJ

Dear Sir/Madam,

Re. 15 Minors St. Development

I am writing to oppose this development on account of the intended demolition of the Stillard Street Public House and the immediate setting of the pub. Given the historical nature of this pub, I feel that it is worthy of retention within any wider development that may be proposed in the future. Too much of old London has been destroyed in the past and these pockets of antiquity should be saved.

Yours sincerely

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Miss Nicola Barker

Address: 6 Durham Court 22 Sunnyside Road Teddington

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:I think it's disgusting to destroy our heritage by pulling down historical buildings, they should be saved for future generations. Nobody has the right to destroy our history in order to make a quick buck, it's absolutely criminal.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

Application Number: 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Alexander Williams

Address: 6 Leyfield Villa Cayton Road Netherne on the Hill

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:Losing the Still & Star pub and street layout - including potential utility as identified in the ACV decision and subsequent appeal judgement - would indicate lazy and short-sighted planning at its worst, to be regretted in a very short time.

The concrete-cast similar facility is a suggestion to be laughed out of committee, or shall we flatten the City for glass towers and collect all our heritage into a big plastic Disneyland in Nine Elms or somewhere?

I was the P&T Committee's police liaison from 2012 to 2015. I observed your deliberations and worked with your planners. I never saw a truly regrettable decision from you in those years. I respectfully and earnestly hope you honour the earlier ACV decision in letter and spirit, and retain that proud diversity that separates the City from all the others.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Dr Peter Blair

Address: 23 Danecroft Road Herne Hill LONDON

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The Still & Star public house (records held for the pub at the Guildhall Library date back to 1820) and Little Somerset Street are unique surviving remnants of old Aldgate. Little Somerset Street is a valuable part of the historic little pattern of alleyways and turns which have been in the City of London for hundreds of years. The pub in particular is a designated Asset of Community Value (ACV), and sole City of London example of what is sometimes described as a 'slum pub', i.e. a licensed premises converted from a private house.

The group of terrace buildings which face Aldgate High Street opposite Aldgate Station include the Hoop & Grapes public house, which survived the Great Fire of London in 1666, and Little Somerset Street is an integral part of this terrace. To demolish both the Still and Star Public House and Little Somerset Street for offices would be a crime against the history and built heritage of Aldgate, and would also compromise the heritage setting of the neighbouring Grade II* listed Hoop & Grapes public house on Aldgate High Street. This a material planning consideration.

Whilst recognising the commercial interests of the City, these should always be weighed against the historic significance of this pub, and its setting on Little Somerset Street. A more imaginative planning proposal would actually seek to enhance this historic setting. It would be perfectly possible to have an office development that preserves these built heritage assets and Aldgate High Street frontage, particularly as they represent such a small land footprint.

In approving the Asset of Community Value application for the Still & Star in October 2016, the Planning and Transportation Committee ruled that, "the Still & Star public house performs a social

function that furthers the social interests of the City's community." Therefore, the existing ACV asset of this heritage pub in its current guise and role within the Aldgate community, is a material planning consideration.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Wyn Morgan

Address: 39 Rosedew Road London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This building is an important part of the neighbourhood's heritage and to knock it down just to build 'yet another modern office block' would be cultural vandalism.

Comments for Planning Application 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mrs Bridget Furst

Address: 115 Dulwich Village London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: We cannot afford the loss of even more historic buildings in London. This planned building on the site will never replace a building that provides historical context for everyone in the future.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Chris Connor

Address: The Lodge Amersham Road Chesham

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The idea of a hotel on the site of an historic and well loved pub is abhorrent. Any consideration to destroy what is essentially social history should be re-thought. The pub is, and was, a meeting place for workers, locals and visitors alike and should be saved instead of destroyed.

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Mike Watts

Address: 2 brook cottages logmore lane dorking

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The pub is a historic treasure and should not be demolished. It is clear that replacing this without a more thought out proposal on how to keep the pub and surrounding area is wrong.

Comments for Planning Application 16/00406/FULMAJ

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mrs Jo Cottle

Address: 158 Windsor Drive Orpington

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:I use the Halfmoon Pub

Comments for Planning Application 16/00406/FULMAJ

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Case Officer: Sonia Williams

Customer Details

Name: Mr Adam Glisson

Address: 155 stansted rd Forest hill London

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: More elite capture. More empty office space. More of London's heritage disappearing. More disruption to London's Roads. More traffic. More pollution. More money wasted.

If you have to knock it down (which you don't) build a park there, or a school, or a fire station or a police station. Something we actually need.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr John Gallinari

Address: 7 Hazel Mead Ewell Epsom

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This scheme will further destroy the character, charm and heritage of The City

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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Case Officer: Sonia Williams

Customer Details

Name: Mr Manuel Rodrigues

Address: 4 Woodland Close New Barn

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment:I have been drinking in these pubs for over twenty years. They are part of the community and need to be preserved and saved from demolition.

Comments for Planning Application 16/00406/FULMAJ

Application Summary

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REVISED DRAWINGS and DOCUMENTS received 24.12.2018.

Case Officer: Sonia Williams

Customer Details

Name: Mr Barry Klein

Address: 24 Cato Street London

Comment Details


Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: This is a unique building that should not be demolished for yet another hideous office building in the area. I was brought up close by and my father was once the landlord of The Still & Star.

From: [Delves, Gemma](#)
To: [DBE - PLN Support](#)
Subject: FW: 60 Aldgate High Street - Objection 16/00406/FULMAJ
Date: 01 December 2020 15:47:10
Attachments: 

From: Kassie Foot
Sent: 01 December 2020 14:52
To: gemma.delves@cityoflondon.gov.uk
Cc: planning@cityoflondon.gov.uk
Subject: 60 Aldgate High Street - Objection 16/00406/FULMAJ

Dear Gemma

We are writing on behalf of H Company 3 Ltd, the owner of 56-58 High Aldgate Street. The owners have spoken to the agents, Alsop's, who have suggested that any concerns may be addressed after the planning is obtained via scheme amendments. However we do not believe this a reasonable approach given it does not guarantee that the amendments to the scheme will be undertaken.

We have also requested a meeting with the scheme architect via the agents to discuss the concerns but this has not been forthcoming.

As we discussed last week, the owner of 56-58 has only recently been made aware of the application by Alsop's, and was immediately concerned at the proximity of the building to 56-58 Aldgate High Street. Our client, the owner, is not an owner occupier and this may be why notifications have not reached our client previously.

We have attached an objection document, which sets out the objection and negative impacts this scheme will cause unless it is amended.

The scheme as proposed will cause the following negative impacts:-

- The proximity of the elevation , glazed façade and overbearing outlook towards 56-58, 54 and the brownfield gap site will cause demonstrable harm to the ability for these sites to be redeveloped either individually or collectively in the future
- The current design of the elevation on the flank façade adjoining 56-58 cannot be constructed without over sailing the neighbouring land
- The elevation on the flank façade adjoining 56-58 cannot be maintained or cleaned without over sailing the neighbouring land
- The elevation will cause a wind tunnel and debris trap should it be built as proposed set only 1m off the boundary when 56-58 comes forward which is most likely to be built out traditionally utilising the party wall as a flank elevation - in keeping with the existing terrace

Our client wholly appreciates the length of time this scheme has been in planning and it is unfortunate that this matter has not been considered in the design development of the scheme. It is not the intention of this objection to prohibit the neighbouring site coming forward, but it must be developed respecting boundaries and not blighting neighbouring sites from future development. As such the attached document identifies a possible solution which enables the boundary treatment between the two buildings to work better together – now and in the future. The scheme can be amended to bring forward the building line to the party wall and the fenestration amended above the neighbouring building to ensure a neighbourly relationship is maintained.

We respectfully request that officers consider the above and attached when determining this application. Our client would be willing to work with the City and the Applicant to resolve this matter, before the determination of the application.

Kind regards

Kassie Foot

Business Administrator
DD 020 7556 1505

Rolfe Judd

Architecture Planning Interiors

Rolfe Judd, Old Church Court, Claylands Road, London, SW8 1NZ



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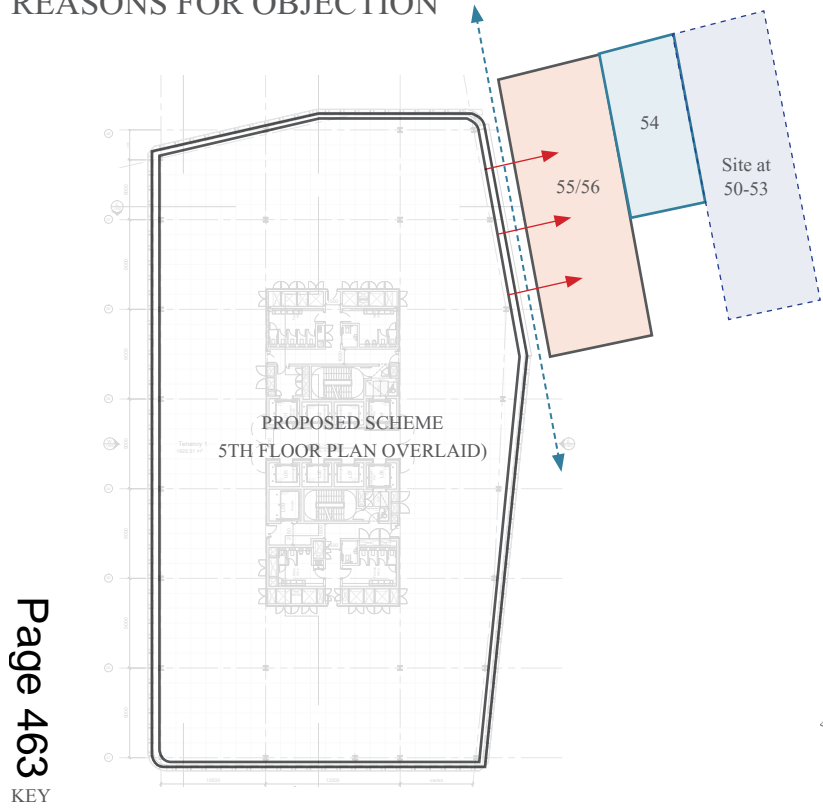


Rolfe Judd Planning Ltd - Registered office: Old Church Court, Claylands Road, London SW8 1NZ. Company Reg No. 2741774 (England and Wales). This E-mail from Rolfe Judd Ltd. is intended solely for the person to whom it is addressed. It may contain confidential or privileged information. If received in error, please notify us by return and destroy the transmission. Do not copy, distribute or take any action in reliance on it.

60 ALDGATE HIGH STREET DEVELOPMENT: REASONS FOR OBJECTION

The following sets out the reasons for objection by the owners of 55/56 ALDGATE HIGH STREET for the proposed development at 60 ALDGATE HIGH STREET DEVELOPMENT BY ACME

REASONS FOR OBJECTION

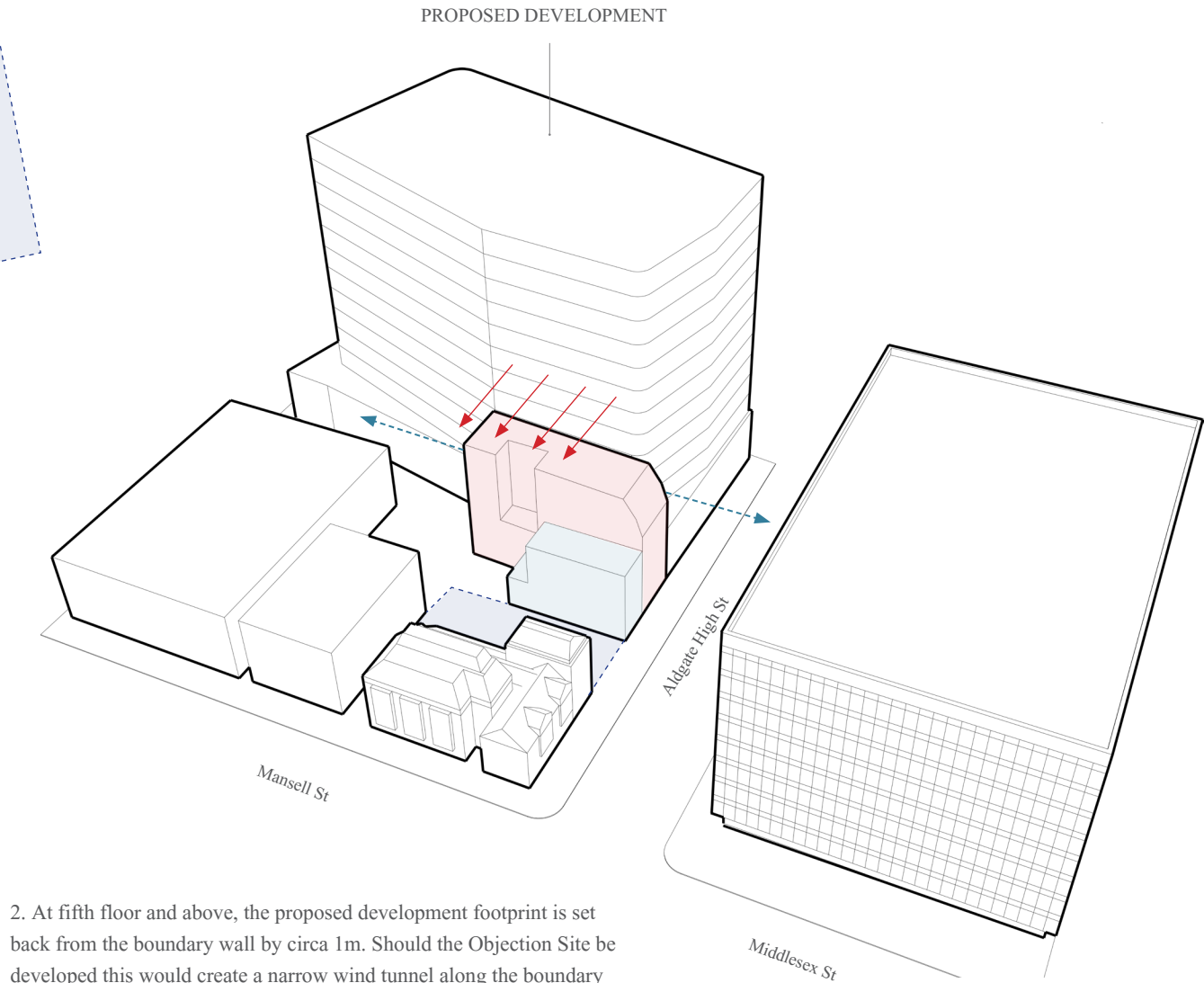


Page 463
KEY

- The Objection Site at nos. 55/56 Aldgate High Street.
- No. 54 Aldgate High Street.
- Brownfield site at nos. 50-53 Aldgate High Street.
- Circa 1m offset from boundary.
- Overlooking of nos.55/56 from 5th floor and above.

Following submission of the application for the proposed development at no. 60 Aldgate High Street objection is made for the following two reasons:

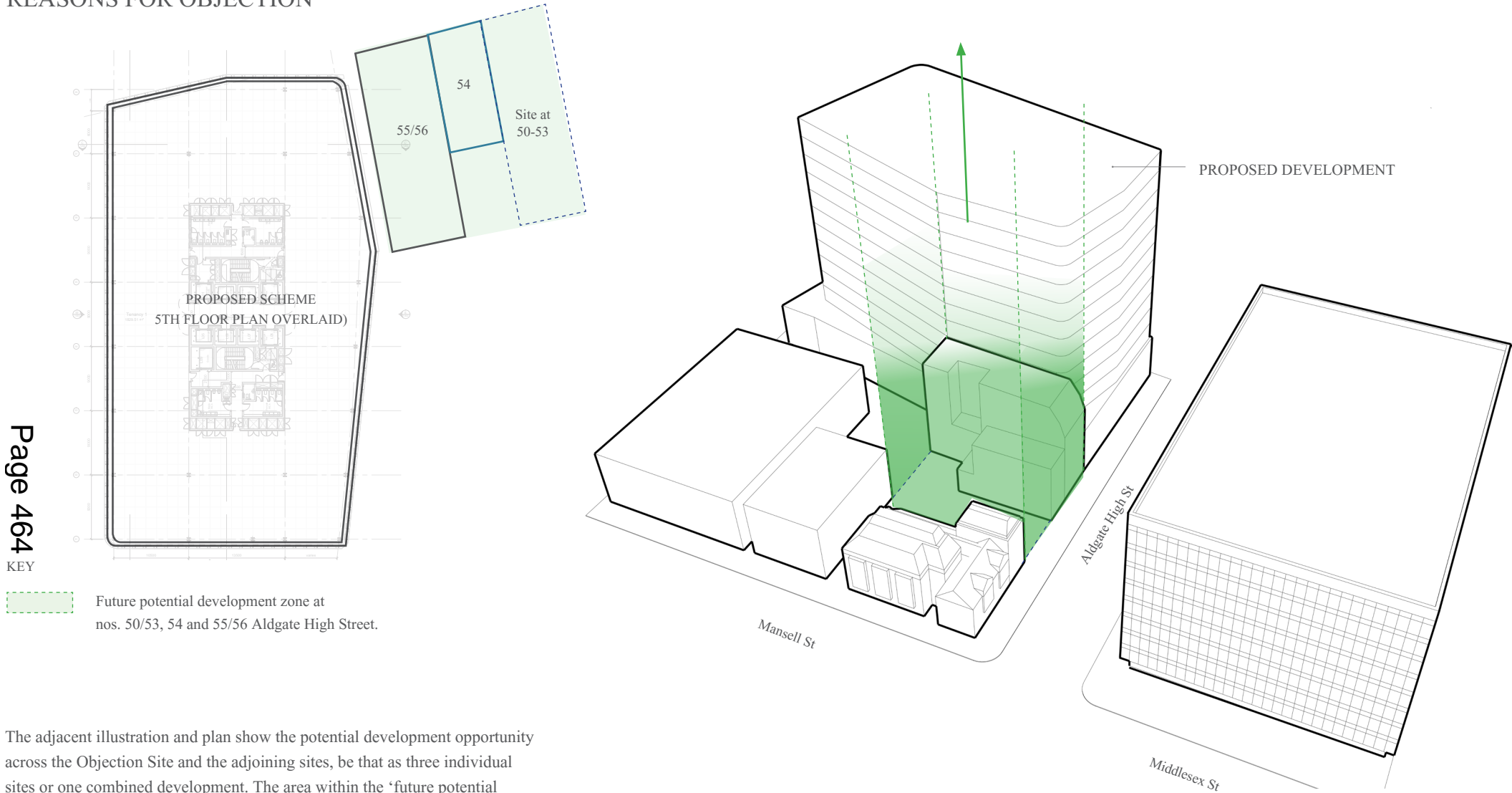
1. At fifth floor and above, the fenestration is proposed along the wall running parallel and adjacent to the boundary wall with nos.55/56 Aldgate High Street (the Objection Site). This will result in significant overlooking of the Objection Site and also the subsequent adjoining building (no. 54) and the brownfield site (nos.50-53).



2. At fifth floor and above, the proposed development footprint is set back from the boundary wall by circa 1m. Should the Objection Site be developed this would create a narrow wind tunnel along the boundary between the two sites.

Both the overlooking and the 1m offset would significantly impede the potential future development of the Objection Site and neighbouring sites as demonstrated further below.

REASONS FOR OBJECTION



Page 464
KEY

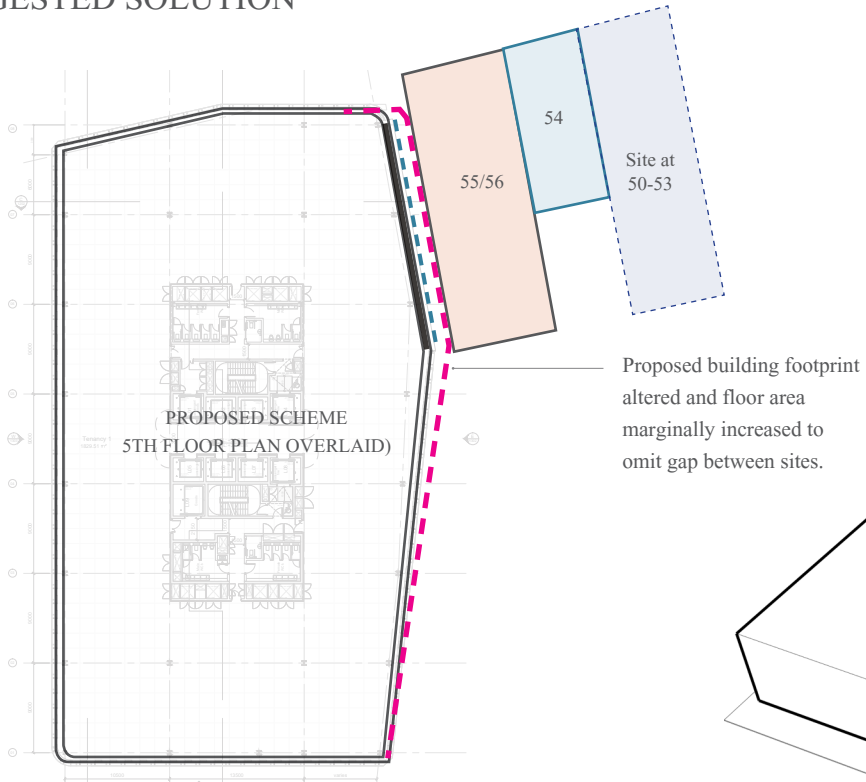
Future potential development zone at nos. 50/53, 54 and 55/56 Aldgate High Street.

The adjacent illustration and plan show the potential development opportunity across the Objection Site and the adjoining sites, be that as three individual sites or one combined development. The area within the 'future potential development zone' and indefinitely upwards will always be available for future develop, subject to planning approval.

The overlooking issues presented by the proposed development in question would significantly impact the future proposals to these sites.

SUGGESTED SOLUTION

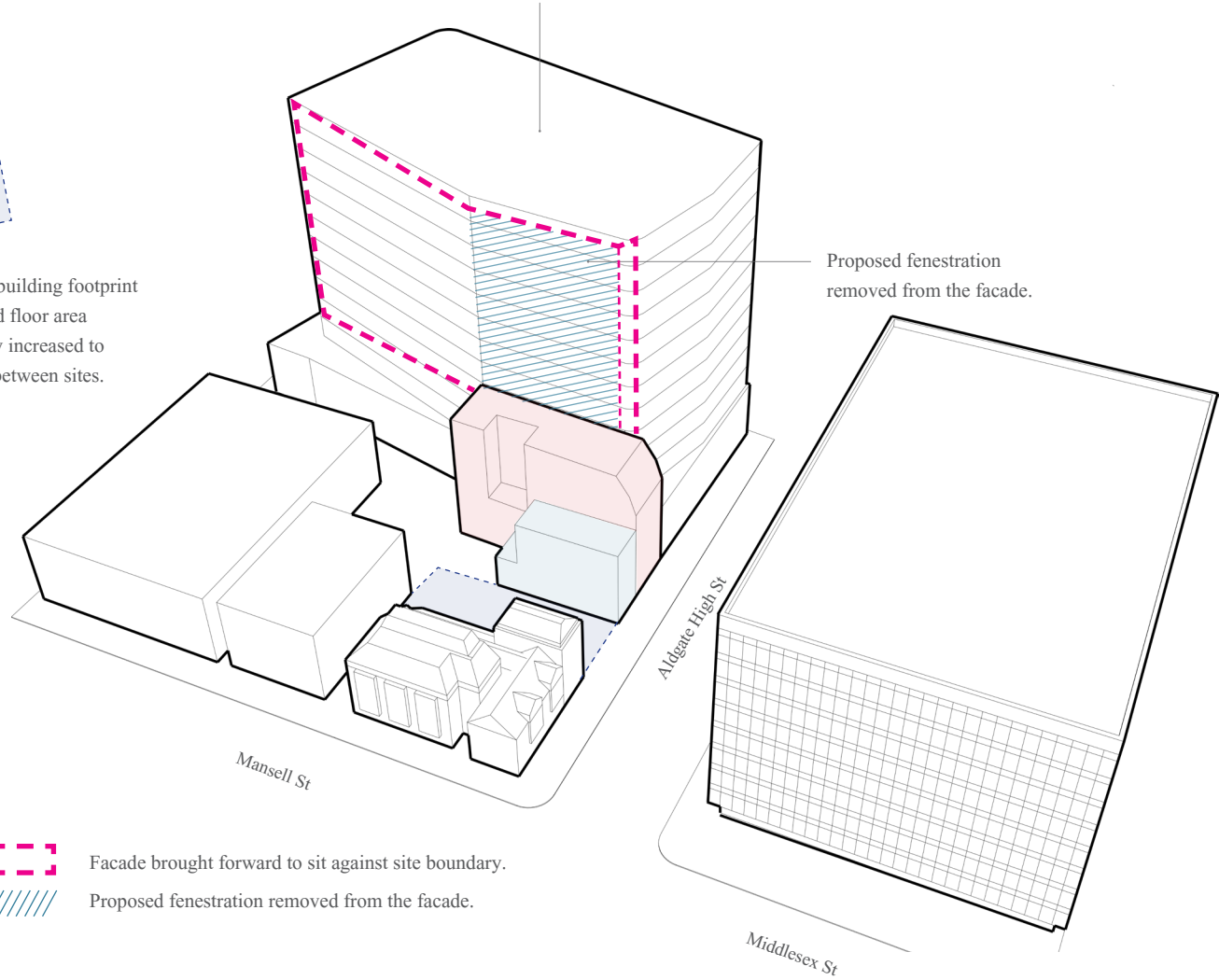
Page 465
KEY



- The Objection Site at nos. 55/56 Aldgate High Street.
- No. 54 Aldgate High Street.
- Brownfield site at nos. 50-53 Aldgate High Street.
- Section of proposed facade blocked up.
- Section of proposed facade to sit against site boundary.

- Facade brought forward to sit against site boundary.
- Proposed fenestration removed from the facade.

PROPOSED DEVELOPMENT



The following presents solutions to the two reasons for objection mentioned above:

1. At fifth floor and above, the fenestration along the boundary wall with Aldgate High Street should be blocked up to remove any issues of overlooking onto the neighbouring site.

2. The footprint of the proposed development above fifth floor should be adapted to sit against the boundary with nos. 55/56 Aldgate High Street to remove any gaps between sites.

Wells, Janet (Built Environment)

From: DBE - PLN Support
Subject: FW: The Still & Star -16/00406/FULMAJ

From: James Watson
Sent: 15 July 2019 21:03
To: Williams, Sonia <Sonia.Williams@cityoflondon.gov.uk>
Subject: The Still & Star -16/00406/FULMAJ

Dear Sonia,

On behalf of the East London & City Branch of CAMRA, which covers the City Corporation planning area, and with the blessing of the Regional Director for the Greater London Region of CAMRA, I can update you with our latest views on the above scheme.

As a campaigning organisation representing responsible drinkers and championing the traditional pub at the heart of British culture, we always begin from a standpoint of rejecting the demolition of a pub. You will be aware from previous comments we submitted that we objected to the above scheme in 2016 on the basis that it would involve the unacceptable loss of an operational public house, contrary to national, regional and local policy. The scheme has now been revised and refreshingly there is a welcome proposal to provide a new A4 public house as part of the development, retaining the "Still & Star" name, and with various innovative design features which provide a tasteful link to the rich history of the area and the extant Georgian pub building.

Whilst it is deeply regrettable to see the loss of any historic building, particularly a public house, we recognise the unenviable challenges that the City Corporation planners have to face, given the NPPF core presumption in favour of positive development and the scale of this present (revised) application covering such a spectrum of planning policy issues. If this was the proposed demolition of a pub to make way for a block of flats or other use then we would continue to object in the strongest possible terms. However we believe that the revised plans, evolved on the basis of a large volume of very valid objections, have sympathetically struck a compromise between the public benefit from commercial space and the development of presently under utilised land and the public harm that would result from the loss of the existing pub.

It is a matter of great disappointment that almost all original features of the present fabric, save one Charrington's window and the external bricks, have effectively been lost over decades of inappropriate development and poor stewardship. We weep at the loss of any pub but given the agreed absence of any significant heritage value there is little argument that can realistically be had in the planning balance in favour of retaining the existing building. Moreover, given the development which has taken place around the Aldgate area, if one were speculating on a new pub now, recognising the demographic, community needs and the context of the neighbourhood, it is unlikely that it would be sited where it is. We disagree with the comments made in the design and access statement and the planning statement that the present pub is somehow not viable. This is most definitely not the case. The previous publican was on a very short notice agreement with the freeholder, which is 4C hotels who bring forward this scheme. It served their interests not to renew his tenancy or indeed to actively market the pub for a new tenant. If the present building was advertised for sale or rent at a fair market rent, free of tie, there would be a tremendous amount of interest. Instead the freeholder is landbanking the site, pending your decision. A common pattern of behaviour of those who wish to demolish pubs.

The provision of a larger pub in a more appropriate location fronting onto Aldgate High Street with some innovative design features and a great deal of care and attention expended both in researching the origins and evolution of the present Still & Star and in the cultural and historical significance to the City and particularly its links with the Jewish community and gin production must be seen as a game changer. It would be unhelpfully stubborn for us to fail to recognise the tremendous effort that has gone into the very detailed designs outlined in the design and access statement. The colour scheme might be a subjective matter of taste, but the general layout and appearance bears the hallmarks of a well designed pub, retaining a traditional feel with clear aspirations for a clean, contemporary drinking atmosphere. It holds promise.

It is tempting to continue to make the case for retention of the existing pub, which is undoubtedly entirely viable and could be sensitively restored in the right hands, but we feel that on balance we have to recognise the progress that

has been made in the application and the difficulty in your decision process in accepting the validity of a non designated heritage asset (at best) snookering an entire mixed use development. This seems disproportionate and unlikely to hold water with the City Corporation much less the Planning Inspectorate. Note that we are not in a position to offer any comment on the merits or otherwise of the A1, A3 and B1(a) functions. This is not our area of expertise or remit you will appreciate.

To summarise, we are disappointed to see a scheme involving the loss of an existing pub building but we recognise the absence of any significant heritage value in the physical fabric and welcome the provision of a new Still & Star in a more suitable location and with a larger trading area. Provided the City Corporation can secure the provision of such, via planning condition including the significant attributes of name, style, internal features, location, layout, opening hours, suitable cellaring space, facilities, and the operability and viability guaranteed by an operator in place prior to any occupation of the other commercial uses, then on balance CAMRA will not object to the revised scheme if you were minded to allow it.

We would be grateful to be kept informed of your decision and if you think a discussion on conditions would be useful for you and your colleagues, we remain committed to assisting the City Corporation in such matters.

With all best wishes,

James

James Watson CEng, MIET
Pub Protection Advisor
Greater London Region
Campaign for Real Ale



City Heritage Society

Please reply to

35 Eagle Court,
Hermon Hill,
London E11 1PD

09 12 2016

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

Dear Sirs,

Reference 16/00406/FULMAJ
15 Minories, 57-60 & 62 Aldgate High Street

We, The City Heritage Society, object to the proposals as:-

A] The proposal involves the demolition of the Still and Star public house. We consider that this rare survival of a simple single room and still public house should be retained. It is the only remaining example in the City and is rarity nationally.

B] The range of buildings on Aldgate High Street, though not all of much architectural quality nonetheless form a group in scale with the important grade 2* listed Hoop and Grapes public house nos. 46 & 47 on corner of Aldgate High Street and Mansell St.

C] The height and design of the proposed building is out of sympathy with the range of buildings between the junction with Mansell Street and the Minories.



To whom it may concern

Planning Application 16/00406/FULMAJ -15 Minories, 57-60 & 62 Aldgate High Street and 1 Little Somerset Street London EC3

Demolition of existing structures, and erection of a mixed use office building Class B1(a), including ground floor Class A1, Class A3 and Class A4 uses.

The London and Middlesex Archaeological Society (LAMAS) promotes London's archaeology, local history and historic buildings. The LAMAS Historic Buildings and Conservation Committee reviews applications for listed building consent and seeks to ensure a sustainable future for vital aspects of London's built heritage.

The Committee reviewed the documents for the above application at its meeting on Tuesday, 22 January 2019 and made the following observations:

The application site includes the Still & Star pub, which should be considered a non-designated heritage asset and the proposed demolition of the building is a material consideration in determining the application. Paragraph 197 of the NPPF requires that *'the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.* In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The Still & Star is understood to have been a pub since the early-mid nineteenth century. This tiny pub on the corner of two alleys is believed to be unique in the City of London as the sole example of what is sometimes described as a 'slum pub', a licensed premises converted from a private house it remains a single room bar today. The building was listed by your authority in June 2016 as an Asset of Community Value. What is significant about this building is firstly the survival of its fabric and secondly the associated survival of a small part of the historic street layout.

The proposal will also result in the loss of Little Somerset Street. Formerly known as Harrow Alley, this is the last remnant of an historic thoroughfare first referenced in 1722. This is an exceptionally important rare piece of city urban grain. Further, the setting of numerous listed buildings needs to be considered, particularly 45-48 Aldgate High Street. These buildings date from the late seventeenth and eighteenth centuries and Little Somerset Street is a key aspect of their historic context. The proposed adjoining building will/...

compromise their setting, thereby resulting in potential harm to two Grade II* listed buildings. Paragraph 193 of the NPPF requires that *'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'*

The current proposals offer a reconstruction of the building designed to fit under the arcade of the office building already proposed. This new building is to be constructed of sections cast in coloured concrete from moulds of the existing pub. Whilst the inclusion of this building in this application is a concession to the acknowledged value of the current Still & Star and the loss that will result from its demolition in our opinion, the new proposals fail to address the nature of the pub's historic significance as a building, or mitigate the harm that will be caused by its destruction. The Still & Star and its environment are recorded in historic accounts that highlight the history of the site and the depth of its associations. A mock copy cannot be considered a substitute for the physical survival of the building and the historic alleyway it helps to define.

This small pub and alleyway is a microcosm of London's social history and of surviving historic fabric in the City of London. In our view, both the building and the associated historic street pattern is of very high significance as outlined above and the total loss of these elements warrants the refusal of this application. The Committee therefore recommend that The City Corporation reject the proposal on the grounds of the substantial harm it would cause to this important non-designated historic asset.

Vicki Fox (Hon. Secretary)
LAMAS – Historic Buildings & Conservation Committee

25 January 2019

From: Contact Centre
To: [Pln - CC - Development Dc](#)
Subject: FW: PLN - FW: 3rd Party Planning Application - 16/00406/FULMAJ COL:00184859
Date: 01 March 2019 10:58:42

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

From: BCTAdmin@thameswater.co.uk <BCTAdmin@thameswater.co.uk>
Sent: 01 March 2019 09:16
To: Planning Queue <PlanningQueue@cityoflondon.gov.uk>
Subject: 3rd Party Planning Application - 16/00406/FULMAJ

Corporation of London Our
DTS Ref: 60795
Department of Planning & Transportation Your
Ref: 16/00406/FULMAJ
PO Box 270
Guildhall
London
EC2P 2EJ

1 March 2019

Dear Sir/Madam

Re: RENNIE HOUSE 57-60, ALDGATE HIGH STREET, LONDON, GREATER LONDON , EC3N 1AL

Waste Comments

Following initial investigations, Thames Water has identified an inability of the existing combined water infrastructure to accommodate the needs of this development proposal. Thames Water will contact the developer in an attempt to agree a position for surface water networks but until such time that this agreement is in place Thames Water request that the following condition be added to any planning permission. 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." The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at <https://wholesale.thameswater.co.uk/Wholesale-services/Business-customers/Trade-effluent> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or

inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>

Water Comments

Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Thames Water will contact the developer in an attempt to agree a position on water networks but until such time that the agreement is in Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Supplementary Comments

"We expect surface water to be attenuated to Greenfield run-off rates." The London Plan - Policy 5.13 Sustainable Drainage' states that a development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off, 5l/s/ha, rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy.

1. Rainwater harvesting (including a combination of green and blue roofs)
2. Infiltration techniques and green roofs
3. Rainwater attenuation in open water features for gradual release
4. Rainwater discharged direct to watercourse (unless not appropriate)
5. Rainwater attenuation above ground (including blue roofs)
6. Rainwater attenuation below ground
7. Rainwater discharge to a surface water sewer or drain
8. Rainwater discharge to a combined sewer

Yours faithfully
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ
Tel:020 3577 9998
Email: devcon.team@thameswater.co.uk

This is an automated email, please do not reply to the sender. If you wish to reply to this email, send to devcon.team@thameswater.co.uk

Sonia Williams
 City of London
 Department of Planning & Transportation
 PO Box 270
 Guildhall
 London
 EC2P 2EJ

Place Directorate
 Development Management
 Town Hall, Mulberry Place
 5 Clove Crescent
 London
 E14 2BG
www.towerhamlets.gov.uk

PLANNING & TRANSPORTATION		
PROD	CPO	PPD
PD	23 JAN 2017	LTP
OM		SSE
Re	128140	PP
		DD

Application Number: PA/16/03564
Your ref: 16/00406/FULMAJ

Enquiries to: Hannah Connell
Tel: 020 7364 3984
Email: hannah.connell@towerhamlets.gov.uk

18 January, 2017

Dear Sonia Williams,

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
 DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015**

OBSERVATIONS TO A NEIGHBOURING PLANNING AUTHORITY

Location 15 Minories, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London
Proposal Demolition of existing structures, and erection of a mixed use office building (Class B1(a), including ground floor Class A1 and A3/A4 uses. (28,819sq.m)
REVISED SITE ADDRESS
 to include 1 LITTLE SOMERSET STREET (STILL & STAR PUBLIC HOUSE)

Thank you for your letter requesting the observations of the London Borough Tower Hamlets on the above application. I would be grateful if you would take the observations set out about into consideration:-

Heritage and Land Use

While there are no objections to the proposed uses in this location, as they complement the functions of the city, however the development does result in the loss of the Still and Star Public House which is a concern for the borough as the public house dates back to the mid to late 1800's. It is recognised that the public house is not located in a Conservation area nor is listed but it is considered by the borough to be considered as a non-designated heritage asset. The proposed demolition would result in the loss of the asset. Paragraph 135 of the Framework sets out that the effect on the significance of a non-designated heritage asset should be taken into account and a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. In addition to this the existing public house is also a community asset which is valued by

residents of Tower Hamlets as well as local historians. Notwithstanding the above, the Still and Star Public House meets an identified local need in the area and the borough would welcome its retention as part of the proposal.

Environmental Impact Assessment

The WHS is a 'sensitive area' as defined in the EIA Regulations. As a result, LBTH requires development within their jurisdiction that impact upon the WHS to submit an EIA, due to the likely significant effects. Given the proposed development will be seen behind the Tower of London WHS, LBTH would consider that an EIA is required due to its likely significant effects. This should be confirmed through a screening exercise with the City of London.

Additional information is also requested on how this planning application links to the site to the south. Many of the drawings (e.g. in the DAS) show a blue line around the application site and the site to the south - it is however unclear how they relate to one another e.g. same site ownership? It should be noted, that if development is being undertaken within the entire blue line, and the developments are intrinsically linked, the requirement for EIA would need consider these sites as a whole (not individually).

Townscape and Visual Impact Assessment

A Townscape and Visual Impact Assessment (TVIA) has been submitted to accompany this application. It is noted that the viewpoints are provided as summer viewpoints - these need to be winter viewpoints where they include vegetation, so that the worst case scenario can be understood. New photos should be taken and provided as part of the application to corroborate the submitted assessment. Without this information LBTH is unable to fully understand the impact of the proposed development - this is particularly important for LVMF 25A.3 (see below).

Viewpoints from within LBTH are included in the TVIA - these are viewpoints 4, 9, 10 and 11. LBTH request that viewpoints 10 and 11 are provided as rendered, to allow LBTH to full understand the effects of this application.

The TVIA does not provide an assessment of the effects of the proposed development, but instead just provides commentary. The assessment should be provided e.g. minor adverse.

LBTH has serious concerns regarding development lying behind the Tower of London WHS, both individually and cumulatively. Viewpoint LVMF 25A.3 demonstrates that the development can be seen behind the Tower of London, which is a significant effect given the very high sensitivity if the receptor.

With respect to the heritage element, the TVIA provide very limited information, with no plans showing the location of the listed buildings. This should be provided.

LBTH also consider that the number of listed buildings assessed is very limited. Heritage assets within 500 m of the development should be assessed, given the scale of the development. Where an assets is considered unlikely to be affected by the proposed development, this should be clearly stated in the TVIA, with a reasoned explanation.

The heritage assessment should be expanded to assess the effects on the WHS and scheduled ancient monument as a heritage assets in their own right, rather than just the visual effects on those viewing this asset.

Highways/Transport

A condition requiring a detailed construction management and logistics plan (CMP) should be submitted and approved by the local planning authority, in consultation with the borough. There are a number of construction sites within this area many of which are within close proximity to LBTH and existing residents. An appropriate CMP is necessary to protect existing residents and surrounding roads from harm resulting from unacceptable levels of air pollution, waste, noise, and traffic which take account of the cumulative impacts of construction in the local area, and requiring appropriate mitigation measures to be implemented.

I respectfully ask that consideration of the above points is carried out in the assessment process.

If you require any further information please contact the officer named at the top of this letter.

Yours sincerely,

A black rectangular redaction box covering the signature of Owen Whalley.

Owen Whalley, Divisional Director Planning and Building Control

THE VICTORIAN SOCIETY

The champion for Victorian and Edwardian architecture

Sonia Williams
Development Management
City of London
Guildhall
London
EC2P 2EJ

Your reference: 16/00406/FULMAJ
Our reference: 142970

PLNComments@cityoflondon.gov.uk

23 January 2019

Dear Ms Williams,

RE: Demolition of existing structures, and erection of a mixed use office building; 15 Minories, 57-60 & 62 Aldgate High Street And 1 Little Somerset Street London EC3

The Victorian Society has been made aware of the amendments to this application. We maintain our **objections** to the proposals and would like to offer our comments.

My colleague Alex Bowring objected to proposals to demolish the Still & Star public house in his response to the original planning application (letter dated 5 August 2016). Since then the Still & Star has been listed by your authority as an Asset of Community Value, and the proposals have been amended to include a new version of the pub designed to fit under the arcade of the office building already proposed. This new building is to be constructed of sections cast in coloured concrete from moulds of the existing pub and arranged to form a structure which both memorialises the original and accommodates the physical constraints imposed on the site by the proposed office building.

The inclusion of this building in this application is a concession to the acknowledged value of the current Still & Star and the loss that will result from its demolition. Unfortunately, the new proposals fail to address the nature of the pub's historic significance as a building, or mitigate the harm that will be caused by its destruction — hence our continuing objection.

In our previous letter we clearly identified reasons why the Still & Star should be considered a non-designated heritage asset in the terms of the NPPF and characterised its significance as a matter of the rare survival in this part of London of historic fabric and urban grain. That is to say that what is significant about this building is firstly the survival of its fabric and secondly the associated survival of a small part of the historic street layout. The Still & Star and its milieu are captured in several historic accounts, as well as an engraving by Doré; these sources attest to the rich history of the site and the depth of its associations, but they cannot be considered substitutes for the physical survival of the building and the historic alleyway it helps to define. Buildings and streets of this scale are rapidly vanishing from the City of London. Moreover, it is the very humbleness of both the surviving fabric and the area of which it is a remnant that contribute so strongly to the significance at stake here. The Still & Star may contain few fittings of historic interest, and may not itself be architecturally distinguished; more intact examples of historic pub interiors and fine urban grain do indeed survive elsewhere, as the application states. The Still & Star matters, however, not as an example of a type, but because of

Patron

HRH The Duke of Gloucester KG, GCVO

President

Griff Rhys Jones

Chair

Professor Hilary Grainger

Vice Presidents

Sir David Cannadine

The Lord Howarth of Newport CBE

Sir Simon Jenkins

Fiona MacCarthy OBE

1 Priory Gardens, London W4 1TT

Telephone 020 8994 1019

admin@victoriansociety.org.uk

victoriansociety.org.uk

precisely what and where it is, and it is just these qualities which the current application so comprehensively fails to respect.

In our previous objection we wrote:

In our view, the pub and historic street pattern is of very high significance ... and the total loss of these elements warrants the refusal of this application. Losing this once particularly grim but fascinating end of the City is unlikely to be outweighed by the public benefits of a new corporate office building.

Nothing in these new proposals changes our conclusions, so we must urge your authority once again to refuse consent.

I would be grateful if you could inform me of your decision in due course.

Yours sincerely

Tom Taylor

Conservation Adviser

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Agenda Item 5

Committee(s)	Dated:
Property Investment Board Planning and Transportation Committee	16 th December 2020 15 th December 2020
Subject: Bridge House Estates, Colechurch House, SE1 – Proposed Removal of the Elevated Footway	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	4b, 7b, 10a, 10b, 10c, 11b
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: The City Surveyor (CS 431/20)	For Decision
Report authors: Neil Robbie, Assistant Director, City Surveyor’s Department Gordon Roy, District Surveyor & Environmental resilience Director, Department of Built Environment	

Summary

1. In June 2019 Property Investment Board approval was granted (CS 221/19) to accept an offer submitted by CIT Group Partners LLP (CIT) on behalf of Bridge Park Estates Limited (BPEL) for a 150 year lease at 5% gearing for the redevelopment of the combined Colechurch House site (including the land ownerships of London Borough of Southwark (LBS) and Transport for London (TFL)) following open marketing by the City’s agent, Jones Lang Lasalle (JLL). BPEL entered into an Agreement for Lease in October 2019 providing for a period of three years to call for the grant of a new 150 year lease and to enter into a Development Agreement, conditional upon securing planning permission.
2. BPEL have now submitted their planning application to LBS having designed a BREEAM Outstanding scheme with Foster+Partners architects. The scheme provides for c. 345,000 sq ft NIA of mixed-use commercial space to include a theatre, retail and office accommodation and increases the quality and quantity of public realm over the site (see image in Appendix 2). The proposals provide for the removal of the existing elevated footway which provides public access links from London Bridge Approach via the exterior of Colechurch House at first floor level to London Bridge Station (see photo in Appendix 1). This elevated footway was authorised by the London Bridge Improvements Act 1962 and London Bridge Act 1967 and is vested in the City as trustee of Bridge House Estates and liable to be maintained by the City. BHE is not being recompensed for the removal of the elevated footway, its removal for the purpose of the redevelopment of the

Colechurch House site would enable BHE to increase its income for charitable purposes. The removal of the footway will also result in removing all maintenance costs associated with the footway, however in the short term these costs are limited as only structural inspections were scheduled to be undertaken.

3. The cost of removal of the walkway and subsequent public realm improvements will be paid for by BPEL as part of the scheme and Bridge House Estates will benefit financially through a 5% gearing on a scheme of c 345,000 sq ft NIA. Bridge House Estates will also benefit from the payment of a planning overage for any consent over 250,000 sq ft.
4. Under section 32(3) of the City of London (Various Powers) Act 1963 the City have the power to close all public entrances to the elevated footway at such times and for such purposes as they may from time to time, after consultation with British Railways Board (now Network Rail) London Transport Board (now TFL) and the Metropolitan Boroughs of Bermondsey and Southwark (now LBS)), think fit. After such consultation as is required under section 32(3), the City also have the power to divert or stop up and demolish the elevated footway for the purpose of development to be carried out in accordance with planning permission granted under Part III of the Town and Country Planning Act 1990. (Section 32(3A) CoL VP Act 1963 as amended in 2007). The areas of footway to be removed that require the City to consult on comprises work numbers 3 and 3A as identified on the plan in Appendix 3.
5. Heads of Terms for the transfer of the interests in the elevated footway are currently being negotiated with BPEL. If approved, it is proposed the cost of the removal of the footway be met by BPEL and the works monitored by The City. This report therefore requests approval, if it is considered in the best interests of the charity, for the City Surveyor to carry out the statutory consultation under section 32(3) above, and subject to (1) there being no unresolved objections in response to the statutory consultation and (2) to the grant of planning permission by LBS, to take all necessary steps to enable the stopping up and demolition of the elevated footway for the purpose of the redevelopment of Colechurch House.

Recommendations

6. Acting collectively for the City as trustee of Bridge House Estates, should it be considered to be in the best interests of the charity, to:
 - i) Delegate authority to the City Surveyor to carry out the statutory consultation in accordance with section 32(3) of the City of London (Various Powers) Act 1963 (as amended) with Network Rail, Transport for London and the London Borough of Southwark with regards to the proposed demolition of the elevated footway at Colechurch House;
 - ii) Delegate authority to the City Surveyor in consultation with the Chairs of the Planning and Transportation Committee and Property Investment Board to review the responses to the consultation subject to reporting back to Committee in the event of any unresolved objections or issues; and

- iii) Subject to there being (i) no unresolved objections or issues in response to the statutory consultation (ii) .planning permission being granted for the redevelopment of Colechurch House and removal of the elevated footway and (iii) the developer obtaining all consents necessary for the demolition of the elevated footway, to delegate authority to the City Surveyor to take all necessary steps (including the entering into of any necessary agreements) to enable the stopping up and demolition of the elevated footway to be carried out.

Main Report

Background

- 1) In June 2019 approval was granted (CS 221/19) to accept an offer submitted by CIT Group Partners LLP (CIT) on behalf of Bridge Park Estates Limited (BPEL) for a 150 year lease at 5% gearing for the redevelopment of Colechurch House following open marketing by the City's agent, Jones Lang Lasalle (JLL). BPEL entered into an Agreement for Lease in October 2019 providing for a period of three years to call for the grant of a new 150 year lease and to enter into a Development Agreement, conditional upon securing planning permission. A non-refundable deposit was paid by BPEL on entering into the Agreement for Lease with balance payable on the grant of the 150 year lease.
- 2) An elevated footway links London Bridge Approach via the external façade of Colechurch House at first floor level to the London Bridge Station. As regards ownership of the elevated footway, so far as registered it falls within the freehold title of the City as trustee of Bridge House Estates and the freehold title of the London Borough of Southwark. BPEL have now submitted their planning application to LBS for a scheme which removes the elevated footway.
- 3) The City have therefore been requested by the developer to begin the process of consultation to enable removal of the elevated footway in accordance with section 32(3A) of the City of London (Various Powers) Act 1963 (as amended). This provides that after such consultation as is required under section 32(3) (i.e. consultation with Network Rail, TFL and LBS), the City shall have the power to divert or stop up and demolish the elevated footway for the purpose of development to be carried out in accordance with planning permission granted under Part III of the Town and Country Planning Act 1990.

Current Position

- 4) The proposals by BPEL provide for the removal of the existing elevated footway which provides public access links from the exterior of Colechurch House at first floor level to London Bridge Station and the rebuilding of the link onto London Bridge Approach. It is proposed that all access to the Colechurch House site, including from London Bridge Station, should be at grade and these proposals are being considered by TfL as part of the planning process. These proposals include increasing the public realm, pavement sizes, and enlarging crossing points on Duke Street Hill to 10m wide, and TfL are ensuring that they are satisfied that pedestrian access between London Bridge and London Bridge Station are safe and appropriate for anticipated pedestrian flows.

- 5) On behalf of BPEL, Modelling Group has modelled the impact of the footway removal using VISSIM and VISWALK - two software packages approved by TFL. An extended range of traffic datasets have been used to build the model including Space syntax's pedestrian survey data. The results of the modelling show improvements to pedestrian comfort and confirm proposed pedestrian densities are within recommended maximums.
- 6) The modelling, and therefore conclusions drawn from it, are based on no changes to the traffic light phasing or to the existing levels of pedestrian compliance – it therefore has no net effect on other modes of transport such as bus, cars, cyclists and taxis. The case for replacement of the footway with street level crossings is subject to verification by TFL's internal modelling team, which will be referenced by TFL when they are consulted.

Proposals

- 7) The consultation required prior to exercising the statutory powers to remove the elevated footway is set out in legislation (s.32(3A) of the City of London (Various Powers) Act 1963 (as amended by the Charities (Bridge House Estates) Order 2007)). The removal of the footway would be subject to the outcome of the consultation exercise and also the grant of planning permission.
- 8) It is considered to be appropriate and more transparent for all parties, including the public, if the consultation for the footway removal is carried out at a similar time as the consultation for the planning application. This ensures consultees have the full context and all issues should then be flushed out around the same time, giving the relevant parties the opportunity to reflect and adapt accordingly (ahead of the LBS planning committee). Based on BPEL's planning submission submitted in October and validated on the 16th November 2020, LBS will be consulting until the 26th December 2020. There is no prescribed time period for the length of the City's consultation. If consultation commences before Christmas it is intended to allow a period of 28 days for consultation responses to be received by the City.
- 9) If the consultation is successful and planning consent is granted the City will still be responsible for the footway structure at the connection to London Bridge Approach and the footway structure across Duke St Hill and the consultation will need to confirm that the adjoining owners are satisfied that the removal of these structures is not injurious to their structure and that the extent of repair and reinstatement is to their satisfaction.
- 10) The removal of the footway structures is a statutory function so BPEL will need to act as our agent to remove the structures and reinstate/repair any walls to the adjoining owners property, to their satisfaction incorporated into an agreement, at the developers expense including suitable recompense for the Comptroller and City Solicitor and staff expenses.

Legal considerations

- 11) Section 32(3A) of the City of London (Various Powers) Act 1963 (as amended) requires the City as trustee of Bridge House Estates to undertake consultation with Network Rail, TFL and the LBS prior to stopping up and demolishing the elevated footway for the purpose of development to be carried out in accordance with planning permission granted under Part III of the TCPA 1990. Allowing a period of 28 days for the consultation is considered reasonable should the consultation include the Christmas period.
- 12) When acting collectively for the City as trustee of Bridge House Estates decisions must be taken in the best interests of the charity. Appendix 4 outlines the duties of the City as trustee of Bridge House Estates and principles of trustee decision-making which trustees should be able to show that they have followed.

Conclusion

- 13) The cost of removal of the footway will be met by BPEL and modelling provided to TFL show improvements to pedestrian comfort and confirm proposed pedestrian densities are within recommended maximums. BPEL have submitted a planning application which includes removal of the footway so this will be considered by LBS and TFL as part of the planning process. It is considered appropriate that the statutory consultation for the footway removal takes place at the same time as the consideration of the planning application which has been submitted so it is recommended to begin the consultation in December 2020.

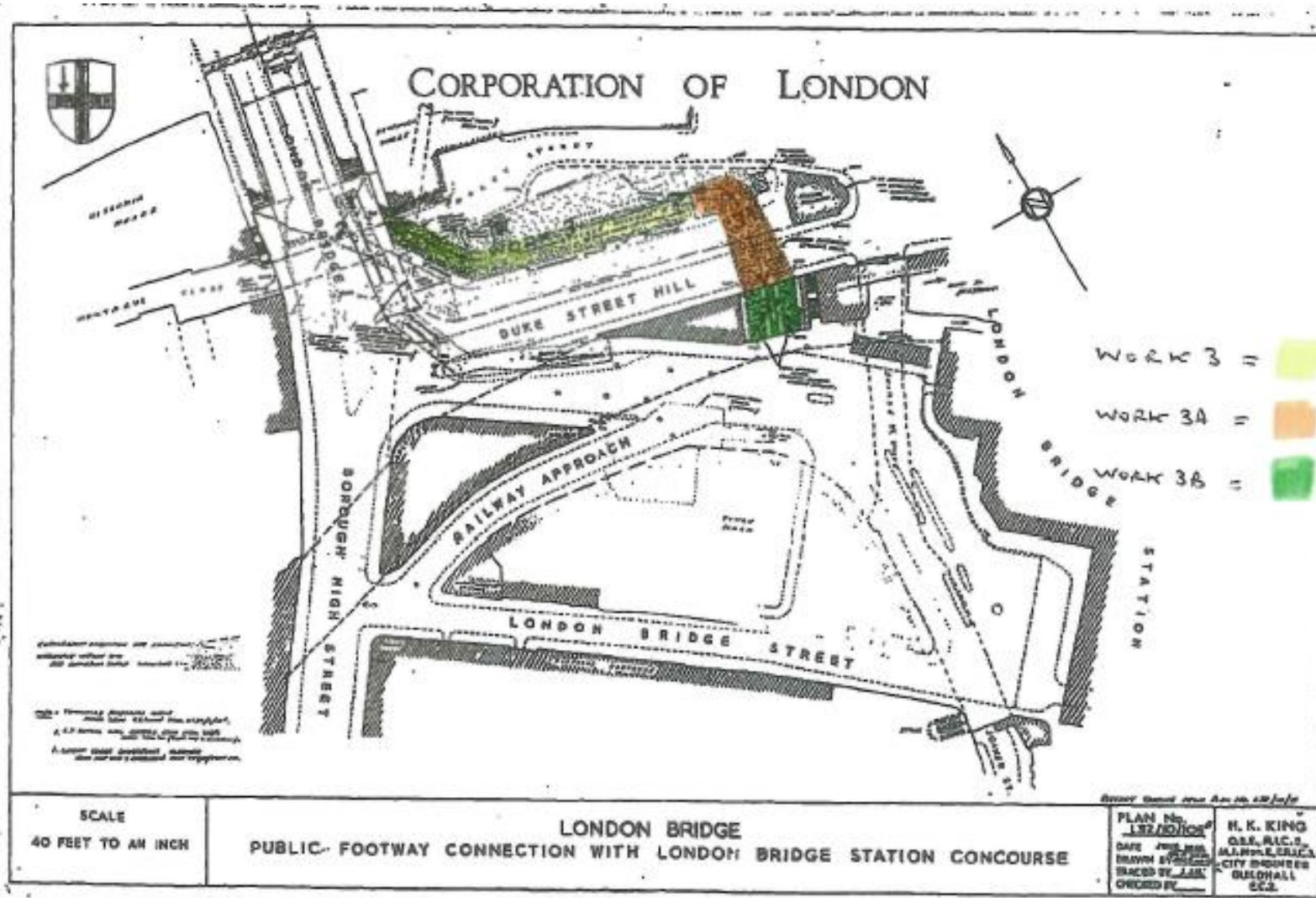
Appendix 1 – The section of footway connecting Colechurch House with London Bridge Station



Appendix 2 – CGI of Proposed Development by CIT



Appendix 3 – Site plan including areas of footway to be removed



Summary of Bridge House Estates Charity Trustee's role

The City Corporation is the sole trustee of the Bridge House Estates charity. It acts by the Court of Common Council and its committees to which functions of the charity have been delegated. All Members of the Court collectively exercise the City's duties as trustee; and each Member by virtue of their membership of the Court, its relevant committees and sub-committees, has a duty to support the City Corporation in the exercise of its duties as trustee by faithfully acting in accordance with the terms of reference of the relevant committee or sub-committee, and the City Corporation's agreed corporate governance framework. (Officers may also act under delegated authority). All Charity trustees must always act in the best interests of the Charity and manage any conflicts of interest or loyalty accordingly. When Members of the Court (at the Court itself or across committees) are dealing with business associated with the Charity, they must ensure that the best interests of the Charity are paramount.

The City Corporation, as trustee of Bridge House Estates has the following main duties:-

1. To ensure the charity is carrying out its purposes for the public benefit.
2. To comply with the charity's governing documents and the law.
3. To act in the charity's best interests.
4. To manage the charity's resources responsibly.
5. To act with reasonable care and skill.
6. To ensure the charity is accountable.

The courts have developed principles of trustee decision-making which trustees should be able to show that they have followed. These are that in making decisions about the charity, trustees must:

1. act within their powers (i.e. consistent with the charity's objects and powers.)
2. act in good faith, and only in the interests of the charity.
3. make sure they are sufficiently informed, taking any advice they need.
4. take account of all relevant factors.
5. ignore any irrelevant ones.
6. manage conflicts of interest.
7. make decisions that are within the range of decisions that a reasonable trustee body could make in the circumstances.

While the City Corporation is acting in its general corporate capacity as trustee of Bridge House Estates, the Charity Commission's guidance for Local authorities acting as a charitable Trustee is helpful in providing clarification where an organisation must balance its competing duties and interests (available on their website at : <https://www.gov.uk/government/publications/local-authorities-as-charity-trustees>); as is the Charity Commission's Conflicts of Interest Guidance, CC29 (also available on their website at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/343408/CC29-PDF.pdf)

The report presented to Court of Common Council on 16 January 2014 entitled "The role of the City of London Corporation as Trustee of the Bridge House Estates" clarifies the distinct functions and responsibilities of Committees that conduct business relating to the Charity as they existed at the time, and is listed as a background document to this report.

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Committee(s)	Dated:
Planning and Transportation Committee – For Decision Corporate Asset Sub Committee – For Information	15 December 2020 18 January 2021
Subject: London Wall Car Park – partial repurposing for last mile logistics hub	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1, 5, 9, 11
Does this proposal require extra revenue and/or capital spending?	N
Report of: Carolyn Dwyer – Department of the Built Environment	For Decision
Report author: Kieran Mackay – Department of the Built Environment	

Summary

This report recommends the repurposing of 39 spaces in London Wall Car Park for their use as a last mile logistics hub to be operated by Amazon Logistics.

The recently adopted 25-year Transport Strategy provides a strong mandate to deliver a radical freight programme. Last mile logistics hubs facilitate deliveries by cargo cycles and pedestrian porters, removing large numbers of delivery vehicles from City streets.

A review of parking data indicates that changing the use of these 39 spaces will leave an average of 9 free spaces in London Wall Car Park at peak use each day. On occasions where the car park is full, there is significant spare capacity in the immediate area at both Smithfield and NCP Aldersgate to support the small number of displaced vehicles.

From the hub, the operator would deliver parcels to customers using pedestrian porters and cargo cycles. The hub would allow the operator to complete all deliveries within a 2km radius without the need for motorised freight vehicles. This covers the whole of the City of London as well as other parts of central London. The hub would take up to 85 vehicles off the roads each day, which is the equivalent of up to 23,000 vehicle journeys taken off the roads of central London each year.

The hub would generate income from a presently underutilised asset.

Recommendation(s)

Members agree to:

- The repurposing of 39 spaces in London Wall Car Park for use as a last mile logistics hub, with responsibility for the facility remaining with the Department of the Built Environment.
- Lease the hub to Amazon Logistics subject to final agreement of the terms set out in the non-public appendix 1, with such terms to be agreed under delegated authority by the City Surveyor.
- Approve the necessary enabling works subject to planning approvals, the cost of which would be covered by the operator.

Main Report

Background

1. The City of London's 25-year Transport Strategy aims to ensure that the Square Mile is a healthy, attractive and easy place to live, work learn and visit. Over 54 proposals, the Strategy outlines how we achieve this in the short, medium and long term.
2. Amongst several commitments to reduce the impact of freight vehicles in the Square Mile, the Strategy targets to deliver three last mile logistics hubs by 2022 and a further two by 2025.
3. The draft City Plan 2036 states that underutilised spaces in car parks should be considered as a priority for use as last mile logistics hubs to support this ambition.
4. Of the City owned public car parks, London Wall Car Park has comparatively good access when considering the low height restrictions. Parcels into the site would be loaded from the service road that adjoins the main entrance to the car park.
5. We have done extensive soft market testing with the logistics industry to identify the feasibility of a logistics hub at this and other City Corporation assets. We have established credible demand for such spaces with demand significantly outstripping supply. Several major logistics operators and parcel delivery companies have expressed significant interest in sites across the Square Mile.
6. 10 operators were initially invited to bid for the space in February 2020. This was put on hold due to the COVID-19 coronavirus pandemic. Bidding was reopened in June 2020 and Amazon Logistics were the successful bidder.

Proposals

7. Appendix 2 illustrates the 39 spaces recommended for conversion to use as a logistics hub.
8. This location is proposed as it most effectively supports the continued operation of the car park. This site is preferable as it;
 - a. Does not disrupt access to the two nested car parks within the facility.
 - b. Does not disrupt the existing operation of the car park as both east and westbound exits are maintained. Whilst the main entrance will become entry only, almost all vehicles exit by the exit only ramps so it will not change effective operation of the car park.
 - c. Proximity to the western entrance is essential to facilitate secure and quick loading into the facility from the loading bay and service road. This is because large vehicles cannot enter the car park due to height restrictions.

Present and projected utilisation

9. London Wall Car Park has 195 car parking spaces, as well as space for motorcycle and bicycle parking.
10. Reviewing a neutral week of parking data each month from October 2018 – April 2020 there is an average of 48 spaces spare when the car park is at peak use.
11. Therefore, on average, each day there would still be an average of 9 spare spaces when at peak capacity with the logistics hub in place.
12. Of the 95 days analysed there would have been 25 occasions where the car park would have been 'over capacity'. This would typically have only been for one or two hours between 11am and 2pm on these days.
13. On the occasions in which the car park would have been over capacity, this was by an average of 10 vehicles. There is no discernible pattern to when or why the car park is busier on certain neutral weekdays. The potential loss of income from the occasions in which the car park would be over capacity is estimated at £5,000 a year.
14. Between May and September occupancy of the car park increased, before falling back to pre COVID-19 levels. It is not possible to determine exactly why this is the case, but it is likely a combination of factors including the easing of lockdown while public transport use was discouraged, and the free parking scheme for staff of St Bart's Hospital.

15. There is significant spare capacity at all other City of London and NCP car parks in the vicinity to accommodate these vehicles. For example, taking the same neutral week in September 2019, Smithfield has an average of 239 spare spaces at peak usage.
16. Additionally, NCP's Director of Real Estate has informed the City Corporation that their facility at Aldersgate has at least 500 spare spaces when at peak usage. This facility is the closest to London Wall, the two entrances only 250 metres apart.
17. Whilst London Wall is closer to full capacity than other City Corporation owned car parks it is being brought forward first as it is the strongest option for a last mile logistics hub. This is due to the shape of the facility lending itself well to use as a logistics hub, loading access from the main entrance and adjacent servicing road and the noted spare capacity within the immediate vicinity.

Logistics hubs

18. Last mile logistics hubs are an effective method of reducing and remodelling freight deliveries. They can be used as either micro-consolidation or micro-distribution hubs
 - Micro-consolidation hubs are where a single provider will deliver various organisations goods through the hub
 - Micro-distribution hubs are where a single carrier uses the hub to remode its own parcels
19. The soft market testing indicated that there was significantly more demand for use of the space by the freight industry as their own dedicated micro-distribution hub.
20. This also reduces the number of inbound vehicles to the site, ensuring that fewer, larger vehicles load the hub before moving the goods onto the cargo cycles or small, city appropriate electric vehicles. Therefore, this option is more effective in delivering the Transport Strategy as well as being commercially operative for the haulier.
21. Detail on the operation of the proposed logistics hub is included in non-public appendix 1.

Terms of Lease

22. The proposed terms of the lease are provided in non-public appendix 1.

23. The lease will include a requirement for an agreed strategy to monitor the impact of operation. This will help us understand the challenges and successes of non-motorised freight delivery in the Square Mile to best inform future approaches.

Corporate & Strategic Implications

Strategic implications

24. Approval of the recommendation supports delivery of Proposal 38 of the City Corporation's 25-year Transport Strategy. This is our commitment to reduce the number of motorised freight vehicles in the Square Mile and support deliveries outside of regular peak hours.
25. The recommendation supports outcomes 1, 5, 9 and 11 of the Corporate Plan.
26. The logistics hub infrastructure will be light touch so, if required, it can be removed to support schemes delivering Culture Mile and Centre for Music. This will be reflected in the contractual arrangement for releasing the land.

Financial implications

27. The rental income from the logistics hub will be accrued to the Department of the Built Environment's local risk budget.
28. Any loss in revenue from occasions identified in the occupancy analysis where demand for parking spaces would exceed future capacity would be offset by the income from the logistics hub.
29. The cost of any necessary enabling works to bring the space into use as a logistics hub will be paid for by the operator.

Property Implications

30. The City Surveyor has delegated authority to agree a lease at a market rent to the operator for the use of the 39 car spaces as a logistics hub, subject to obtaining planning consent, as detailed at appendix 2 and 3.
31. The City Surveyor is of the opinion that the rent offered represents market rent for the car parking spaces, the main heads of terms of the lease being detailed at the non-public appendix 1.
32. The enabling works to deliver the hub and future operation of the hub will require ongoing consultation with the City Surveyor about the ventilation, electrical, fire alarm and sprinkler works scheduled to commence in October 2021.

33. As the car parking spaces are not being declared surplus, and the proposal concerns a letting of property, the governance is under Standing Order 58, as opposed to Standing Order 56, and therefore the report will be presented to Corporate Asset Sub Committee for information only.

Legal implications

34. The London Wall car park land was acquired and is held for planning purposes. An interest in the land may be disposed of to secure the best use of the land. Disposal must be at best consideration¹.

35. It is considered that these criteria (to achieve best use of the land and best consideration) are satisfied.

Equalities implications

36. A Test of Relevance has identified the need for an in-depth Equalities Analysis (EA), should the proposals be taken forward.

37. The indicative layout of the hub proposes the removal of parking spaces and the relocation of disabled parking spaces, both of which could affect people with certain protected characteristics.

38. The EA will seek to inform the design of the hub and understand and mitigate any negative impacts prior to implementation. As the proposals are developed, these considerations will be further informed based on feedback from stakeholders.

39. The impact of activity from the operational hub on people with protected characteristics will be monitored through the agreed monitoring strategy.

Climate implications

40. The proposal would deliver against the following action to support the achievement of net zero as detailed in the City Corporation's Climate Action Strategy 2020 – 2027;

- Support organisations in the Square Mile to build circular, low-carbon and resilient supply chains

41. Amazon is committed to building a sustainable business for its customers and the planet, and last year co-founded The Climate Pledge – a commitment to be net zero carbon across its business by 2040, 10 years ahead of the Paris Agreement. The company is on a path to 100% renewable energy by 2025.

Next Steps

¹ S.233 Town and Country Planning Act 1990

42. Should the recommendation be approved, the Strategic Transportation team will work with the Chamberlains, City Surveyors, Comptrollers and the operator to release the space. This will include;
- a. Completing an Equalities Analysis of the proposed change of use of the area to inform the final design and any necessary mitigation
 - b. Finalising the terms of the lease and entering into an agreement with the operator
 - c. Applying for planning permission for the change of use of the space
 - d. Enabling works for the conversion of the space into the hub

Conclusion

43. The City of London's 25-year Transport Strategy commits to ensuring that the Square Mile is a healthy, attractive and easy place to live, work, learn and visit. Reducing the impact of motorised freight on City streets is fundamental to achieving this.
44. Approval of the recommendation will support the delivery of the City's first last mile logistics hub and generate revenue back to the City Corporation using a presently underutilised asset.

Appendices

Appendix 1 – Non-public appendix

Appendix 2 – Plan showing the 39 spaces to be repurposed

Appendix 3 – Indicative layout of the proposed logistics hub

Background Papers

Last Mile Logistics Hubs Update – May 2019

Freight Programme Update – December 2019

Kieran Mackay

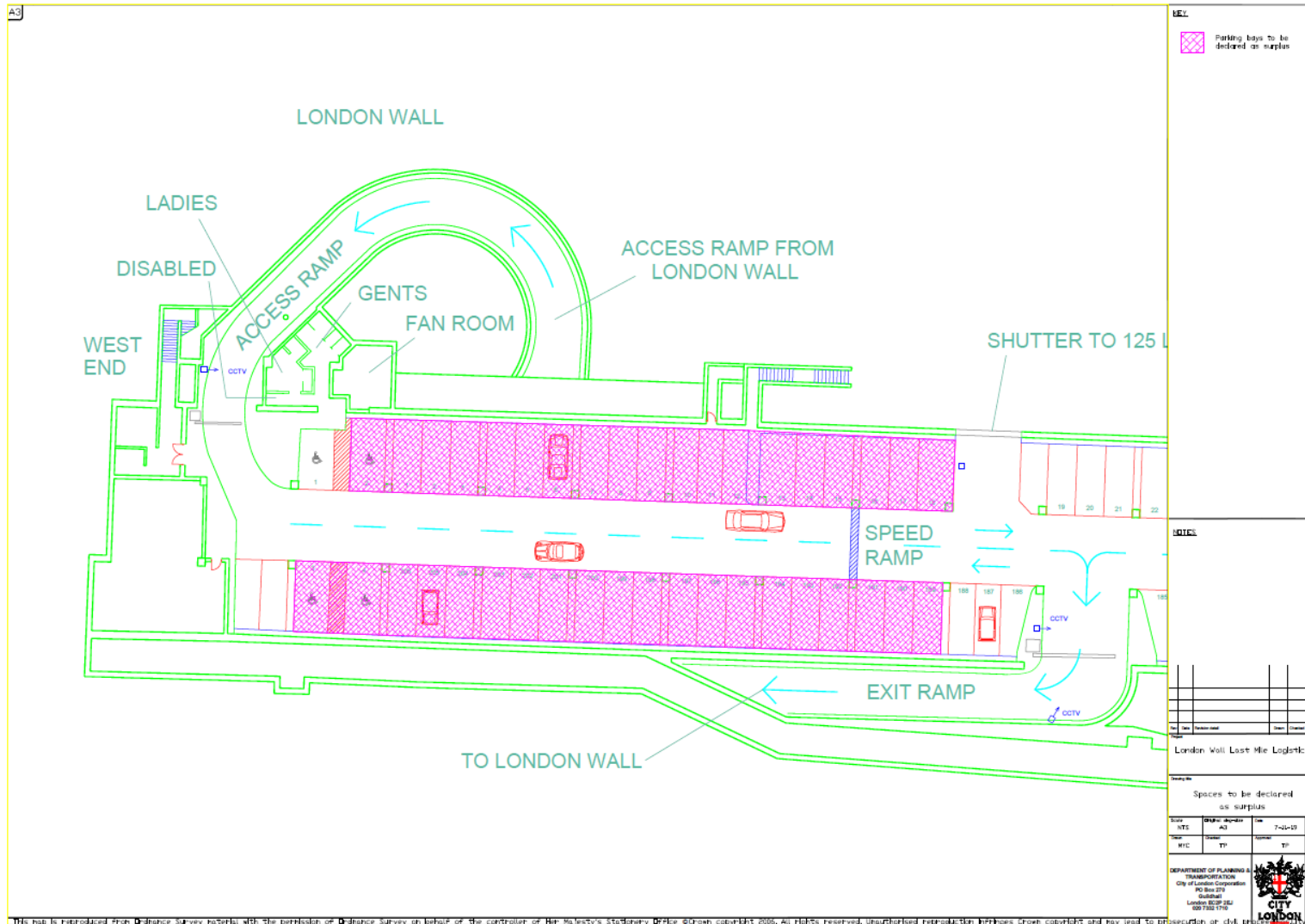
Department of the Built Environment

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Appendix 2 – Plan showing the 39 spaces to be repurposed for use as a last mile logistics hub

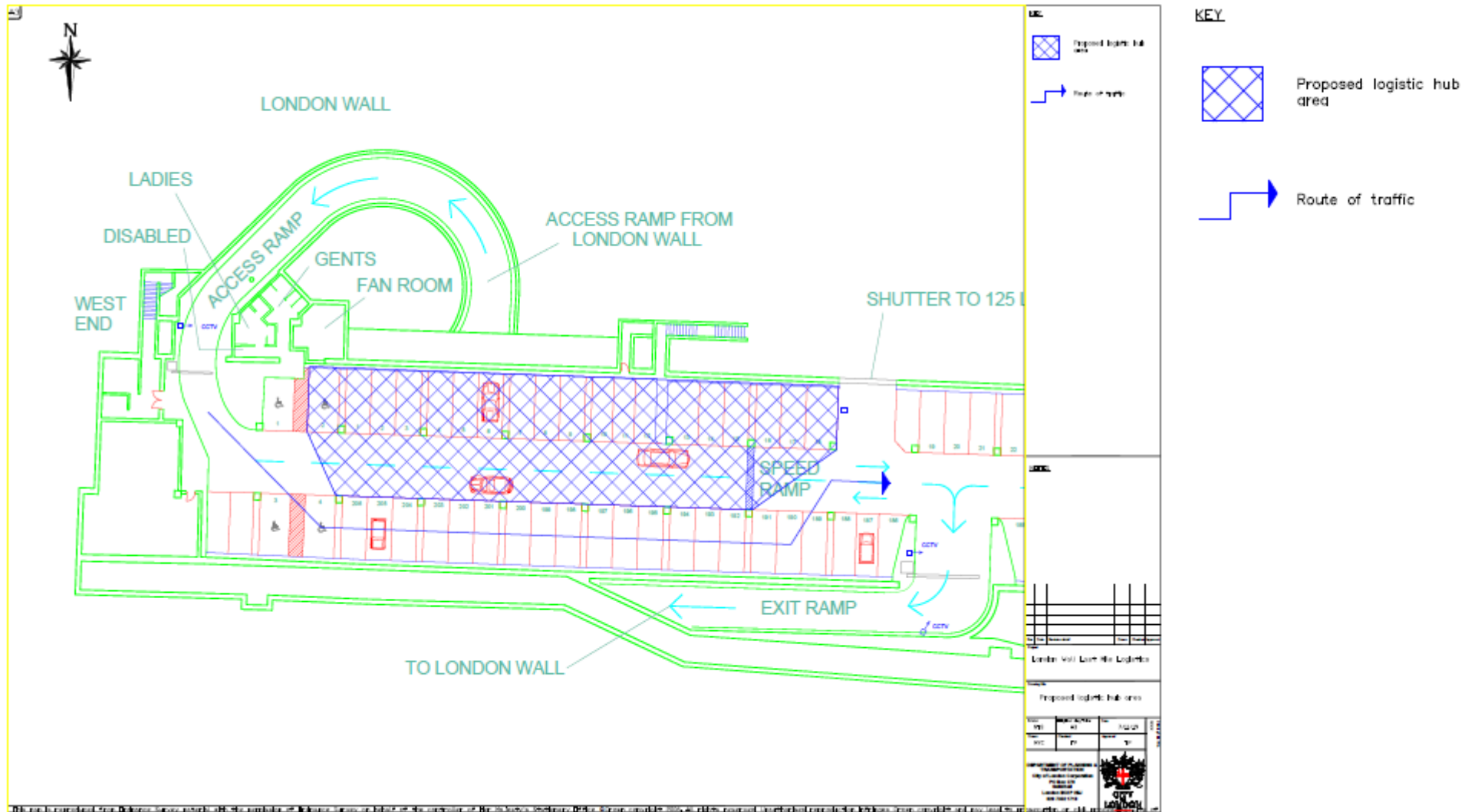
Page 499



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Appendix 3 – Drawing showing an indicative logistics hub layout



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Committee(s)	Dated:
Planning and Transportation Committee	15/12/2020
Subject: Local Development Scheme 2020	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1,2,4,7,9,11,12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£0
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Adrian Roche, Department of the Built Environment	

Summary

The Local Development Scheme (LDS) is a programme for preparing the City's planning policies. It sets out in general terms the subject matter of planning policy documents and the timetable for preparing them. The LDS needs to be periodically reviewed to keep it up to date. An updated LDS has been prepared setting out an updated programme for the later stages of the Local Plan review, along with other planning policy documents. The updated LDS is appended to this report.

Recommendations

Members are recommended to:

- Approve the updated Local Development Scheme for publication; and
- Resolve that the updated Local Development Scheme is to have effect from 15 December 2020.

Main Report

Background

1. A Local Development Scheme (LDS) is required under the Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011. The LDS must set out the documents which, when prepared, will comprise the Local Plan for the area and the timetable for their preparation and revision. It must be made publicly available and kept up-to-date so that local communities and interested parties can keep track of progress.

- 2.. The current City Local Plan was adopted in January 2015 and plans for development requirements up to 2026. The City Corporation is preparing a new Local Plan covering the period to 2036, titled City Plan 2036. The new Plan addresses revised national and London Plan policy and emerging development trends and requirements, whilst maintaining a positive planning framework to meet the City’s long-term needs.

Proposals

3. The current version of the LDS was approved by this Committee in June 2017 at a relatively early stage in the Local Plan review. At the time, adoption of the new Plan was anticipated in December 2019. While good progress has been made on the Local Plan review the timetable has slipped from that envisaged in 2017 for a number of reasons, including delays to the review of the London Plan and latterly the impact of Covid-19 and national changes to the planning system.
4. This Committee agreed some changes to the Proposed Submission draft of City Plan 2036 at its last meeting on 17 November 2020. The proposed changes are intended to address revisions to the Use Classes Order, which came into effect on 1st September 2020; to acknowledge the short term impacts of the Covid-19 pandemic, whilst emphasising that the medium to longer term fundamentals underpinning the City’s economic success remain in place; to update the Plan to reflect the City’s climate ambitions in the newly adopted Climate Action Strategy; and to make minor factual updates.
5. The proposed changes to the draft City Plan 2036 will be considered by the Policy and Resources Committee and Court of Common Council in December and January respectively. Once approved at Court, the Proposed Submission draft of City Plan 2036 will be issued for Regulation 19 pre-submission consultation before being submitted to the Secretary of State for Public Examination.
6. Attached to this report at [Appendix 1](#) is an updated LDS, which sets out the proposed stages and timetable for the Local Plan review process. In summary the remaining key stages are outlined below.

Stage of Local Plan review	Dates
Consultation on revised (Publication) Local Plan	Jan/Feb 2021 – March 2021
Submission to Secretary of State	June/July 2021
Public Examination	Summer 2021 – Winter 2021/22
Adoption	Spring 2022

7. In August 2020, the Government published for consultation a Planning White Paper, ‘Planning for the Future’, which envisages a new role for local plans including the zoning of land as either a growth area, a renewal area or a protection area. The White Paper suggests transitional provisions for those local planning authorities that have submitted a local plan for examination at the time revised planning legislation is enacted to allow a submitted plan to be

examined and adopted under the current system. Since the City Plan 2036 had already reached an advanced stage at the time the White Paper was published, it is proposed to progress it to adoption under the transitional arrangements. The timetable set out above and in the attached LDS may be subject to change in light of the progress of legislation required to implement the Government's planning reforms and confirmation of the intended transitional arrangements.

8. The LDS is only required to include details of Development Plan Documents (DPDs), which in the City currently comprises a single Local Plan. However, it has been considered helpful in the past to include other planning policy documents within the City's LDS so that Members and users of the planning system can be aware of all documents that are either adopted or in preparation. It is proposed to continue this approach, and the updated LDS therefore provides details about Supplementary Planning Documents (SPDs), the Community Infrastructure Levy (CIL) and the Statement of Community Involvement.
9. The previous LDS indicated that a review of the City's CIL charging schedule would take place by 2019 to take account of the opening of Crossrail, but the delays to that project led to a consequential delay to the City's CIL review. The Planning White Paper proposes to abolish CIL and to replace it with a new Infrastructure Levy, which would be a flat-rate charge applied as a fixed proportion of development value and set nationally. In light of the Government's proposals, it would not be prudent to begin a review of the City's CIL charging schedule at this time.
10. Legislation requires that to bring the LDS into effect the local planning authority must resolve that the LDS is to have effect and specify in the resolution the date from which it is to have effect. It is recommended that the updated LDS be brought into effect from today's date. The updated LDS will be published on the City Corporation's website, together with any subsequent changes to the Local Plan programme.

Corporate & Strategic Implications

11. The LDS sets out the overall work programme for the remaining stages of the Local Plan review and the preparation or review of other policy documents, and has no direct corporate or strategic implications in itself. However, the Local Plan and other planning policy documents listed in the LDS will be prepared or revised with regard to the Corporate Plan and to the City Corporation's other plans and strategies, where relevant.

Financial/Resource Implications

12. The costs of progressing the Local Plan review through to adoption will be met from existing staff resources and the existing Local Plan budget allocation. This will be supplemented where necessary by departmental Local Risk Budgets. Any requirements for additional budget allocation, in particular to meet Public Examination costs, will be brought back to this Committee for

consideration. Preparation of the SPDs listed in the LDS will be undertaken in-house using existing staff resources and budget allocations.

Risk Implications

13. The attached LDS includes a section on potential risks to the delivery of the programme, which summarises the nature of the risk or uncertainty and any mitigation actions identified.

Other Implications

14. There are no specific legal, equalities, climate or security implications arising from this report. Any such implications will be addressed when each planning policy document is produced, for example through Equalities Assessments and Strategic Environmental Assessments where appropriate.

Conclusion

15. Members are recommended to approve the updated LDS attached to this report for publication and to resolve that it should take effect from today's date.

Appendices

- Appendix 1 – Local Development Scheme 2020

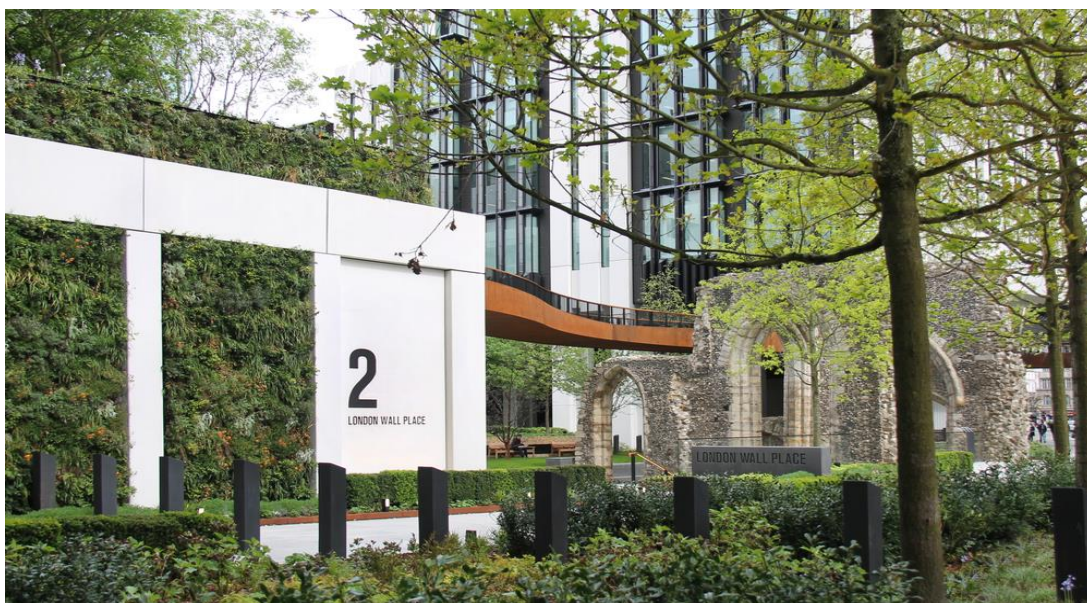
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City of London Local Development Scheme 2020



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Contents

1. Introduction	3
Planning Policies	3
2. Local Plan	4
3. Supplementary Planning Documents	6
Adopted SPDs	6
SPDs in preparation	7
Adopted Conservation Area SPDs	8
Conservation Area SPDs in preparation	9
4. Community Infrastructure Levy	9
5. Statement of Community Involvement	10
6. Updates.....	10
7. Risk Assessment.....	11
Appendix 1: Contact details	13



1. Introduction

- 1.1 The City of London Corporation is the planning authority for the City of London. It prepares planning policies that shape the development of the City. These policies ensure that planning is co-ordinated with the City Corporation's other aims and strategies and provide the basis for decisions on planning applications.
- 1.2 The City Corporation's planning policies are contained in a number of documents. The Local Development Scheme (LDS) outlines the content of these documents and the programme for preparing or reviewing them. The LDS is reviewed regularly to keep it up to date. This version of the LDS came into effect on 15th December 2020.
- 1.3 Until the next review of the LDS any changes to the programme for preparing policy documents will be reported on the City Corporation's website

Planning Policies

- 1.5 The following documents set out the City Corporation's planning policies. The most important are termed Development Plan Documents (DPDs).
 - **Local Plan.** This DPD sets out the City Corporation's policies for planning the City of London. It incorporates both strategic and development management policies across a wide range of topics. The current Local Plan was adopted in January 2015, and a review is at an advanced stage.
 - **Supplementary Planning Documents (SPDs)** explain the policies of the Local Plan in more detail where this is needed.
 - The **Community Infrastructure Levy (CIL)** is a statutory charge on new development. The City of London CIL came into effect on 1st July 2014.
 - The **Statement of Community Involvement (SCI)** sets out measures for consulting the public on planning policies and planning applications in the City of London.
- 1.6 The content and preparation programme for these policy documents is described in the following pages.



- 1.7 The official “development plan” for the City currently comprises the adopted City of London Local Plan together with the London Plan. The Mayor of London is responsible for preparing the London Plan, whose policies apply throughout Greater London, including the City.
- 1.8 There are currently no neighbourhood forums in the City of London and no neighbourhood plans are in preparation or have been adopted.

2. Local Plan

- 2.1 The Local Plan contains the objectives and principal policies for planning the City. It incorporates strategic policies, which set out the overall planning strategy, and detailed development management policies to guide development in the City. The vision, delivery strategy and policies of the Local Plan are intended to provide an integrated and coordinated approach to planning the City and the Local Plan should therefore be read as a whole.
- 2.2 The Local Plan includes an accompanying Policies Map (in two parts) which shows where its policies apply to specific locations.
- 2.3 The current Local Plan was adopted in January 2015 and plans for development requirements up to 2026. It is important that the City’s planning framework remains responsive and flexible to address changing circumstances, whilst providing a clear vision for the future City.
- 2.4 The City Corporation is therefore preparing a new Local Plan covering the period to 2036, which will be known as City Plan 2036. The new Plan will address revised national and London Plan policy and emerging development trends and requirements, whilst maintaining a positive planning framework to meet the City’s long-term needs.
- 2.5 The first stage of preparing City Plan 2036 was the Issues and Options stage in 2016, during which consultation took place on the key planning issues facing the City and on the potential options that should be considered to address them. The second stage, the draft Local Plan, was a consultation on a full draft Plan during late 2018 and early 2019. Since then, the City



Corporation has analysed the consultation responses and prepared an amended and updated 'Proposed Submission' version of the Plan.

- 2.6 In addition to several rounds of public consultation, production of the new Plan has been informed by evidence gathering from a range of different sources and by an Integrated Impact Assessment, which assesses different policy options in terms of their compatibility with sustainability objectives, their implications for health and wellbeing and the promotion of equalities. The Local Plan must be consistent with national planning legislation and national policy set out in the National Planning Policy Framework and in general conformity with the London Plan, which is also at an advanced stage of review.
- 2.7 Following consultation on the Proposed Submission version of City Plan 2036, it will be submitted to the Secretary of State for Housing, Communities and Local Government. The Secretary of State will then appoint an independent planning Inspector to examine the submitted Plan. It is expected to be adopted in 2022.
- 2.8 The proposed timetable for the Local Plan review is set out below.

Stage of Plan	Dates
Issues and Options: Public consultation on key issues to be addressed and emerging options	Sept - Dec 2016
Draft Local Plan: A full draft of the Plan is issued for public consultation	Nov 2018 – Feb 2019
Publication: A revised Plan is published for final public consultation	Jan/Feb 2021 – March 2021
Submission: The Local Plan, together with the representations received, are submitted to the Secretary of State who appoints an independent Planning Inspector	June/July 2021
Examination: The Inspector considers the Plan and the representations made, including through public sessions to hear evidence about the key issues	Summer 2021 – Winter 2021/22
Adoption: The Inspector's recommendations are considered by the City Corporation and the Plan is adopted	Spring 2022

Table 1: Local Plan Review Timetable



- 2.9 In August 2020, the Government published for consultation a Planning White Paper, 'Planning for the Future'. The White Paper sets out the Government's proposals for fundamental changes to the planning system to streamline and modernise the planning process, bring a new focus to design and sustainability, improve the system of developer contributions to infrastructure, and ensure more land is available for development. The White Paper envisages a new role for local plans as the foundation of a rule-based planning system, in which all land would be allocated as either a growth area, a renewal area or a protection area.
- 2.10 The White Paper suggests transitional provisions for those local planning authorities (LPAs) that have submitted a local plan for examination at the time revised planning legislation is enacted in order to allow a submitted plan to progress to adoption under the current system. LPAs that take advantage of these transitional provisions would be given an extra year to prepare a new-style local plan. Since the City Plan 2036 had already reached an advanced stage at the time the White Paper was published, the City Corporation intends to progress it to adoption under the transitional arrangements and the timetable set out above is based on that premise. This timetable may be subject to change in light of the progress of legislation required to implement the Government's planning reforms and confirmation of the intended transitional arrangements.

3. Supplementary Planning Documents

- 3.1 Supplementary Planning Documents (SPDs) give further explanation of Local Plan policies where this is needed. A draft SPD is issued for public consultation before it is finalised and adopted. If it is helpful, preliminary consultation is carried out before the publication of the draft SPD.

Adopted SPDs

- 3.2 The following SPDs have already been adopted:



Adopted SPDs	Date of adoption
Protected Views: Guidance on the protection of views of St Paul's Cathedral, the Monument, the Tower and other City landmarks	January 2012
Tree Strategy: Guidance on the planting, preservation and management of trees in the City	May 2012
Barbican Guidelines: Listed Building Management Guidelines for the Barbican Estate Volume I & II: Introduction & Residential Buildings and Volume IV: Landscape	October 2012 (Volumes I & II) January 2015 (Volume IV)
Golden Lane Guidelines: Listed Building Management Guidelines for the Golden Lane Estate	November 2013
Planning Obligations: Guidance on the use of s106 planning obligations, including requirements for affordable housing	April 2014
Office Use: Sets out the evidence required to support planning applications for the change of use of offices	January 2015
Open Space Strategy: Sets out how the City's open spaces will be increased and enhanced	January 2015
Thames Strategy: Guides development on the Thames Riverside in line with Local Plan policy CS9	June 2015
City Public Realm: Guidance on the management, design and improvement of the City's streets and spaces between buildings	July 2016
Enforcement: Sets out the City's approach to planning enforcement, including works to trees	June 2017
Air Quality: Sets out guidance to assist developers in minimising emissions and air pollution	July 2017
Archaeology and Development Guidance: Provides guidance on the planning process in relation to developments which may affect archaeology	July 2017
Freight and Servicing: Sets out potential measures for managing and mitigating the impact of freight trips through the planning process	February 2018

Table 2: List of adopted SPDs

SPDs in preparation

3.3 The following SPDs are currently in preparation or are proposed:

SPD	Consultation on Draft SPD	Anticipated date of adoption
Planning Obligations (to replace the 2014 Planning Obligations SPD)	October – December 2020	Spring 2021
Barbican Listed Building Management Guidelines (Volume IIIA: The Barbican Arts Centre)	March - April 2021	Summer 2021
Culture	Spring 2021	Autumn 2021
Protected Views (to replace 2012 Protected Views SPD)	Autumn 2021	Spring 2022
Tree Strategy (to replace 2012 Tree Strategy SPD)	Autumn 2021	Spring 2022
City Placemaking (to replace 2016 City Public Realm SPD)	Autumn 2021	Spring 2022

Table 3: List of SPDs in preparation

- 3.4 Table 3 lists those SPDs for which resources and a provisional work programme have been identified. To support the policies in the new Local Plan, it may be necessary to amend or replace other existing adopted SPDs, or to prepare additional SPDs to provide more detailed advice on the implementation of new policies. However, this may be influenced by the timing and detail of the Government's planning reforms outlined in the Planning White Paper.
- 3.5 Character summaries and management strategies are being prepared as SPDs for each of the City's 26 conservation areas. The following tables list those which have been adopted and those which are currently in preparation.

Adopted Conservation Area SPDs

Adopted Conservation Area SPDs	Date of adoption
Bank	January 2012
Charterhouse Square	January 2012
Crescent	January 2012
Lloyds Avenue	January 2012
Bow Lane	September 2012
Queen Street	September 2012
Smithfield	September 2012
Eastcheap	March 2013



Adopted Conservation Area SPDs	Date of adoption
Fenchurch Street Station	March 2013
St Paul's Cathedral	March 2013
Bishopsgate	September 2014
Trinity Square	September 2014
Chancery Lane	February 2016
Fleet Street	February 2016
Whitefriars	February 2016
Leadenhall Market	July 2017
Postman's Park	May 2018

Table 4: List of adopted Conservation Area SPDs

Conservation Area SPDs in preparation

Conservation Area SPD	Consultation on Draft SPD	Date of adoption
Barbican and Golden Lane	March - April 2021	Summer 2021

Table 5: List of Conservation Area SPDs in preparation

4. Community Infrastructure Levy

- 4.1 The Community Infrastructure Levy (CIL) is a statutory charge on new development that is used to help fund the provision of infrastructure. The CIL operates through a charging schedule, which specifies the rates that apply according to the land uses proposed. The City's CIL charging schedule was approved following an examination by an independent planning inspector, and was implemented on 1st July 2014.
- 4.2 The City Corporation had originally intended to review its CIL charging schedule by 2019 to take account of the opening of Crossrail, but the delays to that project led to a consequential delay to the City's CIL review.
- 4.3 The Planning White Paper proposes to abolish the CIL and to replace it with a new Infrastructure Levy, which would be a flat-rate charge applied as a fixed proportion of development value. The charge would be set nationally, although revenues would continue to be collected and spent locally. In light of the Government's proposals, it would not be prudent to begin a



review of the City's CIL charging schedule at this time. An update will be provided in the next version of the LDS.

5. Statement of Community Involvement

- 5.1 The Statement of Community Involvement (SCI) sets out the procedures that will be used to consult the public in the preparation of planning policies and the determination of applications for planning permission and related consents in the City of London.
- 5.2 The City's current SCI was adopted in July 2016 and provides the context for the consultation and engagement carried out during the Local Plan review, as well as for the preparation of SPDs and for any review of CIL. In May 2020, the City Corporation temporarily suspended provisions in the SCI which require physical meetings, the physical display or the physical provision of documents due to the Covid-19 pandemic.
- 5.3 The SCI should be reviewed every five years and it is therefore proposed to undertake a review of the City's SCI during 2021, but this may be influenced by the timing and content of the Government's planning reforms and by the Covid-19 pandemic.

6. Updates

- 6.1 The previous version of the Local Development Scheme came into effect on 13th June 2017. The following are the main changes that have been made in the current LDS:
 - Local Plan review – the timetable for the Local Plan review has been updated to reflect progress made since the last LDS.
 - Supplementary Planning Documents – SPDs adopted since June 2017 have been added, together with future SPDs.
 - Community Infrastructure Levy – a review of the City's CIL charging schedule has been put on hold due to the Government's proposal to abolish CIL and replace it with a new Infrastructure Levy with charging rates set nationally.



- Statement of Community Involvement – the text has been updated to refer to temporary changes made as a result of the Covid-19 pandemic and to indicate that a review is intended during 2021.

7. Risk Assessment

7.1 The timetable for preparing policy documents set out in this LDS is based on the current legislative and regulatory context, together with assumptions about the availability of resources and the work involved. There are uncertainties about these factors which should be recognised as they could lead to revisions to the programme. The following are the main sources of uncertainty and mitigation measures:

- **National planning reforms.** The Government is in the process of consulting on, and implementing, a programme of planning reforms, including the fundamental changes proposed in the Planning White Paper published in August 2020. As set out in Section 2 above, it is intended to progress the City's Local Plan review through to adoption under the White Paper's suggested transitional arrangements. However, there is a risk that if the relevant legislation progresses quicker than expected and/or if progress on the Local Plan review is slower than anticipated, the City Corporation may need to undertake further review of the draft Plan to reflect revised national policy. This risk will be mitigated by adopting a flexible approach and by keeping abreast as closely as possible with the progress of potential national changes.
- **London Plan.** The Local Plan review has been timed to follow behind the Mayor's review of the London Plan. The London Plan review has reached a very advanced stage, with the Mayor's Intend to Publish version of the London Plan having been issued in December 2019 following an Examination in Public held earlier that year. However, at the time of preparing this LDS, the London Plan has not been published (adopted) as the Secretary of State for Housing, Communities and Local Government has directed that certain changes be made to it. A



significant further delay to publication of the London Plan or changes to policy through the direction could potentially affect the Examination of the City's Local Plan and the timetable for the adoption of SPDs.

- **Response to consultation.** Public consultation may raise issues that had not been fully anticipated and give rise to the need to carry out further research or re-drafting. A continued emphasis on early and ongoing consultation and liaison, particularly with statutory Duty to Cooperate bodies, will mitigate this risk.
- **Staff availability/resources.** Meeting timetables is dependent on the availability of staff, especially those in the Planning Policy Section of the City Corporation's Department of the Built Environment. Financial constraints may affect the recruitment of staff and the resources available for the preparation of policy documents, carrying out public consultation or funding Public Examination costs.



Appendix 1: Contact details

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Committee(s):	Date(s):
Planning and Transportation	15 December 2020
Subject: Thermal Comfort Guidelines	Public
Report of: Interim Chief Planning Officer and Development Director	For Decision

Summary

The Thermal Comfort Guidelines have been prepared to introduce a new technical tool into planning to enhance the understanding of the microclimatic qualities of the City's public spaces as well as a methodology to assess the impact of new developments on the microclimate of the City's streets, parks, public roof gardens and terraces and other public spaces.

The technique involves merging wind, sunlight, temperature and humidity microclimate data at a seasonal level to gain a holistic understanding of Thermal Comfort, how a microclimatic character of a place actually feels to the public.

The intention is to adopt the Thermal Comfort Guidelines as a Planning Advice Note, sitting alongside the Planning Advice Notes for Sunlight, Solar Glare, Solar Convergence and Wind Microclimate Guidelines. The Thermal Comfort Guidelines will be added to the website and be used to inform all relevant development proposals.

Recommendation

Members are asked to adopt the Guidelines as a Planning Advice Note

Main Report

Background

In 2017, the City of London Corporation published Planning Advice Notes on wind, solar glare, solar convergence and sunlight to provide guidance to City developers. Further guidance on Wind Microclimate was published in 2019. Work is underway to refine these Guidelines further. These Advice Notes provide technical guidance to developers which complement policy in the City's Local Plan and Transport Strategy. The Advice Notes clarify what information is required by the City Corporation to deal with microclimate issues in relation to individual proposals.

The Local Plan is accompanied by a number of other planning documents that provide guidance, to enable a greater understanding to users of the Plan when applying Local Plan policies. This Advice Note contains guidance which expands on the emerging policies on microclimate issues (relating to Thermal Comfort) in the City of London Draft Local Plan; in particular Strategic Design Policy S8, Policy DE2, Policy DE3 and Strategic Policy S12.

These policies seek to optimise micro-climatic conditions, addressing solar glare, daylight and sunlight, wind conditions and thermal comfort. They require developers

to take account of the potential microclimate and thermal comfort impacts from tall and major building development at an early stage in the design process. The draft Local Plan indicates that where tall buildings are acceptable in principle, their design must ensure safe and comfortable levels of wind, daylight and sunlight, solar glare and solar convergence within nearby buildings and the public realm within the vicinity of the building.

It is expected that thermal comfort studies will be conducted in parallel with the wind microclimate and sunlight studies to contextualize the results in terms of overall thermal comfort.

The Universal Thermal Climate Index (UTCI) metric will be utilized for predicting thermal comfort in the City of London. This technique is a new initiative within the British planning system (indeed probably globally) and the Guidelines were developed through a collaboration between academic, technical specialists and Microclimate Engineering consultants' review.

Proposals

It is proposed that the Thermal Comfort Guidelines be published as a further microclimate Planning Advice Note and published on the City Corporation's website. Developers will be asked to have regard to the guidance on undertaking thermal comfort assessments on relevant projects. The Guidelines will continue to be refined and any future major changes to the Advice Note will be brought back to this Committee for consideration

An understanding of Thermal Comfort conditions enables new developments to be designed to deliver new public spaces of the highest microclimatic quality. It informs the location of:

- new pocket parks and public spaces
- optimum location for cafés, bars and restaurants including outside seating for those uses,
- roof level public gardens and terraces,
- play areas,
- pop up street markets,
- event, performance and public art spaces,
- areas of seating and areas to relax and dwell away from more intense pedestrian flows,
- landscaping and tree planting including selection of species etc., and
- vehicular and servicing entrances (to avoid areas of good Thermal Comfort quality).

Thermal Comfort modelling can identify the areas at ground floor level which have particularly poor Thermal Comfort qualities through the year, such as areas of shaded and relatively windy character. Consequently, this understanding enables developments to incorporate roof level public realm in the form of public roof gardens, roof terraces and winter gardens, areas which have higher Thermal Comfort qualities which the public can enjoy.

In doing so these Guidelines can be key in improving the quality of outdoor spaces, which is a vitally important consideration for the health and wellbeing of the public. New developments through their bulk, shape, and alignment can be developed to address the Thermal Comfort qualities of their surroundings.

Comfortable outdoor spaces with good Thermal Comfort qualities also improve the experience of walking, cycling and other forms of active travel, helping to deliver a pedestrian and cycling priority City and reducing the use of private vehicles which in turn delivers a more humane, gentler and cleaner City. Thermal Comfort can inform areas for timed closures and public realm enhancement schemes and is considered a key part of delivering Healthy Streets as part of the City's Transport Strategy.

London has a temperate oceanic climate, with relatively narrow range of annual temperatures, providing a good baseline potential for outdoor comfort compared to other parts of the world which experience more extreme heat and cold stress. Increasingly, the outdoor spaces are being used for relaxation and socializing by both workers, residents and visitors.

In addition, the Guidelines include research into the implications of the forecast global temperature increases as part of Climate Change and Global Warming. In doing so, future scenarios of heat stress areas during the summer months have been identified which in turn can inform shading and cooling proposals, such as the location of new mature trees to shade spaces in the hotter summer months or the facing materials of new buildings around these spaces including the cooling effect of vertical greening as well as other landscaping features such as fountains and water features. In this way, Thermal Comfort modelling can help in making the City more resilient to Climate Change.

Corporate and Strategic Implications

The Thermal Comfort Guidelines Planning Advice Note provides technical guidance in support of the City of London Local Plan, Transport Strategy and Climate Action Strategy.

The production of any further Advice Notes on the City's microclimate will be delivered with existing staff resources and the existing Local Risk budget. Any requirements for additional budget allocation, will be brought back to this Committee for consideration.

Conclusion

The Members are recommended to adopt the Guidelines as a Planning Advice Note

Appendices

Appendix 1 – Thermal Comfort Guidelines for Developments in the City

Gwyn Richards

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THERMAL COMFORT GUIDELINES FOR DEVELOPMENTS IN THE CITY OF LONDON



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CONTENTS

1. Introduction
2. What is Thermal Comfort
3. Why is Thermal Comfort Important?
4. City of London: Overview Maps of Seasonal Thermal Comfort
5. Policy Background
6. Recommended Approach to Thermal Comfort Studies
7. Meteorological Characteristics
8. Wind Simulations
9. Mean Radiant Temperature (MRT)
10. Thermal Comfort Criteria
11. Presentation of Results and Reporting
12. Appendix A: Climate Input Source
13. Appendix B: Case Study



Page 527



1. INTRODUCTION

These Guidelines introduce a new technique into planning to understand the microclimatic qualities of the City's public spaces as well as a methodology to assess the impact of new developments on the microclimate of the City's streets, parks, public roof gardens and terraces and other public spaces.

The technique involves merging wind, sunlight, temperature and humidity microclimate data at a seasonal level to gain a holistic understanding of Thermal Comfort, how a microclimatic character of a place actually feels to the public.

This technique is a new initiative within the British planning system (indeed probably globally) and the Guidelines were developed through a collaboration between academic, technical specialists and Microclimate Engineering consultants' review. As microclimatic data (especially Climate Change implications) and modelling techniques become more refined it is anticipated that these Guidelines will be the subject of frequent and continuous updating and review.

The public spaces of the City, its streets, alleys, parks, squares, pocket parks and roof level public gardens and terraces are a much valued and key part of the City's appeal. These areas are intensely used by workers, residents and visitors of all ages and backgrounds. The City Corporation is committed to protect the quality and experience of these spaces and negotiate new high-quality public spaces for all to enjoy.



www.cityoflondon.gov.uk/wind-microclimate-guidelines

The urban design quality of a public space, such as a well-designed public realm with high quality buildings, active uses and landscaping can provide an attractive area to dwell. However, how people actually experience the quality of public spaces is dependent on a number of other factors such as sunlight, wind, noise, temperature, humidity, traffic movement, pollution, even pleasant or unpleasant smells.

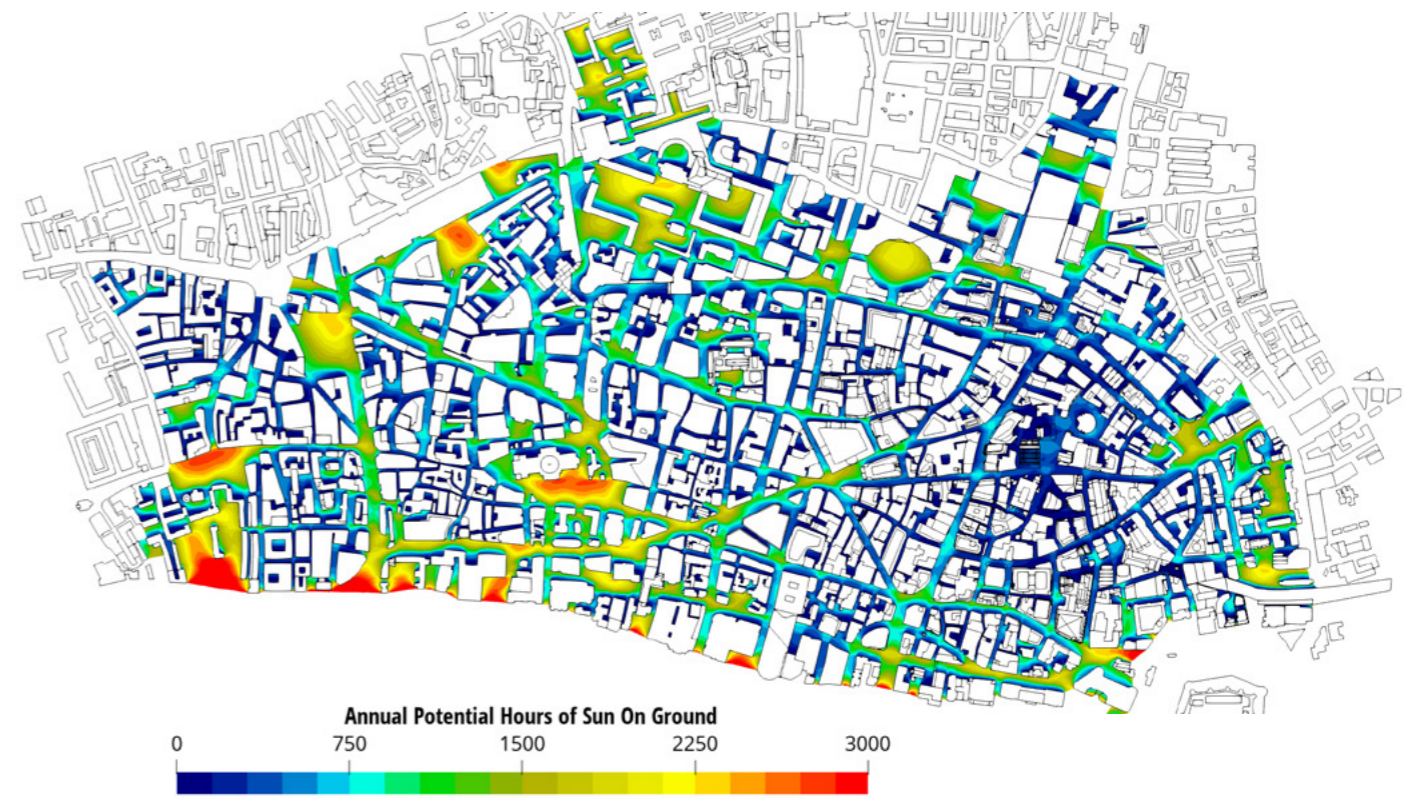
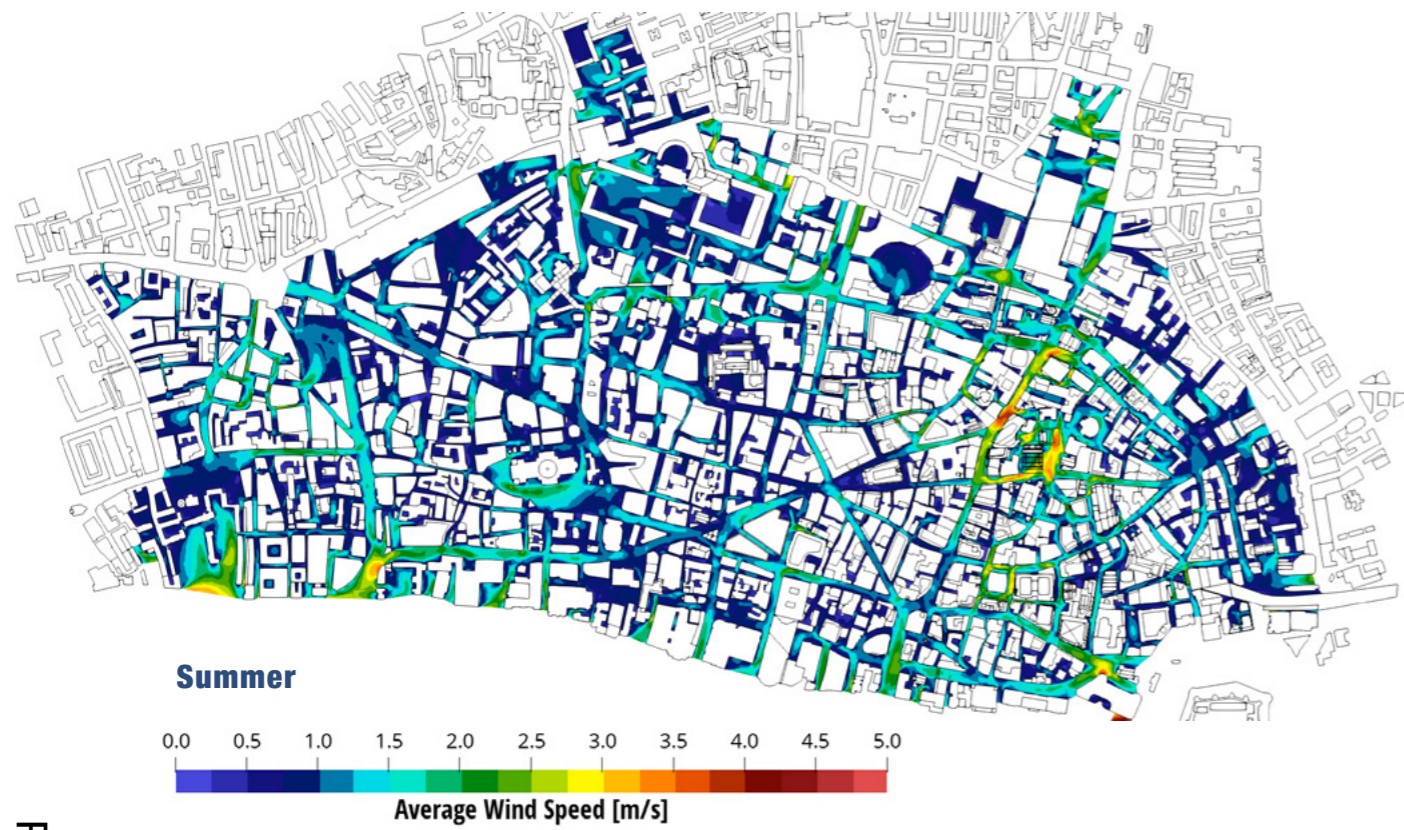
Such a myriad of factors makes assessing the impact of new development on existing public spaces or in providing new spaces both complex and challenging for planners. The City Corporation is determined to refine the way that these impacts can be understood and establish a toolkit for making sustainable decisions in order to protect or deliver public spaces which are of the highest quality.

One of the obvious factors in people's experience of a public space is the wind conditions they experience. In the City of London climate, windy areas are seldom comfortable for people to dwell or relax in. The City Corporation, through its Wind Modelling initiative and subsequent Wind Microclimate Guidelines has developed a toolkit to assess the impact of new developments on both wind movement and its strength on the City's public spaces. This is to ensure new developments result in a safe and comfortable public realm. However, whether its windy or tranquil is just one factor in how comfortable people feel in open spaces.



People are known to favour sitting in sunny areas most times of the year in the City. The City Corporation has modelled the amount of sunlight reaching the ground floor public realm throughout the year to map the relatively sunny areas and those less so. This has proved to be a valuable tool to inform assessments of new developments and deliver high quality public realm exploiting a sunny aspect.

Combining the wind and sunlight modelling enables the City Corporation to understand, by season, which parts of the City are generally sunny and tranquil and which areas are in shade and windy. This has already informed negotiations for development schemes, for example where outdoor café and seating should be provided or more significantly, the value of providing elevated public roof gardens, terraces and winter gardens on the roofs of the taller buildings in the City cluster of towers.



Page 529

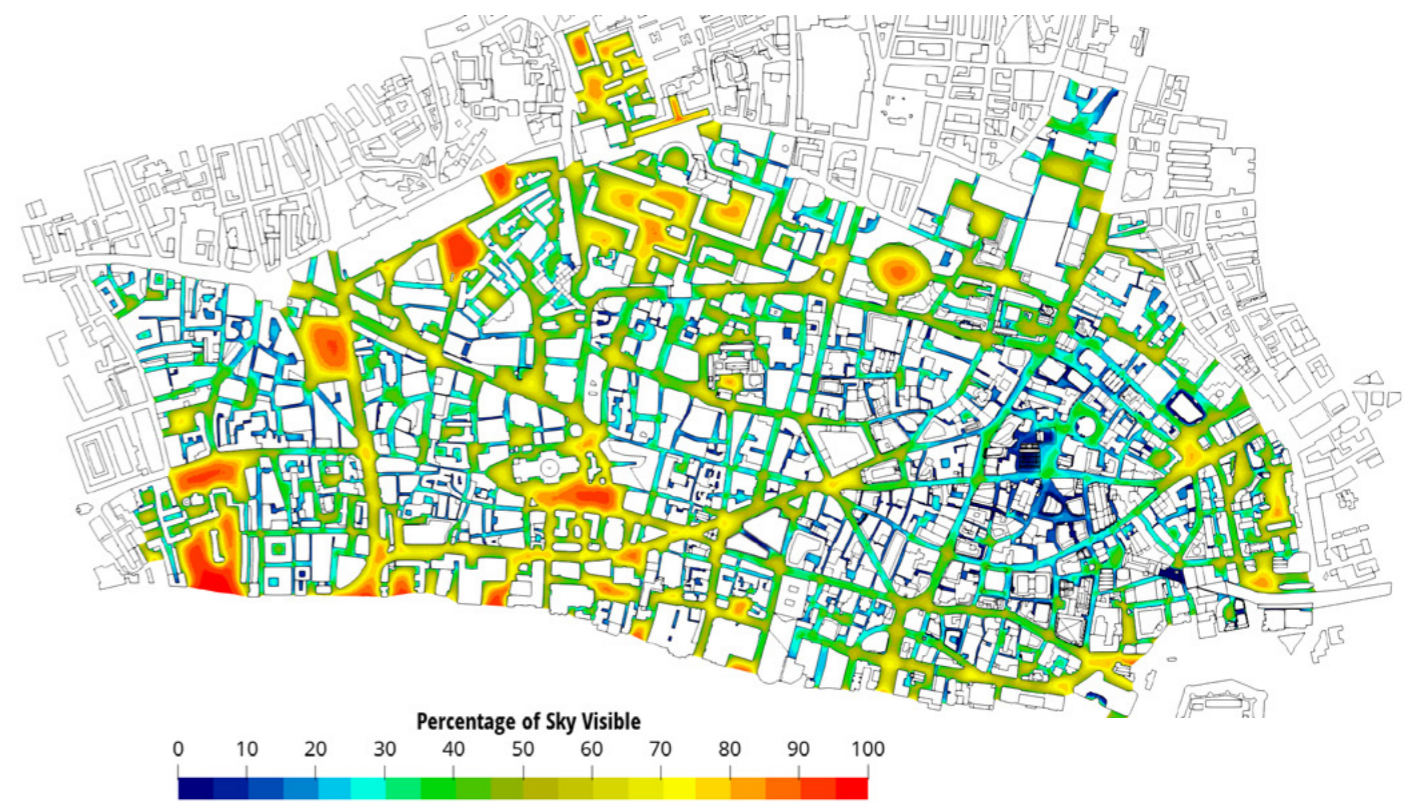
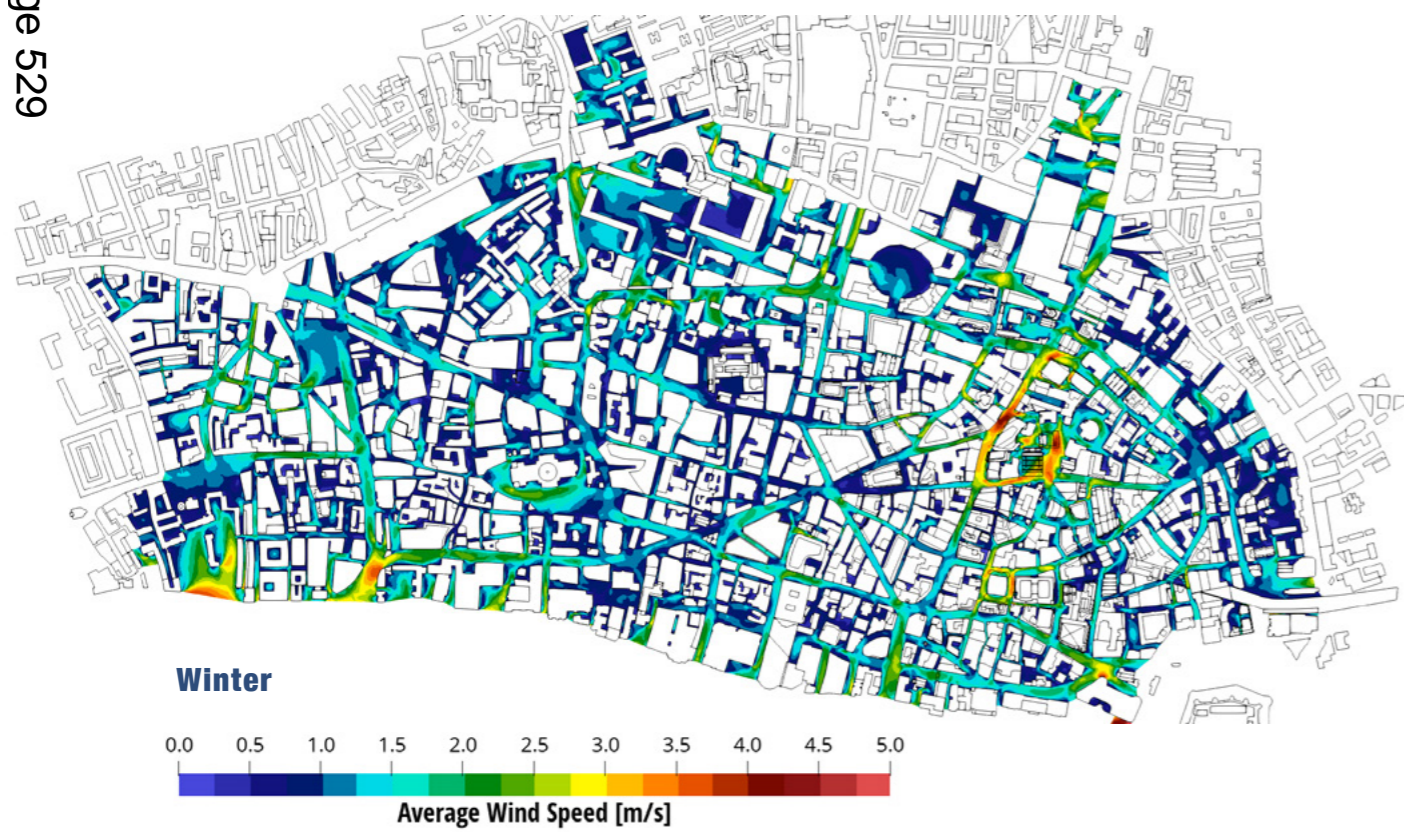


Figure 1: Wind maps of the City (Summer / Winter Season)

Figure 2: Plots Illustrating Annual Potential Hours of Sun on Ground and Percentage of Sky Visible



2. WHAT IS THERMAL COMFORT

It is clear from the City Corporation's research that the most important factor in the quality of a public space is the overall microclimatic experience of the public of a combination of:

- sunlight, skylight and shade,
- wind,
- temperature and
- humidity.

This is the “feels like” quality of the microclimate, which we term “Thermal Comfort”. For example a sunny open space in February might appear to be an appealing and comfortable place to dwell but if the air temperature is low with high humidity and there is a strong northerly wind, it's likely to feel significantly colder and uncomfortable, even in the sun. This is the perception of Thermal Comfort experienced by those using the space.

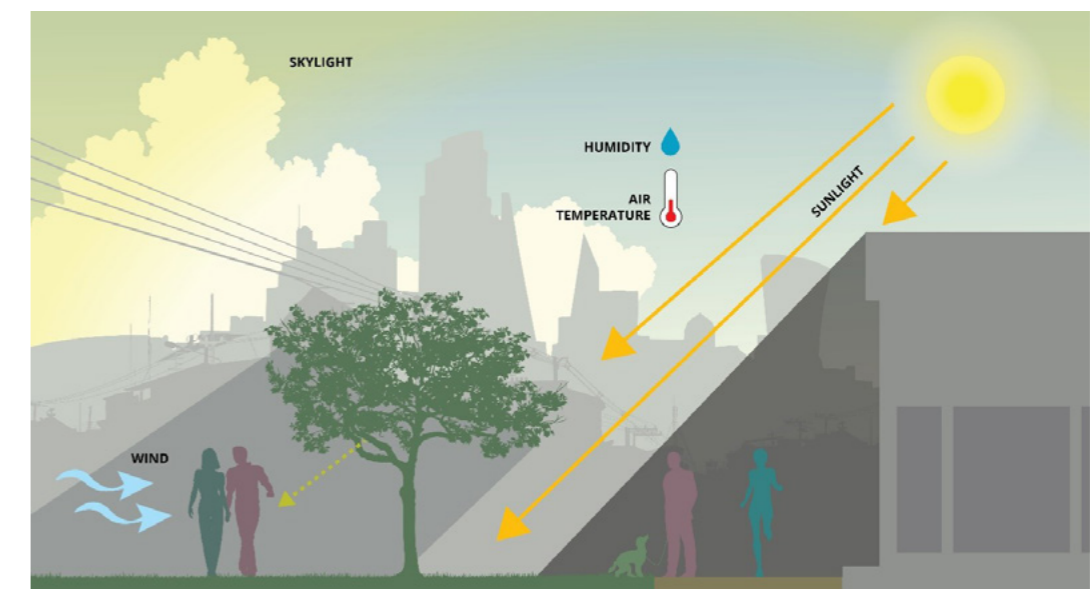
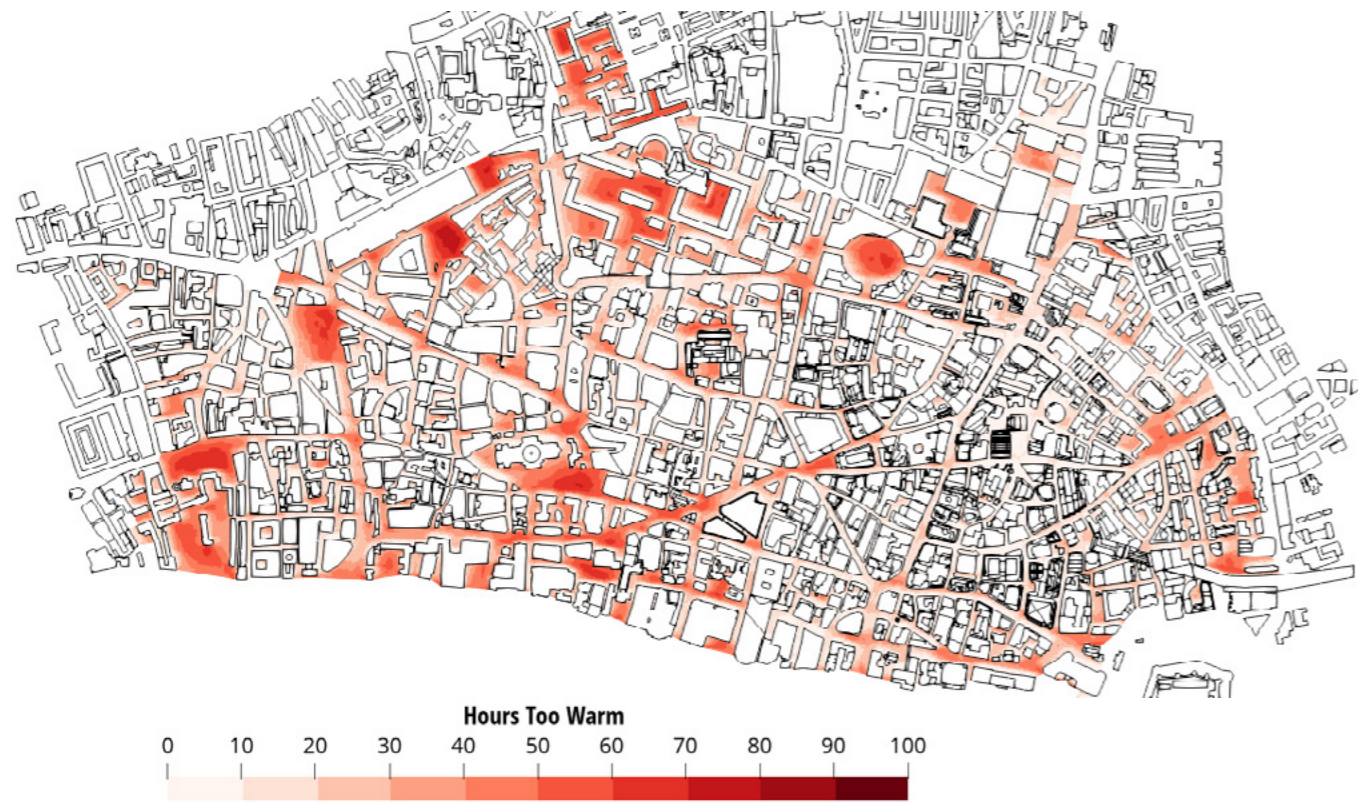


Figure 3: Environmental Factors Included in the Thermal Comfort Analysis

Thermal Comfort in London varies from season to season. So, whilst a dark, shaded and windy area is unappealing and uncomfortable to dwell in the damp winter, on a hot sunny day such areas provide a cooling and comfortable respite. Similarly, a tranquil, wind free and sunny space is a comfortable and warming place to sit in winter but can be too hot and stifling to dwell on a hot, humid summer day.



There are a number of other factors that influence thermal comfort including the age and physical attributes of members of the public, the amount of clothing, how active they are, the materials of their surroundings (landscaping and buildings) and the proximity of artificial heat sources such as building ventilation grills, exhausts or traffic. These are difficult to accurately quantify early in design and are therefore currently not included in this assessment. These guidelines also do not address other factors such as noise or air quality which contribute to the overall comfort of a space. The City Corporation will look to develop this further, considering how these factors may be modelled, in future versions of these guidelines.

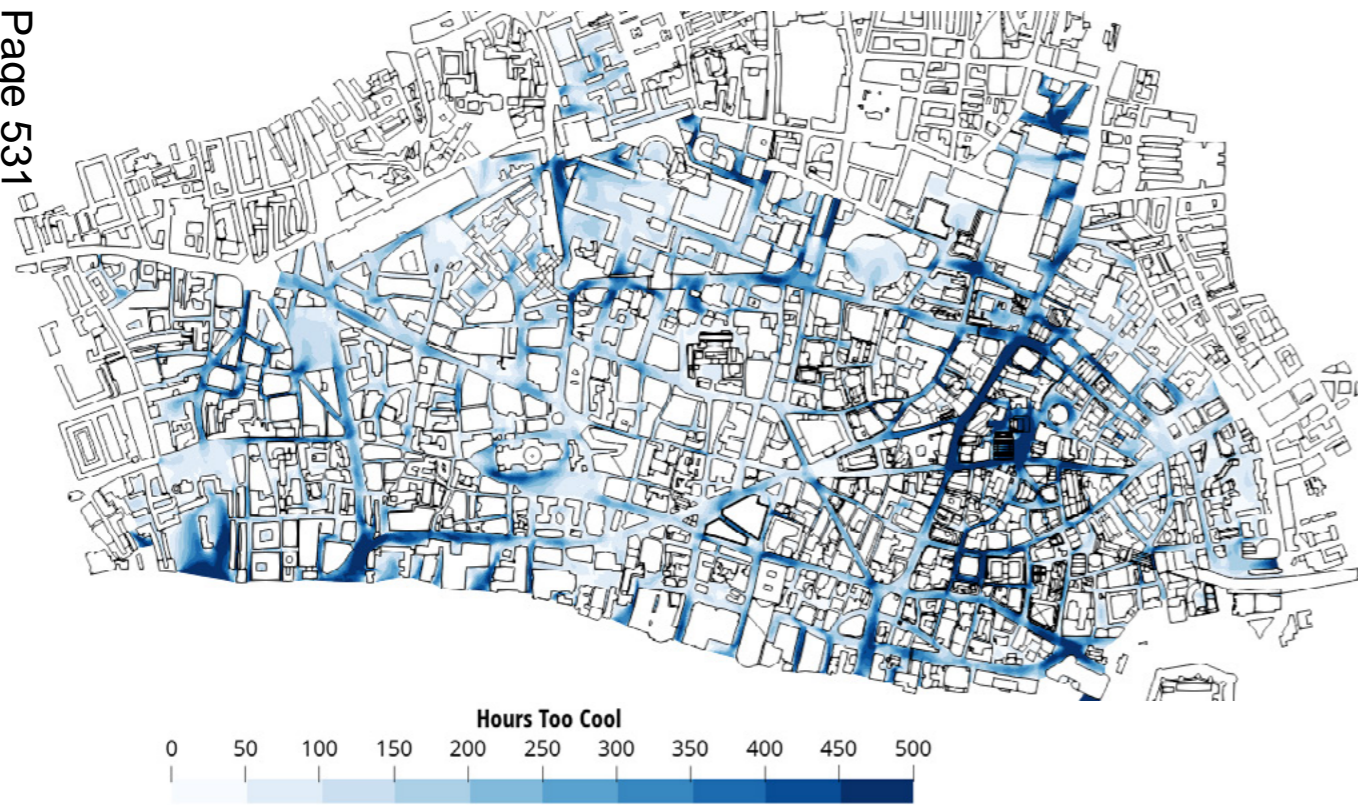


Figure 4: Plots of Average Summer Hours Too Warm (top) and Winter Hours Too Cool (bottom)





3. WHY IS THERMAL COMFORT IMPORTANT?

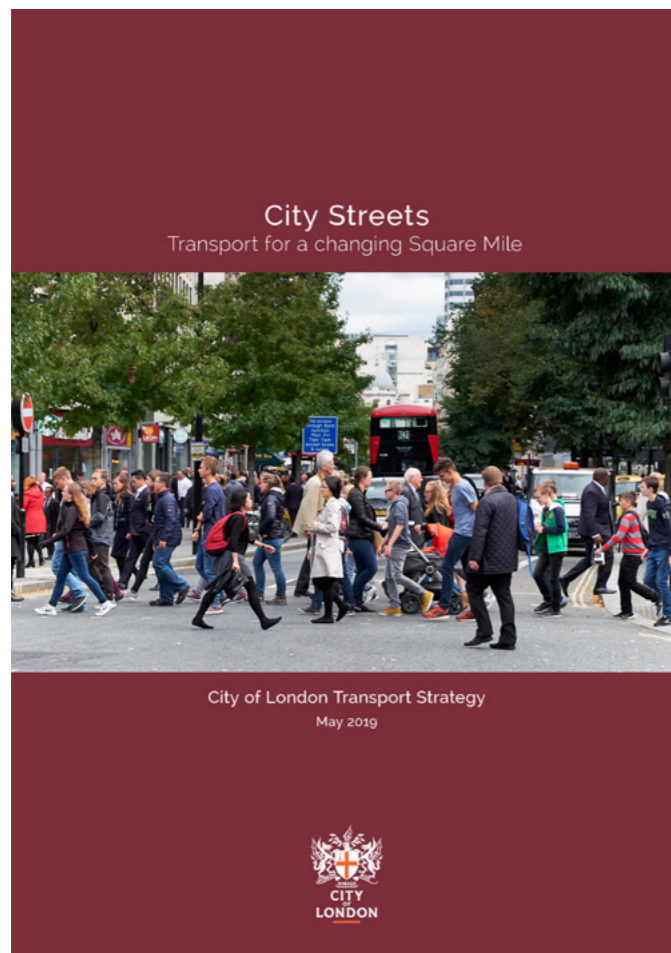
Currently planning studies in the UK consider the impact of wind microclimate and sunlight/daylight separately with little in the way overlap. By combining the various aspects of the Microclimate in a holistic way through Thermal Comfort, we are able to gain a thorough and comprehensive understanding of the comfort levels of public spaces, both existing and new public spaces.

An understanding of Thermal Comfort conditions enables new developments to be designed to deliver new public spaces of the highest microclimatic quality. It informs the location of:

- new pocket parks and public spaces,
- optimum location for cafés, bars and restaurants including outside seating for those uses,
- roof level public gardens and terraces,
- play areas,
- pop up street markets,
- event, performance and public art spaces,
- areas of seating and areas to relax and dwell away from more intense pedestrian flows,
- landscaping and tree planting including selection of spaces etc., and
- vehicular and servicing entrances (to avoid areas of good Thermal Comfort quality).

Thermal Comfort modelling can identify the areas at ground floor level which have particularly poor Thermal Comfort qualities through the year, such as areas of shaded and relatively windy character. Consequently, this understanding enables developments to incorporate roof level public realm in the form of public roof gardens, roof terraces and winter gardens, areas which have higher Thermal Comfort qualities which the public can enjoy. This is a radical new dynamic in the City.

In doing so these Guidelines are key in improving the quality of outdoor spaces, which is a vitally important consideration for the health and wellbeing of the public.



www.cityoflondon.gov.uk/services/transport-and-streets/Documents/city-of-london-transport-strategy.pdf

New developments through their bulk, shape, and alignment should be developed to address the Thermal Comfort qualities of their surroundings.

Comfortable outdoor spaces with good Thermal Comfort qualities also improve the experience of walking, cycling and other forms of active travel, helping to deliver a pedestrian and cycling priority City and reducing the use of private vehicles which in turn delivers a more humane, gentler and cleaner City. Thermal Comfort can inform areas for timed closures and public realm enhancement schemes and is considered a key part of delivering Healthy Streets as part of the City's Transport Strategy.

London has a temperate oceanic climate, with a relatively narrow range of annual temperatures, providing a good baseline potential for outdoor comfort compared to other parts of the world which experience more extreme heat and cold stress. Increasingly, the outdoor spaces are being used for relaxation and socializing by both workers, residents and visitors.

In addition, the City Corporation has commissioned research into the implications of the forecast global temperature rises as part of Climate Change and Global Warming. In doing so, future scenarios of heat stress areas during the summer months can be identified which in turn can inform shading and cooling proposals, such as the location of new mature trees to shade spaces in the hotter summer months or the facing materials of new buildings around these spaces including the cooling effect of vertical greening as well as other landscaping features such as fountains and water features. In this way, Thermal Comfort modelling can help in making the City more resilient to Climate Change.

These guidelines cannot cover every eventuality that may arise in such studies. Therefore, expert judgement from a thermal comfort expert may be required, particularly for issues that are not explicitly covered by these guidelines.

Furthermore, the materials used on buildings (glazing, masonry, green walls etc) and in the public realm (soft or hard landscaping, water etc) can have an impact on Thermal Comfort. For example, glazing could reflect sunlight in to spaces in the winter months improving Thermal Comfort whilst worsening the heat stress of Thermal Comfort in the summer months. Glazing set at a particular angle which reflects the winter sun only could assist. This is a complex field and schemes will be assessed individually. Green living walls in particular are known to have beneficial effects. This is a complex field of analysis and as such should not be included in any analysis at this time. Schemes will however be assessed qualitatively on an individual basis.

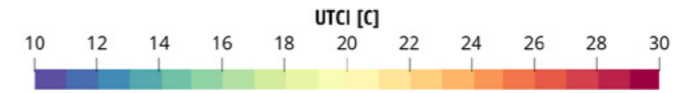
These guidelines may be updated from time to time, so users should check the City of London web site to ensure that the latest version of the guidelines are being used.



2020



2080



2050

Figure 5: Thermal Comfort Predictions at 1:00 pm, 21 June based on 'typical' climate data and data which has been warped to represent one possible future climate change scenario



Page 535

4. CITY OF LONDON: OVERVIEW MAPS OF SEASONAL THERMAL COMFORT

In the following pages a general overview of the Thermal Comfort qualities of the City for each season are presented. It is useful in conveying areas of high Thermal Comfort quality and those areas with a lower Thermal Comfort quality. There are obvious differences, particularly in winter, between the high Thermal Comfort qualities of the lower density of development in some areas with generously proportioned public spaces bordered by relatively small developments, and the lower Thermal Comfort qualities found around the City Cluster of towers as a result of increased shadowing and windier conditions.

This difference in microclimatic underlines why the City Corporation is negotiating public roof gardens and terraces on the roofs of many of the taller and major developments in the City Cluster and other areas, so the public are able to access new public realm of high Thermal Comfort quality.

Overall Observations:

In spring, the relatively low average wind conditions and good exposure to sunlight within the central portion of the City result in acceptable conditions being predicted at least 90% of the time in many locations. Areas where acceptable conditions are less likely, occur due to higher average wind conditions. This is seen most prominently immediately west and south of the City Cluster, particularly on Bishopsgate. In the centre of the Cluster, the impact of higher wind speeds is exacerbated by a reduction in sunlight access. A similar condition exists in autumn, though there are small differences due to differences in wind and solar exposure compared to spring.

In winter, cooler temperatures and higher typical windspeeds result in lower frequencies of comfortable conditions across much of the City. Areas which maintain high comfort frequency are those with good access to sunlight with calmer wind conditions (e.g. Finsbury Circus). The negative impact of increased windiness and shadowing in the City Cluster is again made clear.

Typical summer weather in London is conducive to thermal comfort so long as people are dressed appropriately. The shadowing and higher wind speeds in the City Cluster which were negatively impacting thermal comfort is now creating a slight benefit under the warmer summer conditions. However, this small benefit in summer is outweighed by the negative impact in the rest of the year.

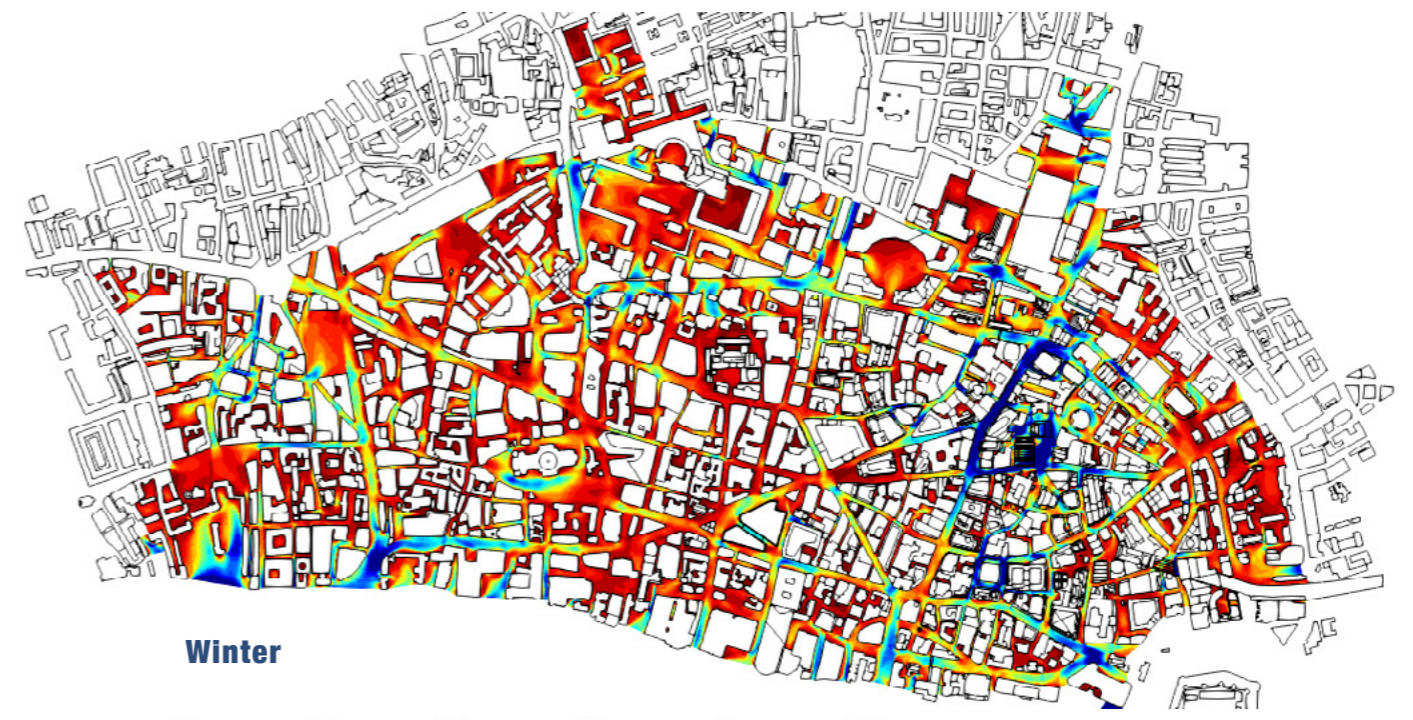
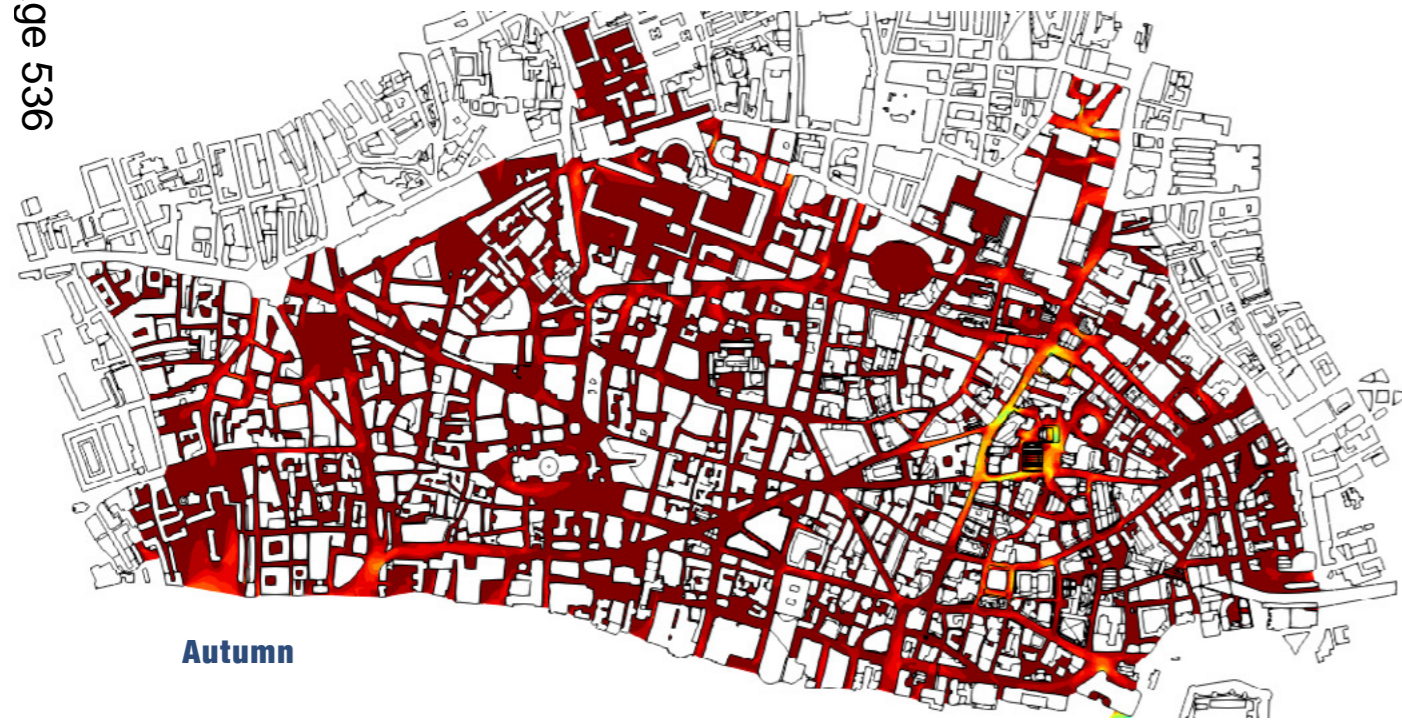
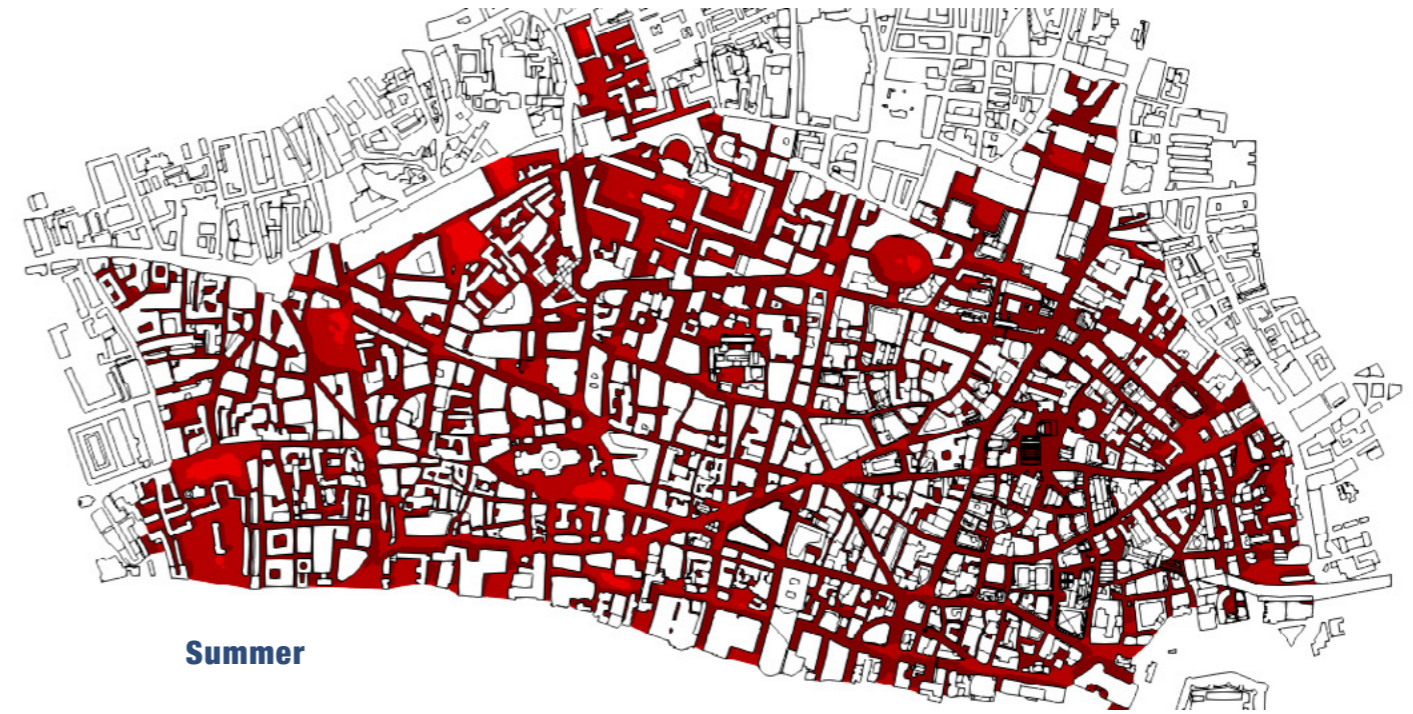
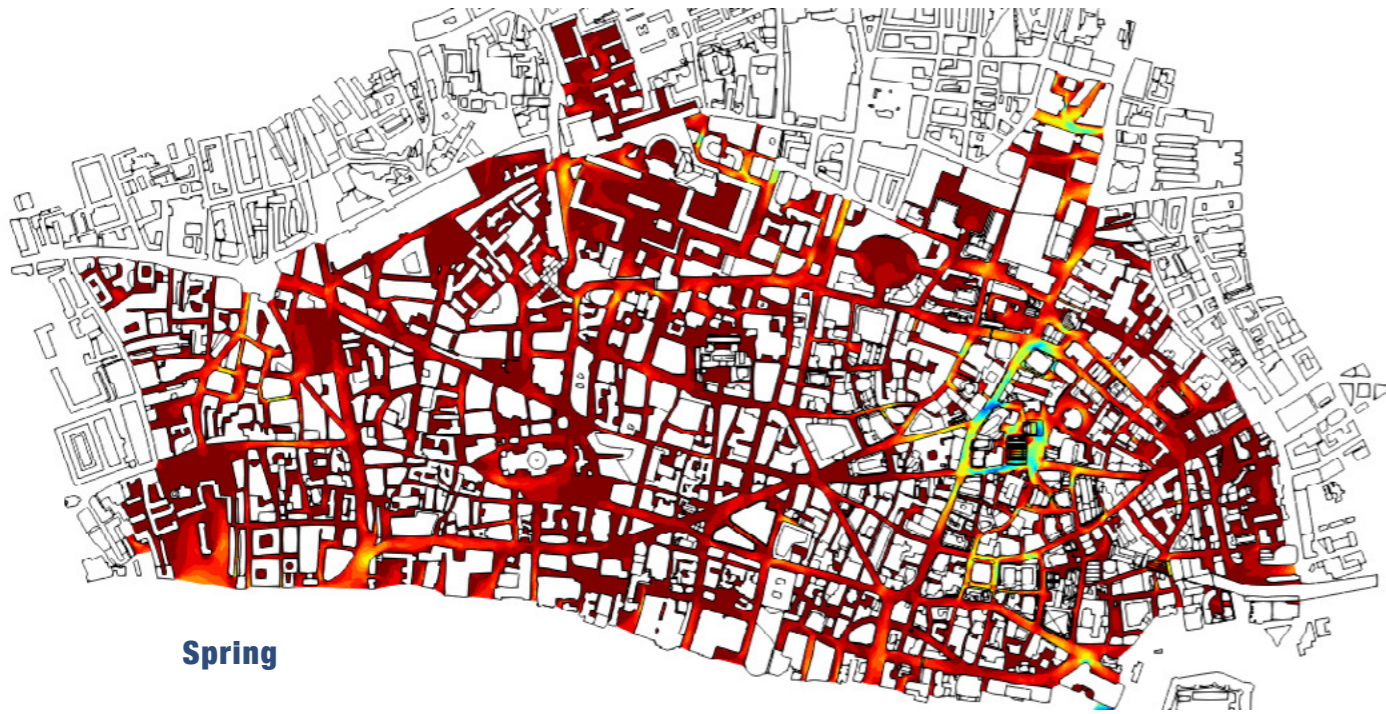


Figure 6: Seasonal Comfort Frequency



5. POLICY BACKGROUND

5.1 National Context

The National Planning Policy Framework (NPPF) paragraph 149 states that strategic policies should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

National Planning Policy Guidance (NPPG) on Climate Change sets the requirement for local authorities to adopt proactive strategies to mitigate and adapt to climate change in line with the Climate Change Act, helping to increase resilience through the location, mix and design of development. It stresses the importance of local knowledge of carbon emissions and undertaking climate change risk assessments.

NPPG on Natural Environment states that high quality environments can be achieved through green roofs, street trees, open spaces which can provide opportunities for recreation and social interaction, promote health and wellbeing, reduce air pollution and noise, facilitate biodiversity net gain and mitigate against climate change and flooding.

Intend to Publish London Plan

The London Plan has been reviewed and an Intend to Publish version of the Plan made available, pending formal approval by the Secretary of State. Policy SD4 indicates that in the Central Activities Zone (CAZ) practical measures should be taken to improve air quality and to address climate change and the urban heat island effect, whereby central London experiences higher local temperatures than surrounding parts of London.

The Plan sets out a series of objectives to deliver good growth. Objective GG6(A) states that planning and development must seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero-carbon city by 2050. GG6 (B) indicates that planning and development must ensure adaptation to a changing climate, making efficient use of water and reducing impacts from natural hazards like flooding and heatwaves, while mitigating and avoiding contributing to the urban heat island effect.

Proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials, green infrastructure and through reducing the potential for internal overheating and reliance on air conditioning systems as per Policy SI4.

Policy D8 indicates that development plans and development proposals should ensure that appropriate shade, shelter, seating and, where possible, areas of direct sunlight are provided, while other microclimatic considerations, including temperature and wind, should be taken into account in order to encourage people to spend time in a place.

Policy D9 states that the environmental impacts of tall buildings - wind, daylight, sunlight penetration and temperature conditions around the building and neighbourhood- must be carefully considered and not compromise comfort and the enjoyment of open spaces.

The London Plan requires major developments to contribute to the greening of London by including urban greening as a fundamental element of site and building design and it promotes the use of an Urban Greening Factor in Policy G5. It also seeks to increase tree canopy cover in London by 10% by 2050 as per Policy G7.

City of London Local Plan review: City Plan 2036

The review of the City of London Local Plan has reached an advanced stage, with Regulation 19 Publication scheduled to take place prior to formal submission of the Plan for examination. As such, the draft plan carries weight in the consideration of development proposals.

Strategic Design Policy S8 seeks to optimise micro-climatic conditions, addressing solar glare, daylight and sunlight, wind conditions and thermal comfort and delivering improvements in air quality and open space.

Policy DE2 expects new development to ensure that the design and materials avoid unacceptable wind, loss of sunlight and thermal comfort impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm. Policy DE3 states that public realm schemes should have regard to the wellbeing of users in relation to air pollution, noise, temperatures, shading and microclimate.

Strategic Policy S12 and the supporting text requires developers to take account of the potential microclimate and thermal comfort impacts from tall building development at an early stage in the design process. It indicates that where tall buildings are acceptable in principle, their design must ensure safe and comfortable levels of wind, daylight and sunlight, solar glare and solar convergence within nearby buildings and the public realm within the vicinity of the building.

Strategic Policy S15 indicates that buildings and the public realm must be designed to be adaptable to future climate conditions and resilient to more frequent extreme weather events. Policy CR1 requires developers to demonstrate that their developments have been designed to reduce the risk of overheating through solar shading to prevent solar gain, particularly on glazed facades; urban greening to improve evaporative cooling; passive ventilation and heat recovery; use of thermal mass to moderate temperature fluctuations; and minimal reliance on energy intensive cooling systems.

Policy OS2 states that all development proposals will be required to demonstrate the highest feasible levels of urban greening consistent with good design and local context and major development proposals will be required to include an Urban Greening Factor (UGF) calculation.





6. RECOMMENDED APPROACH FOR THERMAL COMFORT STUDIES

General

It is expected that thermal comfort studies will be conducted in parallel with the wind microclimate and sunlight studies to contextualize the results in terms of overall thermal comfort.

As such the thermal comfort simulation methodology aims to be consistent with the scope of the existing study types, which is to provide an indicator of how building form influences the urban microclimate.

While the materials used in a building scheme play a role in urban thermal comfort, building form plays a larger role by determining access to wind and sun. It is also an aspect of a building which is not easily manipulated later in the design process. Thus, early detection of problematic forms is critical for urban planning as well as a timely design and construction process.

Further, the exact material types are often unknown at the time these studies are to be undertaken. Therefore, the effects of building materials cannot be reliably included in the assessment and are therefore excluded. Much like how material properties of surrounding buildings are not modelled in detail for the current daylight/sunlight studies.

In cases where the City Corporation consider the public realm to be particularly sensitive and is potentially frequently shadowed, the City Corporation may require a thermal comfort study to be undertaken for buildings below the 25m threshold. The need for such a study will be determined through early pre-application discussions.

Frequent shadowing during high use times can occur when a space is within 2 building heights to the north, east or west of the building, or 1 height to the south.

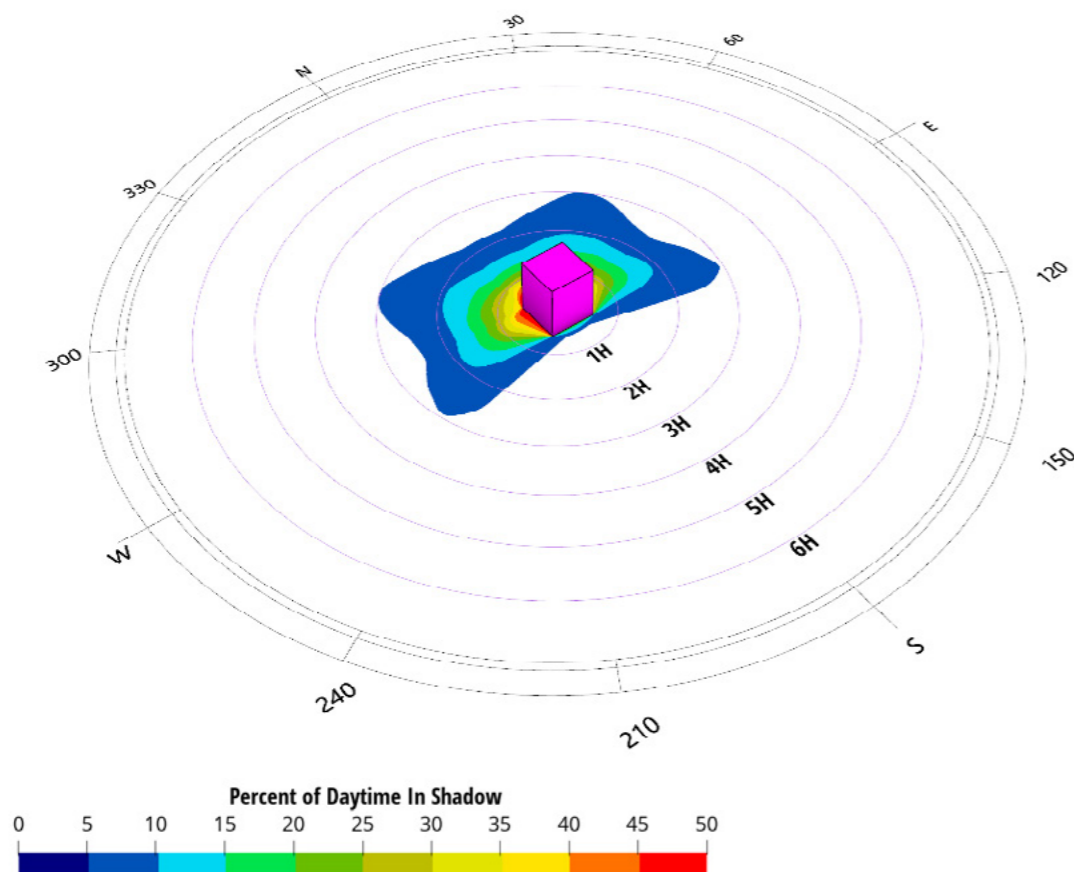


Figure 7: Extent of Shadowing from A Hypothetical Building (H=24m)

The thermal comfort study should include the evaluation of following scenarios:

- Existing site;
- Proposed scheme with existing surrounds; and
- Proposed scheme with planning consented for future schemes (see below).

If wind microclimate or sunlight studies require any mitigation measures, these should be included in the thermal comfort scenarios.

Applicants should liaise with City Corporation to agree the planning consented or future schemes for inclusion in thermal comfort studies.

Computational approaches are preferred for thermal comfort studies since they permit a more detailed understanding of the spatial distribution of comfort. Wind tunnel velocity ratios can also be used providing that outdoor public spaces have an adequate number of sensors which are both in-line with the City of London Wind Microclimate Guidelines and reflect the higher spatial variation of thermal comfort compared to wind. Spatial resolutions of 5m are recommended.

It is acknowledged that the computational approaches that are proposed within the City of London Wind Microclimate Guidelines do not capture transient effects such as wind gusts. However, these effects are less critical in a thermal comfort analysis which includes the impact of a variety of other environmental parameters. Further, it is expected that any excessively gusty conditions would be identified and mitigated through the wind microclimate analysis.

When is thermal comfort modelling required ?

To be consistent with the current City's Wind Microclimate guidelines, all new schemes of 25m or taller in the City of London will be subjected to the requirements of this guidelines

However, the City will exercise discretion as development lower than this threshold can have a harmful impact on the sunlight and thermal comfort qualities of some of the City's most cherished public spaces. These include parks, squares, churchyards and streets where the public dwell to relax, sit or where there are tables and chairs for alfresco dining. In addition, there are more sensitive uses such as children's play area, landscaped areas and gardens of special historical or other significance which might require a more rigorous approach. In these instances, the City may require Thermal Comfort modelling as part of the assessment of development schemes

Thermal Comfort modelling should form part of early massing studies in the initial development of schemes, much in the same way as wind modelling.

Meteorological inputs

The input weather data is the backbone of a thermal comfort simulation. Much like wind studies, a thorough understanding of the statistics of thermal comfort is paramount. Unlike wind studies however, thermal comfort relies on an understanding of multiple climactic parameters simultaneously at a specific time

and date. This makes time-history style inputs a necessity. Statistical approaches (e.g. monthly sunshine hours or Weibull distributions) are not appropriate since they only deal with one parameter (i.e. sun and wind) in isolation.

A long-term time-history climate file has been generated for use in these studies. This bespoke file contains five years (2015-2019 inclusive) of hourly climate parameters generated using information from the Copernicus Atmosphere Monitoring Service. This data set was chosen because it contains enough data to reasonably describe the range of weather conditions in the City (including the impact of urban heat island effects), while being recent enough to acknowledge the changing climate without requiring additional assumptions or projections.

Further details regarding this data set and where it can be accessed is included as Appendix A.

Currently it is recommended that the temperature and humidity from the record should be applied uniformly across the study domain. This avoids the need for complex estimations of the effects of localized urban heat island and humidity transport effects which can unduly influence the predictions.

While the entire period from 1 Jan 2015 00:00 to 31 Dec 2019 23:00 is included in the weather data, consultants should be aware of the intended usage of the space(s) being assessed. At a minimum, the consultants should clip the record to the hours between 8:00 am and 8:00 pm GMT for public spaces to focus on the times when the pedestrian realm will be most active. However, spaces with a well-defined operating time period may be analysed over only those hours.

Excessive clipping must be avoided to ensure a statistically reasonable number of records in each season and any temporal filtering beyond the 8am-8pm noted above should be clearly described and justified in the report.

Thermal comfort should be computed for every hour in the clipped record.

Results should be presented seasonally using the following definitions (all ranges inclusive):

- Spring: March-May
- Summer: June-August
- Autumn: September-November
- Winter: December-February

Wind simulations

The prediction of pedestrian height (1.5 m) wind speeds should generally follow the CFD Requirements for in the City of London Wind Microclimate Guidelines. The primary exception is that statistical wind distributions cannot be used, as noted above. Care must also be taken to ensure sufficient spatial resolution in the areas of interest. For initial simulations, trees should not be included but can be included in more detailed simulations once landscaping plans are better defined. The impact of trees will include both wind adjustments and shading. If trees are included, both should be acknowledged in the simulations. See note below on trees.

Mean radiant temperature (MRT)

For initial studies, the MRT calculation should be computed at pedestrian height (1.5 m) in all spaces of study. MRT should be computed for a standing person per the approach outlined in CIBSE Guide A. The calculation should include the impact of direct and diffuse sunlight, with all surfaces assumed to be non-reflective and at ambient temperature. This avoids the need for more complex methods which require information or assumptions about the surrounding environment and buildings. These details are not often available and can have unanticipated impacts on the results.

The modelling of direct and diffuse solar radiation should be conducted using sky models which reasonably capture the changing distribution of energy from the sun and sky hour to hour. Given London's climate, the distribution of diffuse energy is particularly important to capture well. As such, the use of simplistic sky models with fixed energy distributions such as the CIE Standard Overcast Sky cannot be used. The computation of diffuse solar exposure must be based on a non-isotropic sky model which can vary based on climatic conditions, the Perez All-Weather Sky model for example. The model used and the details of the sky discretization should be included in the reporting.

The shading effect of trees should not be included during initial simulations to be consistent with the wind simulations. For detailed simulations, their effect can be included so long as they are represented in a reasonable fashion. i.e. deciduous trees should have their shading factor vary by season (when appropriate), canopy size and shape should be appropriate for the species, etc.

7. THERMAL COMFORT CRITERIA

The Universal Thermal Climate Index (UTCI) metric will be utilized for predicting thermal comfort in the City of London. The methodology for computing this metric is freely available at <http://www.utci.org/> as is a Windows-based executable to calculate UTCI and its underlying code.

Note that the UTCI metric was originally designed for a 10m wind speed as an input. This speed is then scaled to pedestrian height assuming an open wind profile. Therefore, the computed pedestrian height (1.5m) wind speed results must be scaled to a 10 m equivalent using an aerodynamic roughness length (z_0) of 0.01 before being input into the UTCI calculation. This equates to a multiplicative factor of 1.4 ($U_{10}=U_{1.5} * 1.4$).

UTCI should be computed for every hour in the climate time-history using the standard formulation available at the website above, and the frequency that UTCI is between 0° and 32° should be computed for each season. This range is currently considered ‘appropriate’ for outdoor pedestrian use.

The following table should then be used to define the categorization of a given location.

Note that the colours have been deliberately chosen to ensure distinctiveness in plots for those with colour-blindness. The colours should not be adjusted.

Usage Category	% of hours with Acceptable UTCI	Description	Colour (HTML Colour Code)
All Season	≥90% in each season	Appropriate for use year-round (e.g. parks).	Green (#378c4b)
Seasonal	≥90% spring-autumn AND ≥70% winter	Appropriate for use during most of the year (e.g. outdoor dining).	Purple (#c86ebe)
Short-term	≥50% in all seasons	Appropriate for short duration and/or infrequent sedentary uses (e.g. unsheltered bus stops or entrances) year-round.	Cyan (#1effff)
Short-term Seasonal	≥50% spring-autumn AND ≥25% winter	Appropriate for short duration and/or infrequent sedentary uses during most of the year.	Orange (#fab92d)
Transient	<25% in winter OR <50% in any other season	Appropriate for public spaces where people are not expected to linger for extended period (e.g. pavements, cycle paths).	Red (#de2d26)



Figure 8: Categorization of Existing City Conditions

8. PRESENTATION OF RESULTS AND REPORTING

Simulation Inputs

Details of the wind simulations must be included per the requirements of the Wind Microclimate guidelines.

Any other assumptions or changes to the basic methodology (i.e. alternate time periods studied) must be explained and justified.

Simulation Results

For each configuration, an overall plan view of the public realm should be presented. The percentage of hours the public realm is within the UTCI target range should be presented as colour plots for each season. These plots provide valuable context of the predicted existing and future comfort conditions.

A separate plan view plot illustrating the annual thermal comfort categories should be presented for each configuration following the colour scheme defined above. This is used to evaluate the overall change in thermal comfort.

Additional plots should be included as needed to clearly present all studied areas.

Significance Criteria

Currently, thermal comfort will not be a required component of the Environmental Impact Assessment. However, the findings of these assessments will be reviewed by the City Corporation and used to conduct a more holistic review of a building's impact on its surroundings.

Therefore, a review of current and expected future pedestrian uses should be carried out in accordance with the City of London Wind Microclimate guidelines and compared to the predicted thermal comfort categories as defined above. A summary of key observations should be included as part of the assessment.

Practitioners should be aware that thermal comfort may become a requirement in an EIA submission in the future. Should this occur, these guidelines will be updated to include criteria defining the significance of a project's impact on thermal comfort.

Sample Reporting

Appendix B presents a truncated version of a previous thermal comfort study conducted using the above process.

The intent is to provide an example of the expected level of reporting, rather than a fixed template.

APPENDIX A – CLIMATE INPUT SOURCE

Notes

As noted above, the input climate file is critical to the prediction of thermal comfort. therefore, all studies must use the same file as an input to ensure consistency between schemes.

The underlying data was sourced from the EU's Copernicus Atmosphere Monitoring Service. The data was then modified to provide the required climate parameters in a more accessible form. Solar insolation was split into direct and diffuse components using the methodology of Skartveit et al. and relative humidity was computed based on dry bulb and dew point temperatures using standard psychrometric calculations.

The data is provided for the period between 00:00 on 1 January 2015 through 23:00 on 31 December 2019 (inclusive) at one-hour increments as a comma separated value (CSV) file.

Air temperature (°C), relative humidity (%), air pressure (kPa) and solar insolation (W/m²) values are given at pedestrian height. Wind speed (km/h) and direction (degrees east of north) are provided at 10m. Any wind speed scaling should be conducted based on a roughness length (z_0) of 0.3.

All times referenced in the file are in GMT and the 2016 leap day is included.

Aside from temporal clipping of the datafile, no other modifications to its contents should be made.

These climate properties have been extracted for the City of London and may not be appropriate for other parts of London or other cities.

Neither the European Commission nor the European Commission for Medium Range Weather forecasting (ECMWF) is responsible for any use that may be made of the Copernicus information or data it contains.

Climate Source File

The climate source file can be accessed at the same web address as this PDF.

APPENDIX B – CASE STUDY – Citicape House

Background

The following case study demonstrates the implementation of the City of London Thermal Comfort guidelines on a real project.

Citicape House is a planned 10 storey hotel development bounded by Snow Hill and Holborn Viaduct in London. The project features a roof terrace at level 10 with main entrances along Holborn Viaduct. The location of the proposed development is shown in Figure B1.



Figure B1: Aerial View of the Site (Approximate Extents in Yellow)

The proposed development is generally of a similar height to its surrounds, which consists mainly of residential and office buildings with retail, food and beverage spaces at ground level.

Images showing the computational model of the proposed development in the context of surrounding buildings is shown in Figure B2.

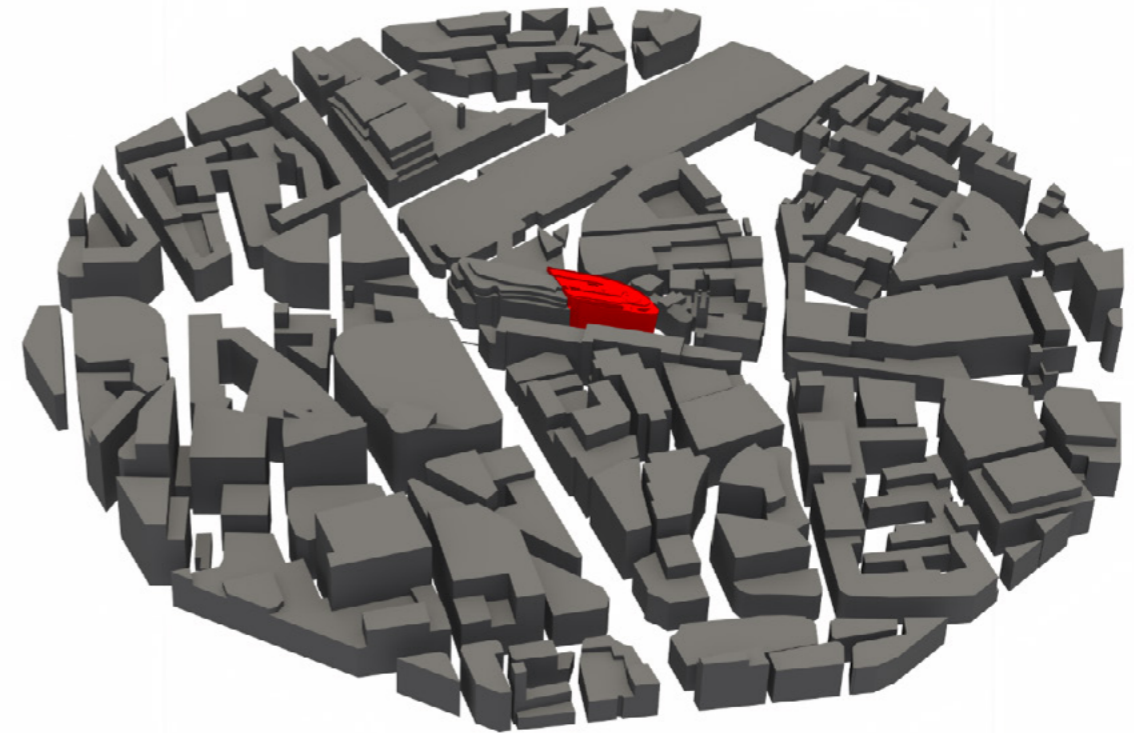


Figure B2: 3D model of the Proposed Development (View from South)

The project had previously undergone a CFD-based wind comfort analysis per City of London Wind Microclimate Guidelines (published August 2019). In addition, solar simulations were undertaken as per the methodology outlined in the main body of this document. Both of these simulations were undertaken in the absence of any landscaping.

Output from the wind simulations and solar simulations were combined with the climate data presented in Appendix A to provide an assessment of Thermal Comfort both at ground level and at the terrace levels for the following configurations,

Baseline: Existing site with existing surrounding buildings

Proposed: The Proposed Development with existing surrounding buildings

A review of the pedestrian spaces around the site was conducted based on Google Street View imagery captured in May 2019. Figure B3 below illustrates the assumed usage types. All spaces were studied for the full 8am-8pm time period.

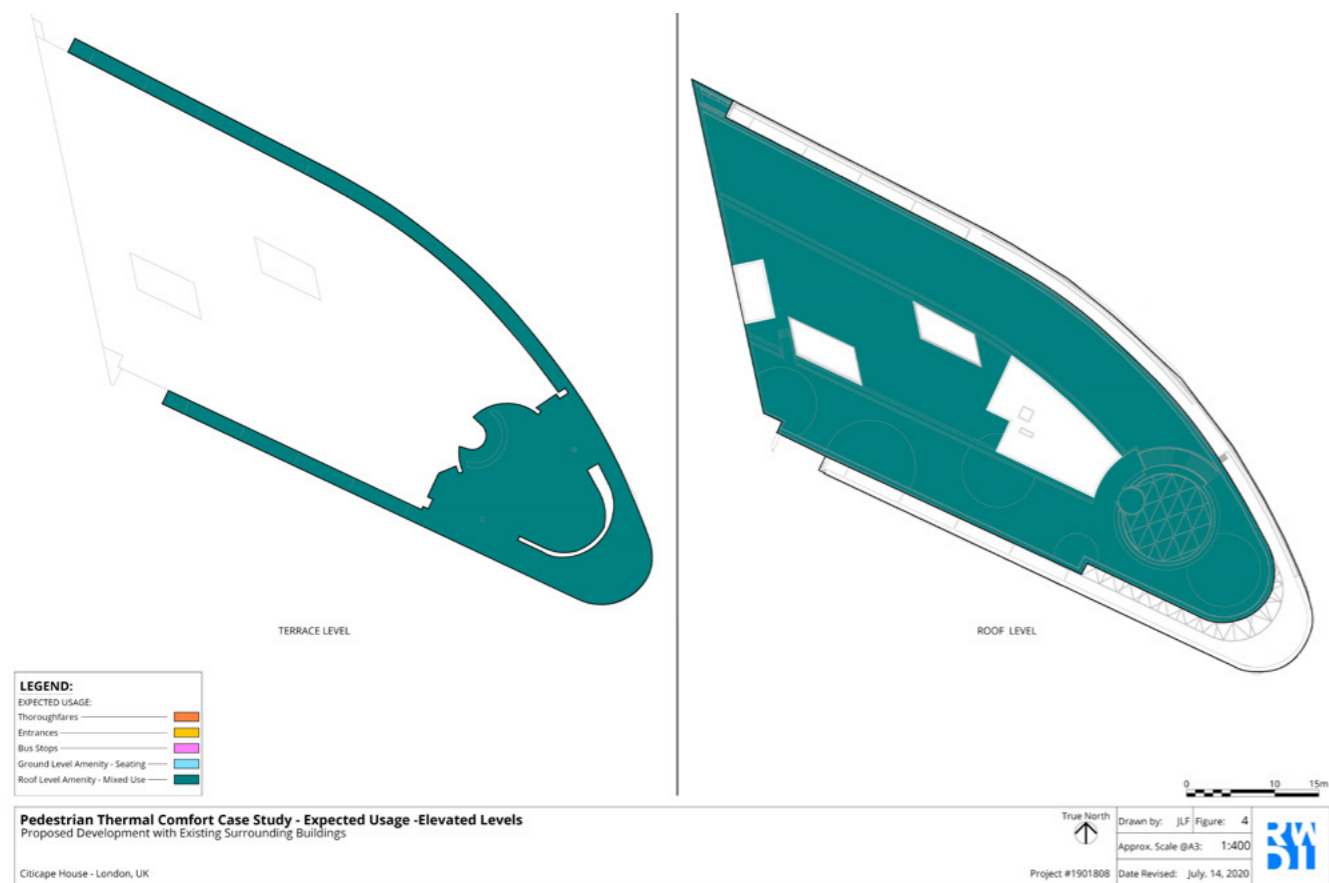


Figure B3 Proposed space usage at ground and upper levels

Results

Results from the simulations are initially presented in terms of the % of time that conditions are considered acceptable (UTCI between 0°C and 32°C) and then in terms of the comfort categories as set out in the main body of this report.

Seasonal Acceptance – Baseline Scenario

Seasonal acceptance at ground level for each season for the baseline assessment is shown in Figure B4.

For the pedestrian realm immediately surrounding the site, most locations reported conditions which were acceptable for the majority (>90%) of the time from spring to autumn.

During winter, when wind speeds are highest and temperatures lowest, an area immediately south of 49 Farringdon Street was predicted to be comfortable less often (between 70% and 80% of the time). This is primarily due to a slight downdraughting effect caused by that building during the strong south-westerly winds which are common during winter.

Seasonal Acceptance – Proposed Development

Seasonal acceptance at ground level for each season for the Proposed Development is shown in Figure B5.

The proposed development is not significantly taller than the Existing building and therefore was not expected to create a significant change in local thermal comfort conditions. Conditions around the site remain comfortable at least 95% of the time from spring through autumn.

In winter, localized shadowing cause by the project does create a small reduction in predicted comfort levels to the north and east of the site along Snow Hill. Output from the assessment reported comfortable conditions at least 85% of the time in the majority of ground level locations.

This assessment also considered thermal comfort conditions on the terrace spaces of the proposed development; as these are indented to be amenity spaces for the building. Seasonal acceptance at terrace level for each season for the proposed development is shown in Figure B6.

In spring and autumn, conditions were predicted to be comfortable at least 95% of the time. In summer, the high degree of exposure to direct sun was predicted to lead to a slight reduction (6% at most) in comfort frequencies across the terraces. Areas with higher wind speeds (e.g. the south and southeast end of the building) and areas with shading elements are provided were predicted to remain comfortable throughout the year.

The windier and shaded areas were predicted to have reduced comfort frequency in winter. The southeast tip of the terraces experience winds which are slightly accelerated by the building (although remain acceptable in terms of the City of London Lawson Criteria). These areas were predicted to be comfortable between 75% and 85% of the time. Much of the remainder of the terraces was predicted to be comfortable greater than 85% of the time, and in the more sheltered areas, up to 95% of the time.

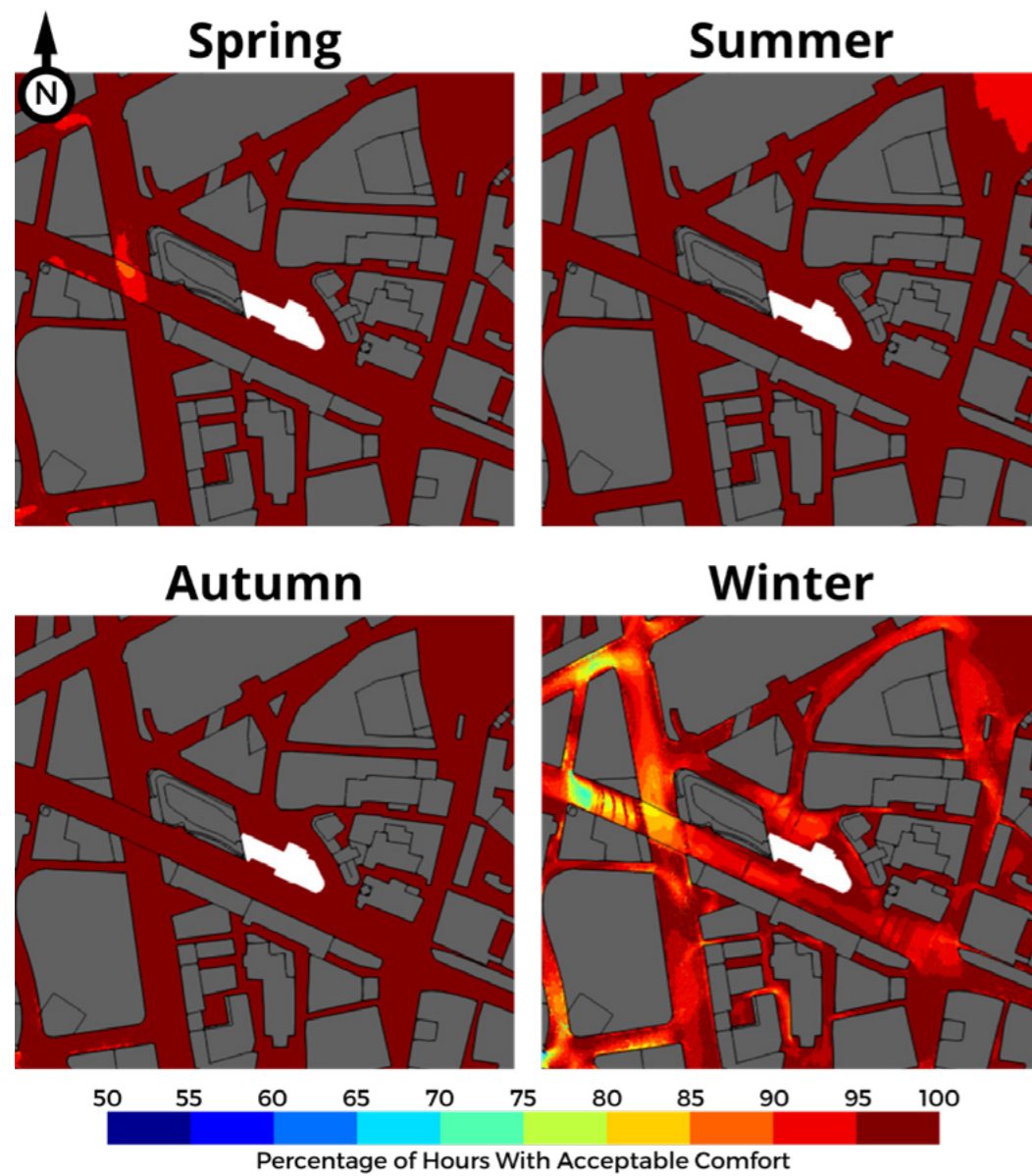


Figure B4: Seasonal Acceptable Comfort Frequency – Baseline

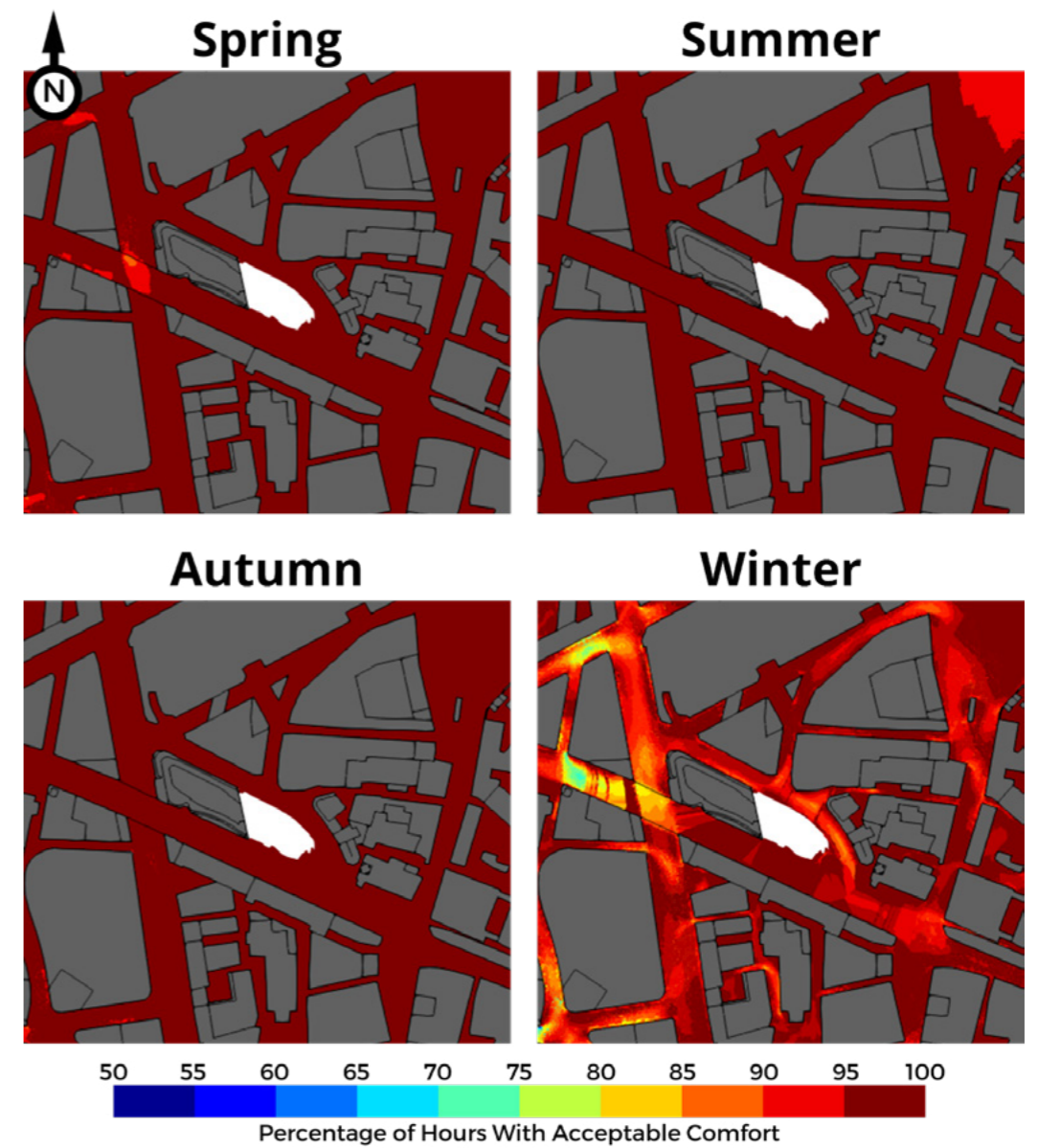


Figure B5: Seasonal Acceptable Comfort Frequency – Proposed Development

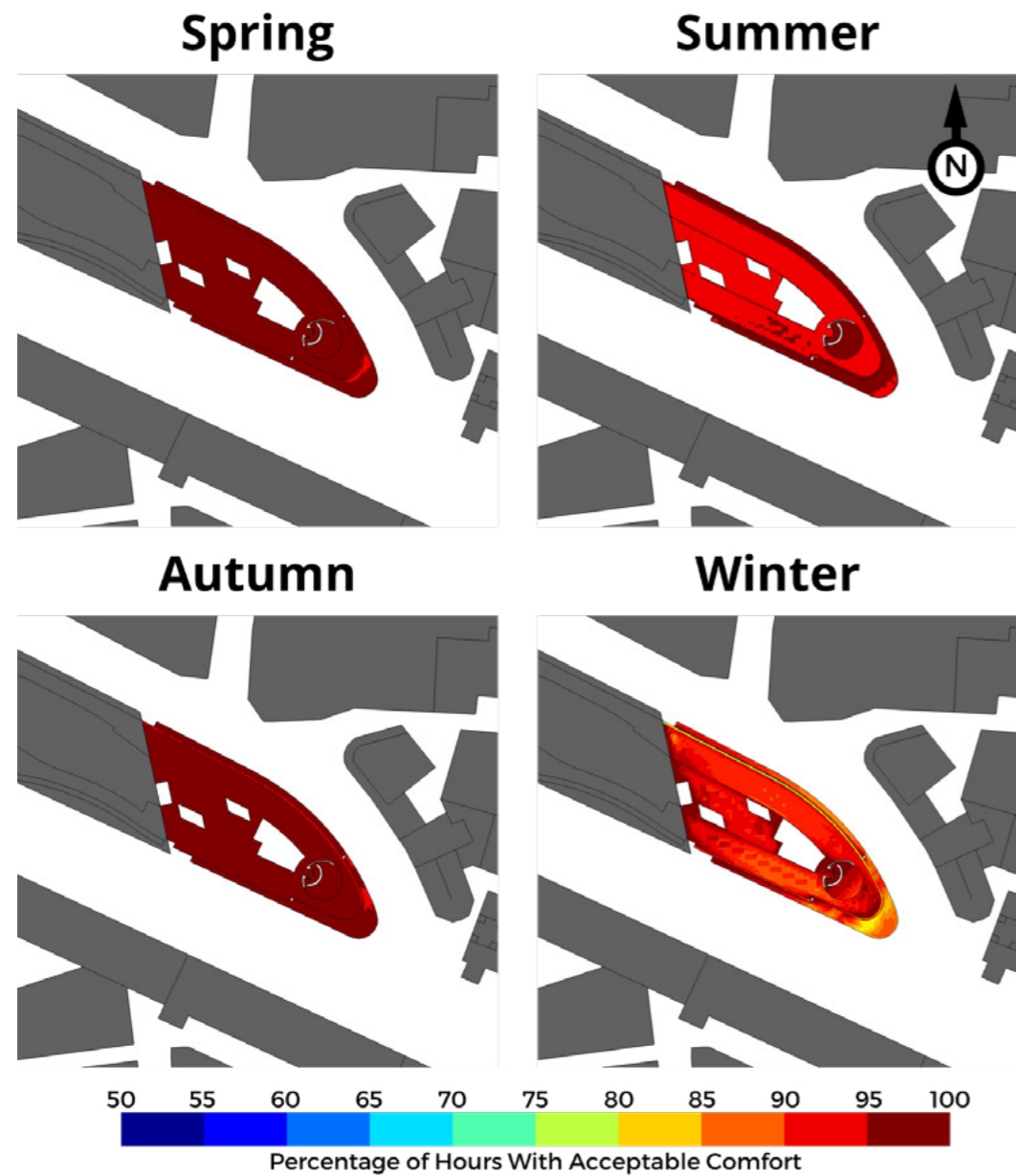


Figure B6: Seasonal Acceptable Comfort Frequency (Terrace) – Proposed Configuration

Ground Level Comfort Conditions

The ground level pedestrian spaces in the vicinity of the proposed development are primarily transient spaces (i.e. pavements and cycle paths). Nearby bus stops are generally sheltered, reducing exposure to winds and direct sunlight.

External amenity spaces include seating within St Sepulchre’s Churchyard, seating on the southwest corner of the junction between Holborn Viaduct and Old Bailey,

café seating around the corner of Snow Hill and Farringdon St and external seating for the Starbucks Coffee shop within Fleet Place immediately to the south of the Proposed Development.

Under the existing condition, predicted thermal comfort in the vicinity of the project is appropriate for the above noted uses, ranging from All Season to Short Term.

With the proposed development in place conditions remain generally the same. A small area to the northeast of the building does fall from All Season to Seasonal. This is due to a slight increase in shadowing in the winter, however this area consists solely of roads and pavements thus the actual impact on people is expected to be negligible.

Figure B7 below illustrates the Thermal Comfort Categorization for the ground level pedestrian spaces for both the existing and proposed configurations.



Figure B7: Ground Level Thermal Comfort Categorisations for Existing (left) and Proposed (right) Configurations

Terrace Level Comfort Conditions

Approximately 80% of the terrace area is expected to have comfort conditions appropriate for year-round occupant use.

Locations where the categorisation drops from All Season to Seasonal are those which are more shaded and/or more exposed to winds during the winter months.

Figure B8 below illustrates the Thermal Comfort categorization of the terraces under the proposed configuration.



Figure B8: Terrace Thermal Comfort Categorisations for Proposed Configuration

Concluding Statements

The proposed development's impact on Thermal Comfort in the existing pedestrian realm is expected to be minor to negligible. All existing spaces are predicted to have appropriate thermal comfort conditions post-construction.

In the few places where pedestrians would linger (e.g. City Thameslink Stop HL south of the site, Holborn Circus Stop K, the Smithfield Rotunda Garden, etc.), the change in predicted thermal comfort conditions was predicted to be very small.

Similarly, there is very little change in predicted thermal comfort conditions for the seated amenity spaces at 1 Fleet Street.

While the proposed development eliminates some ground-level greenspace, the existing space is not accessible to the public. Further, the development adds substantially more public space (by approximately 1700 m²) through its terraces. The majority of which are predicted to be comfortable for use year-round.

If there is a desire to further enhance thermal comfort in the remaining spaces only uncomfortable in winter, wind control measures could be implemented. These measures should ideally be temporary in nature and employed only when the weather is cool, so as not to degrade thermal comfort during warmer weather.

Temporary solar control measures (e.g. umbrellas or adjustable canopies) could also be considered to enhance thermal comfort during times of atypically warm conditions in summer.

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Agenda Item 9

Committees:	Date
Resource Allocation Sub Committee – for decision	20 November 2020
Policy and Resources - for decision	19 November 2020
Planning and Transportation Committee – For Decision	15 December 2020
Culture Heritage and Libraries Committee – For Information	23 November 2020
Port Health and Environmental Services Committee – For Decision	24 November 2020
Subject	Public
Review of Pilot and Future Bridge House Estates Funding for Enforcement Activity against Illegal Street Trading on and by the Bridges	
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1, 2, 12.
Does this proposal require extra revenue and/or capital spending?	Yes
If so, how much?	£268k
What is the source of Funding?	BHE Unrestricted Income Fund
Has this Funding Source been agreed with the Chamberlain’s Department?	Yes
Report of Jon Averbs, Director of Markets and Consumer Protection	For decision
Report Author Rachel Pye, Markets and Consumer Protection Department	

Summary

The purpose of this report is to provide details of the review of the 2 year pilot of a new approach to enforcement against illegal street traders by the City Corporation as local authority on the five Thames bridges owned by Bridge House Estates (BHE) (charity registration number 1035628). These bridges (Tower, Southwark, Millennium, London, Blackfriars) link the City of London area (including Tower Bridge located in neighbouring London Borough of Tower Hamlets (LBTH)) to Southwark on the south-side of the river.

The report seeks approval -

- (a) to extend and maintain additional enforcement capability by the City Corporation as local authority to be directed against illegal street trading on and by the bridges and the public highways which cross them and to authorise the Comptroller and City Solicitor to complete any necessary agreement with Southwark in respect of enforcement by the City Corporation within Southwark’s boundary; and

- (b) should it be considered to be in the best interests of Bridge House Estates and its beneficiaries, to those additional costs being met by the charity with a view to preserving and safeguarding the bridges (and those who use them) consistent with the City Corporation's duties and powers as charity trustee to expend the charity's funds on maintaining and supporting the bridges, including to meet reasonable and proportionate costs of policing them.

The enhanced funding bid seeks on-going funding for a two-year period for the existing Licensing Officer post which was funded during the pilot period, as well as for an additional temporary Licensing Officer post, both to be managed within the Markets and Consumer Protection Department alongside other local authority street-trading enforcement capability at a cost of £268k to be met by Bridge House Estates.

The posts are to be dedicated to carry out local authority enforcement activities on the bridges, particularly those bridges, parts of bridges and adjacent areas which are normally within the jurisdiction of neighbouring Local Authorities. A review of effectiveness will be carried out and reported annually; including to assess and establish any on-going justification for these costs continuing to be met by Bridge House Estates.

The neighbouring boroughs of Tower Hamlets and Southwark have now delegated authority to the City of London Corporation in its capacity as local authority for the City of London area to enforce against illegal street trading activity within their local authority boundaries, and arrangements are underway to increase the geographical area where this delegated authority might be exercised.

Recommendation(s)

Acting collectively for the City of London Corporation as trustee of Bridge House Estates (charity registration number 1035628), should it be considered to be in the best interests of the charity and the charity's beneficiaries -

A. Members of the Resource Allocation Sub-Committee and the Policy and Resources Committee are asked to:

- Note the review of the effectiveness and outcomes of the two-year trial period of increased enforcement activity against illegal street trading on and around the five bridges owned, supported and maintained by Bridge House Estates.
- Agree to allocate £268k over two years from Bridge House Estates (subject to annual review) to meet the costs of enhanced local authority street trading enforcement capability on and around the bridges with a view to their support, safeguarding and preservation, and to the protection of the general public who use the bridges, subject to the approval of the Planning and Transportation Committee insofar as it has delegated responsibility for the City Corporation as trustee for "*all functions relating to the control, maintenance and repair of the five City river bridges*".

B. Members of the Planning and Transportation Committee are asked to: -

- Note the review of the effectiveness and outcomes of the two-year trial period of increased enforcement activity against illegal street trading on and around the five bridges owned, supported and maintained by Bridge House Estates.
- Agree to support enhanced local authority street trading enforcement capability on and around the bridges for a further two year period (subject to annual review) with a view to supporting, safeguarding and preserving the bridges and to the protection of the general public who use the bridges

C. The Port Health and Environmental Services Committee for the City Corporation as local authority, to agree: -

- that enhanced local authority street trading enforcement capability on and around Tower, Southwark, Millennium, London, Blackfriars Bridges should continue for a further two-year period (subject to annual review), subject to funding being agreed.
- Authorise the Comptroller and City Solicitor to complete any necessary agreement with Southwark in respect of the extended enforcement by the City Corporation in Southwark's area (the southern Millennium Bridge Approach)

Main Report

Background

1. Reports were presented to the Port Health and Environmental Services Committee (PHES) on 4 July and 21 November 2017 regarding the very long-standing issue of illegal street trading and the sale of peanuts from trollies mainly on and around the five bridges in or nearby the City of London area. The City Corporation, as well as being responsible for street trading enforcement as the local authority for the City of London, is also responsible as charity trustee of Bridge House Estates (charity registration number 1035628) (BHE) for the support and maintenance of the five bridges - Tower, Southwark, Millennium, London, Blackfriars.
2. Members and officers were concerned, both for the City Corporation as local authority and for the City Corporation as charity trustee of BHE, with the unacceptable risk that illegal traders on our bridges bring, as it is a security and safety concern to have mobile carts containing gas bottles and congestion on narrow pavements. There are also health issues as they attract pigeons and other vermin who deposit their droppings on the structure and pavement accelerating the deterioration and increasing the maintenance liability to the charity in maintaining the bridge structures, and to the City Corporation as street and highway authority (in its local authority capacity).
3. It was apparent that illegal traders are co-ordinated, opportunistic and swiftly adapt to patterns of enforcement necessitating evening and weekend operations as well as those undertaken in the normal working week.

4. City Corporation Officers until recently had no enforcement authority on the south side of Millennium and London Bridges and any part of Tower Bridge as they are outside of the City of London boundary, although the bridge structures are owned, funded and maintained by BHE. (Transport for London (TfL) is the highway authority for Tower Bridge, London Bridge and Blackfriars's Bridge. The City (north halves) and Southwark (south halves) are the highway authorities for Southwark Bridge and the Millennium Bridge. The lack of enforcement had reflected poorly on the image and reputation of the City of London.
5. PHES Committee resolved that several short- and longer-term actions should be proactively undertaken to manage and dissuade this type of activity: -
 - a. To adopt a targeted enforcement strategy for illegal traders within the City of London's boundaries.
 - b. To seek delegated authority from neighbouring Local Authorities to enforce within their boundaries on the bridges.
 - c. To seek appropriate funding to provide enhanced enforcement capability, specifically to appoint an enforcement officer to focus on the bridges and environs.
6. Illegal trading being carried out within the City of London boundaries was tackled successfully through enforcement by City Corporation local authority Licensing Team Officers and by stopping traders, seizing receptacles and by prosecutions. This all contributed towards the near elimination of illegal street trading within the City of London area.
7. To enable effective enforcement on the bridges, the Court of Common Council for the City Corporation as street trading enforcement authority resolved on 8 March 2018 to enter into delegation agreements with our neighbouring local authorities. Section 101 Agreements under the Local Government Act 1972 were negotiated and secured with the London Borough of Southwark on 23 May 2018, and the London Borough of Tower Hamlets (LBTH) on 2 April 2019, and relevant delegated powers of enforcement within those local authority areas passed to City Officers.
8. The City Corporation as trustee of BHE in meeting the charity's objects to maintain and support the five bridges, including to meet the reasonable costs of policing the bridges to this end, resolved in the best interests of the charity to help meet the costs of enhanced enforcement activity on and around the bridges. This funding was approved for the financial years 19/20 and 20/21.
9. A dedicated City Bridges Licensing Officer has been funded and in post since November 2018, commencing the pilot ahead of the BHE funding period to deal with the acute issues, and has been supported by existing resources in the Licensing Team to provide enforcement 7 days a week, including times of peak footfall (evenings and bank holidays). Where costs have not been met from BHE, they have been met from City Fund in the usual way for such enforcement activity.

10. A working group of Officers has been in place since 2017 to co-ordinate action across the three local authority areas of the City of London, Southwark and Tower Hamlets. Officers from these authorities are represented on the working group together with representatives from TfL and the City of London Police. The group shares intelligence and delivers co-ordinated operations across the bridges and environs.
11. This report therefore presents the evaluation of the outcomes of the 2-year enforcement pilot on the bridges and surrounds, and presents further options to be trialled for a further two-year period to deal with the ongoing issues of illegal trading.

Current Position

12. From November 2018 to September 2020 the five bridges and their immediate environs receive daily inspections for illegal street trading activity:. The Thames Path between Blackfriars and Tower Bridge including Peters Hill and Old Billingsgate are included, as are some City of London locations occasionally frequented by traders, such as St Pauls Cathedral and Water Lane. The inspection times are programmed to align with peak trading times and are flexible to respond to trader activities and times of peak visitor activity such as weekends, evenings, special events and Bank Holidays.
13. **Appendix 1** shows the resulting detail of illegal street trading enforcement activity for the same time period, there has also been significant interventions for other undesirable activity that although not within the scope of the initial project have been addressed.
14. In summary, 26 selling receptacles seized (19 peanut, 5 hotdog, 2 ice cream receptacles), 365 informal warnings given on occasions where Police were not available to assist with seizure, where officers were assisting security staff on private land or outside of the delegated areas. 18 offences have been prosecuted (details in **appendix 2**), a number of these prosecutions have been supported by CCTV evidence. Officers have also disrupted 325 illegal gambling operations, 235 pickpockets and 370 buskers.
15. Notably, on the day of the Fishmongers Hall terror attack, the City Corporation Bridge Licencing Officer was present near the scene as events unfolded and was the first to notify Tower Bridge Control who triggered their incident management plan for Monument and the bridge before any formal notifications were received.
16. Relationships with other partners have been strengthened with operations and intelligence flowing between the National Food Crime Agency, City of London Police, Metropolitan Police, Tower Bridge Security, Her Majesty's Revenue and Customs, Border Force, TfL Traffic Enforcement, Better Bankside, Tower of London, Potters Field Management Trust, Tate Modern, LBTH and London Borough of Southwark.
17. City Corporation officers took part in an operation on New Year's Eve run by the Metropolitan Police targeting illegal street traders in and around the event footprint which aimed to disperse crowds more quickly and reduce congestion on

one of London's busiest evenings. Officers targeted the bridges and successfully removed traders from Blackfriars Bridge and assisted with seizures and storage of receptacles from across central London.

18. As a result of the persistent enforcement activity, the areas now able to be enforced by City Corporation Officers remain relatively clear of traders with displacement now affecting the areas immediately outside of the area with which the section 101 delegations operate, i.e. Bankside, the Tower and Tower Hill tube station. Altercations have been noted between traders as they compete for the limited pitches now available. Joint operations with City and LBTH officers have been conducted over the times of peak footfall such as Bank Holiday weekends to target these new trading areas.
19. Feedback from Tower Bridge management team, DBE's cleansing team, City Police and visitors to the bridges has been extremely positive and all have been grateful that this long running issue has finally been tackled effectively.
20. The traders have however adapted to the increased enforcement by improving their own communications and organisation. For example, if a City Corporation officer is undertaking a seizure on Millennium Bridge, a trader will take the opportunity on Tower Bridge knowing they have some time to trade prior to the officer returning.
21. In addition, at peak seasonal times the area attracts other undesirable elements such as gamblers and pickpockets, intelligence gathered is reported to the Police who have also targeted operations on these individuals and gangs resulting in successful Police prosecutions.
22. Both the London Borough of Southwark and LBTH have licensed ice cream and hot dog stalls around Tower Bridge and Bankside but even with this provision in place, the illegal traders are undeterred.
23. The Covid-19 lockdown resulted in no illegal traders over the period of no footfall, but they returned in July 2020 once footfall began to gradually increase again. The options presented propose that the funding for the continuation of enhanced enforcement capability for a further two-year period will commence in April 2021, which will coincide with the recovery following the second wave of Covid-19 pandemic.
24. The spend on inspection and enforcement funded by BHE from April 2019 to the end of March 2021 is summarised as follows:

• Licensing Officer	£100k
• Additional resources for operations	£5k
• Equipment (Bodycams)	<u>£2k</u>
	£127k
25. During the initial pilot period, significant additional support has been provided from existing City Fund resources within the Department of Markets and Consumer Protection's Local Risk Budget, as the initial funding estimate for the

pilot underestimated the level of unsocial hours required, and the further support needed for conducting operations and providing 7 day and holiday cover.

26. Joint funding options have also been explored with the neighbouring Local Authorities but there is no scope for this option to be taken forward at the present time.
27. Having regard to other service demands of the City Corporation and the enforcement team, and as the enforcement area under the delegation arrangement with our neighbouring Local Authorities extends into their areas, on balance it is not considered appropriate to fund the enhanced enforcement provisions on and in the environs of the bridges from City Fund.

Options

28. There are three possible options available:

- a. Cease funding. If funding is not identified and enforcement activity by City Corporation officers reduces, evidence suggests the traders will immediately return to the bridges leading to the public safety and health risks identified above, and which will reflect poorly on the reputation of BHE as owners the bridges which are popular visitor destinations, or which otherwise provide a gateway for residents, workers and visitors into the City of London area.
- b. Extend the funding from BHE for a further 2 years from April 2021 and extend the contract of the existing enforcement officer at a cost of £134. This would not provide 7 day or holiday cover, support for operations or the ability to have 2 officers approach the bridges from each end and experience has shown that traders will simply move off and an element of illegal street trading is likely to continue on the bridges.
- c. Extend the funding from BHE for a further 2 years from April 2021, extend the contract of the existing enforcement officer and create a further temporary Licensing Officer post to maintain the current level of enforcement focused on the bridges and environs, including 7 days per week, unsocial hours and bank holidays at a cost of £268k. This level of enforcement capability, also having regard to the proposed extension of enforcement areas into our neighbouring Local Authority area in the Millennium Bridge Approach, is considered most likely to achieve the elimination of illegal street trading and other undesirable activity on and near the bridges.

Proposals

29. Having regard to the duties of the City Corporation as trustee of BHE to support and maintain the bridges - which may include meeting reasonable and proportionate costs of policing the bridges with a view to protecting, preserving and safeguarding the structures and the safety of those who use them - officers consider that it is in the best interests of the charity to meet the proposed costs as set out in Option C, at paragraph 28 above.

30. This proposal is considered to be the most proportionate in the circumstances, and there are clear benefits to the charity and the general public served by the charity to be gained through an elimination of illegal street trading from the bridges and areas within close vicinity of the bridges by enhancing the current capability through the appointment of an additional officer. This will provide an effective, single point of contact to work closely with neighbouring Local Authorities, City Corporation Departments (Open Spaces, DBE, Town Clerk's, etc), and associated agencies such as the National Food Crime Unit, Border Force, the MET Police and City of London Police to achieve longer-term control.
31. As the proposed expenditure is directly linked to policing of the bridges and their close environs funding for these costs of £268k over two years from April 2021 is therefore sought from BHE.

Corporate & Strategic Implications

32. This report incorporates the comments of both the Open Spaces Department which operates Tower Bridge, and DBE who consider and maintain the physical infrastructure of the bridges and insofar as relevant to our functions as a highway authority, the public highways and pedestrian areas which cross and adjoin the bridges.
33. This proposal will support two of the main aims of the City Corporation's Corporate Plan 2018 to 2023:
- 'contribute to a flourishing society' in ensuring people are and feel safe and,
 - 'shape outstanding environments' in that our spaces are secure, resilient and well maintained.
34. This proposal will support the key aim of the City's Visitor Strategy 2019 to 2023:
- To develop the City as a vibrant, attractive and welcoming destination for all, leveraging these attributes to showcase London as a world-leading place to visit and do business
35. A charity trustee has duties *inter alia* to meet its charitable objects for the public benefit, and to preserve charity property and take appropriate steps to safeguard those who have access to that property. A charity trustee should also have regard to the reputational implications for their charity associated with a failure to safeguard their charity, its property and its beneficiaries. In this case the proposed expenditure by BHE is in respect of enforcement on the bridges and areas within their close vicinity. It is considered by officers to be a proportionate means to safeguard the reputation of BHE and therefore to be in the charity's best interests. Prioritisation of this expenditure by BHE over other activities has been considered, with officers concluding that this does support the best interests of the charity noting that a further review period is to be built in.

Implications

36. The anticipated cost of the enhanced enforcement capability for the bridges and immediate environs is £134k per year. It is proposed that funding is provided for a further 2 years from April 2021, and reviewed annually. The short breakdown of anticipated costs is as follows: -

- Licensing Officers x 2 £67k
- £134k
- Cost over 2-year extension of project £268k

37. The anticipated costs for this activity would be funded from the unrestricted income funds of BHE. As these costs are deemed to be associated with the primary objective of the charity (maintenance and support of the bridges), these would be met prior to considering the surplus available for charitable giving. The inclusion of the immediate environs is in the interest of BHE and its primary objective. It will ensure the bridges and their immediate environs are kept clear of obstruction and illegal activity.

Conclusion

38. The 2-year pilot of a new approach to enforcing illegal street trading on the bridges and environs, extending into the Boroughs of Southwark and Tower Hamlets has proven to be immensely successful.

39. With the City of London being promoted as a visitor destination the bridges are obviously an attraction for tourists as well as being used by local communities. The presence of illegal traders detracts from the enjoyment and experience of using the bridges, particularly as the City recovers from the longer-term economic effects of the pandemic. It also adversely impacts upon the security and safety of the bridges and the general public.

40. Officers have historically been frustrated by the boundary issues preventing enforcement on the bridges which extend into neighbouring local authority areas, as well as by the lack of regular enforcement action from neighbouring Local Authorities. Therefore, the delegation of enforcement powers from those Authorities during the pilot period have been welcomed and we are seeking to extend the areas for enforcement under the section 101 Agreements with them.

41. Therefore, to effectively enforce on the bridges and environs, it is recommended that the existing capability under the 2-year pilot is extended and expanded upon for a further 2 years from April 2021.

Appendices

Appendix 1: Enforcement Activity November 2018 to September 2020

Appendix 2: Legal Proceedings outcomes

Background Papers

- Illegal Street Trading Report – PHES 4 July 2017
- Illegal Street Trading Report – PHES 21 November 2017
- Illegal Street Trading -Item 20(B) – Court of Common Council 8 March 2018
- Funding for Enforcement Officer for City Bridges May 2018
- Update on Street Trading Enforcement for the City's Bridges May 2019

Rachel Pye

Assistant Director of Environmental Health and Public Protection

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Appendix 1 - Enforcement Activity November 2018 to September 2020

Enforcement activity November 2018 to September 2020	
Activity	Number
Informal warning	365
Seizure of peanut receptacles	19
Seizure of hotdog receptacles	5
Seizure and return of Ice Cream van	2
Informal Warning to Illegal Ice Cream seller	5
Prosecution (individual offences)	18
Number of individuals prosecuted	12
Prosecutions pending court dates	3
Illegal gambling operations disrupted	325
Number of occasions gambling matt and bowls seized	75
Number of ID of suspicious characters passed to COL Police	95
Warning given to cyclist on pavement at Tower Bridge and other bridges	65
Number of buskers asked to move or given warning	370
Pickpockets disrupted	235
Number of warning given to illegal trader on areas outside our ability to enforce	345
Number of times beggars moved on bridges	550
Number of times graffiti on Col bridges reported	16

Appendix 2 - Legal Proceedings outcomes

27 November 2019, Conditional discharge for 6 months; Contribution to prosecution costs of £85 whereas £1385 was sought. Victim surcharge of £20. Forfeiture and destruction of the peanut trolley

15 Jan 2020: £183 fine (One charge), £1,018.00 costs, £30 Victim Surcharge.

15 Jan 2020: £450 fine (Three counts at £150 on each count), £1345 costs, £30 Victim Surcharge

15 Jan 2020: £1050 fine (Three counts, £300, £350 and £400 respectively) £40 victim surcharge, £1192 prosecution costs.

10 February 2020; £220 fine (One count, Illegal Pancake selling) £32 Victim Surcharge, £436 Costs.

10 February 2020; £220 fine (One count, Illegal Ice Cream selling) £32 Victim Surcharge, £436 Costs.

29 February 2020: Defendant selling Hot dogs had his case adjourned for a further date as the summons was returned.

20 February 2020 Defendant Public Order offence case heard at Hendon Magistrate Court for opposing Licensing officer to seize the trolley.

18 March 2020, Illegal trading case (picture frames) postponed and awaiting further date.

15 May 2020, Proceedings against a minor for illegal trading dropped due to his age and protocol from Director of Public Prosecution.

1st September 2020, case of illegal trader withdrawn at Westminster Magistrate court as the defendant could not be traced.

Agenda Item 10

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Committees: Corporate Projects Board <i>for information</i> Planning and Transportation Committee <i>for decision</i> Projects Sub <i>for decision</i>	Dates: 25 November 2020 15 December 2020 17 December 2020
Subject: London Bridge Waterproofing and Bearings Replacement Unique Project Identifier: 12017	Gateway 6: Outcome Report (Regular Route) Regular
Report of: Director of the Built Environment Report Author: Trina Desilva	For Decision
PUBLIC	

Summary

1. Status update	Project Description: Replace waterproofing and bearings in north and south abutments on London Bridge RAG Status: Green (Green at last report to Committee) Risk Status: n/a Costed Risk Provision Utilised: £338,000 Final Outturn Cost: £2,804,000
2. Next steps and requested decisions	Requested Decisions: <ul style="list-style-type: none"> • Approve closing the project, providing the final account is agreed within £2,626,000 • Delegated authority is given to the Chief Officer to agree a settlement of disputed items, if this becomes necessary. • Delegated authority is given to the Chief Officer to use released but unspent CRP allocation (up to £61,000) to settle, if this becomes necessary.

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3. Key conclusions	<p>The project was delivered early, and within the approved budget. Benefits sought from this project were:</p> <ol style="list-style-type: none"> 1. Reduction of leakage through the structure. 2. No risk to bridge movement from further deterioration of the bearing plates or the bearings themselves. 3. Minimised traffic disruption. <p>The waterproofing is working effectively, with increased water observed in the drains from the deck. The bearings appear to function correctly so far. Movement of the bridge will be more apparent as we go into the winter, as most of the movement is due to temperature changes.</p> <p>Traffic and pedestrian numbers were drastically reduced as a result of the Covid-19 lockdown, so there was minimal disruption as a result of the works. Ensuring the works continued through the lockdown avoided further disruption and narrowing of busy pavements.</p>
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Main Report

Design & Delivery Review

4. Design into delivery	Some minor design changes were required on site. For example, the central reservation was found unsuitable for waterproofing, and was replaced.
5. Options appraisal	As a replacement project, options of how to carry out the works were limited. The project objectives were met, and similar work should not be necessary for another 25-30 years.
6. Procurement route	Early Contractor Involvement was used on this project, which identified that the existing accesses would be adequate for the job. This was followed by a competitive tender. There were no problems with either method of procurement.
7. Skills base	The project was managed by the Bridges Team, with the designers (AECOM) retained as Supervisor on the contract.
8. Stakeholders	There were very few complaints during the project, perhaps because the covid-19 lockdown reduced the numbers of pedestrians and vehicles on the bridge drastically. Stakeholders were kept informed throughout the project, with regular emails from the contractor and a webpage with monthly updates. FM Conway's post-works survey only attracted three responses, perhaps a

v.April 2019

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	reflection of the low numbers of commuters/tourists affected by the works.
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Variation Review

<p>9. Assessment of project against key milestones</p>	<p>The Gateway 5 report projected a completion date of August 2020. Despite agreeing to TfL’s revised method of working, which should have increased the project duration by a month, the project finished on 11 September 2020.</p>																																
<p>10. Assessment of project against Scope</p>	<p>Shortly after tender award, TfL required a change in the method so the work would be carried out in three phases. The purpose of this change was to reduce the effect of the rush hour pedestrians on the traffic on the bridge. This was approved, and TfL contributed £180,000 to the works. The covid-19 lockdown started the week after our start on site, so I tried to get Transport for London to return to the original methods, given that there were very few pedestrians on the bridge. They would not agree to go back to two phases of work, in case there was a large return of pedestrians to the city.</p>																																
<p>11. Risks and issues</p>	<p>The table below shows the original GW5 approved budgets for Costed Risk Provision (CRP), the amount requested and the amount used.</p> <table border="1" data-bbox="464 1032 1476 1400"> <thead> <tr> <th></th> <th>GW5 budget</th> <th>Requested</th> <th>Used</th> </tr> </thead> <tbody> <tr> <td>Joints damaged during works</td> <td>30</td> <td>0</td> <td>0</td> </tr> <tr> <td>Condition of concrete not acceptable</td> <td>100</td> <td>20</td> <td>20</td> </tr> <tr> <td>Third Party delays</td> <td>200</td> <td>27</td> <td>0</td> </tr> <tr> <td>Connections to adjacent properties</td> <td>10</td> <td>0</td> <td>0</td> </tr> <tr> <td>Replace entire Eastern footpath</td> <td>218</td> <td>218</td> <td>157</td> </tr> <tr> <td>Variation in quantities</td> <td>75</td> <td>73</td> <td>73</td> </tr> <tr> <td>Total</td> <td>633</td> <td>338</td> <td>277</td> </tr> </tbody> </table> <p>£277,000 has been used from the CRP, under delegated authority. A further £61,000 has been drawn down from the CRP but not spent.</p> <p>Without the Costed Risk Provision the project would have hit delays, as there were additional costs which needed to be agreed, particularly in the summer, when committees were not sitting. Being able to go for Director approval meant contract instructions could be placed without any delay.</p> <p>The pandemic was an unforeseen risk. There was potential for this to affect the supply of the bearings and the paving slabs. The work to the bearings did run a little later than originally planned but fortunately this was not on the critical path. We had contingency plans in case the paving was not supplied in time, but fortunately Conway’s were able to</p>		GW5 budget	Requested	Used	Joints damaged during works	30	0	0	Condition of concrete not acceptable	100	20	20	Third Party delays	200	27	0	Connections to adjacent properties	10	0	0	Replace entire Eastern footpath	218	218	157	Variation in quantities	75	73	73	Total	633	338	277
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	get hold of the required quantity of stone in time for the eastern footpath to be relaid.
12. Transition to BAU	The original plan was for the bridge to be handed back to the City of London on completion. Transport for London were unwilling to revert to the original traffic signal timings (essential to remove the contraflow from the bridge). In the end it was agreed that TfL would take over the final works (removal of the traffic management and reinstatement of the central reservation) to avoid the City having to maintain the works until TfL could reinstate the signals. This was not the handover as envisaged, but it has allowed the City to avoid the costs for removal of the traffic management (£20k).

Value Review

13. Budget	<table border="1"> <tr> <td>Estimated Outturn Cost (G2)</td> <td>Estimated cost (including risk): £5m Estimated cost (excluding risk): £4.28m (CRP first reported at GW3/4)</td> </tr> </table>		Estimated Outturn Cost (G2)	Estimated cost (including risk): £5m Estimated cost (excluding risk): £4.28m (CRP first reported at GW3/4)																						
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<table border="1"> <thead> <tr> <th>All costs in £'000s</th> <th>At Authority to Start work (G5)</th> <th>Last Approved Budget</th> </tr> </thead> <tbody> <tr> <td>Fees</td> <td>£97</td> <td>£93</td> </tr> <tr> <td>Staff Costs</td> <td>£39</td> <td>£43</td> </tr> <tr> <td>FM Conway works</td> <td>£2,261</td> <td>£2,770</td> </tr> <tr> <td>Other Works</td> <td>£80</td> <td>£164</td> </tr> <tr> <td>Sub Total</td> <td>£2,477</td> <td>£3,070</td> </tr> <tr> <td>CRP remaining</td> <td>£633</td> <td>£295</td> </tr> <tr> <td>Total</td> <td>£3,110</td> <td>£3,365</td> </tr> </tbody> </table> <p>Expected costs at completion are lower than the latest agreed budget, and are shown in Appendix 2.</p> <p>The final account for these works has not yet been agreed. There are some disputed items remaining to be agreed between FM Conway and the City. The disputed costs are included in the figures quoted above for outturn cost. Negotiation of these disputed amounts may be necessary to avoid formal (and expensive) dispute resolution. It is recommended that delegated authority is given to the Director of the Built Environment to agree any negotiations needed to resolve these</p>			All costs in £'000s	At Authority to Start work (G5)	Last Approved Budget	Fees	£97	£93	Staff Costs	£39	£43	FM Conway works	£2,261	£2,770	Other Works	£80	£164	Sub Total	£2,477	£3,070	CRP remaining	£633	£295	Total	£3,110	£3,365
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	<p>items. The cost of disputed items is within the £61k already approved for release from the CRP but unused.</p> <p>It is proposed that the project budget remains open until retention is paid (September 2021).</p> <p>Transport for London have met £180,000 of the project costs, this covers the moves of the hostile vehicle mitigation barriers on the bridge, and the changes TfL requested (three phases of work rather than the two originally agreed). The remainder of the works costs have been met by the Bridge House Trust.</p>
14. Investment	n/a
15. Assessment of project against SMART objectives	Please refer to section 16 below. No SMART objectives were set previously.
16. Key benefits realised	<p>The key benefits stated in the Gateway 2 report were:</p> <ul style="list-style-type: none"> • Reduced leakage will ensure the safety of the structure. • Repair of the bearings will ensure the structure can articulate without stress. <p>The project has delivered these benefits.</p>

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Lessons Learned and Recommendations

<p>17. Positive reflections</p>	<p>FM Conway prioritised this project even with the Covid lockdown in place. Potential delays in the manufacture and delivery of the bearings, and cutting of stonework, were eliminated and we were still able to complete the work ahead of programme. There were no instances of staff with symptoms, or having to self isolate, which could be a result of the new procedures introduced both from the City and from FM Conway.</p> <p>There were savings against the replacement of the paving on the east side of the bridge. This was due to the contract being remeasurable, so the rates tendered were used directly to build up the cost of this additional item. It is recommended that the savings against this item are used to offset the cost of disputed items.</p>
<p>18. Improvement reflections</p>	<p>There were no significant 'lessons learned' to be noted for future projects.</p>
<p>19. Sharing best practice</p>	<p>All relevant information will be kept in the Bridges Team records.</p>
<p>20. AOB</p>	<p>n/a</p>

Appendices

<p>Appendix 1</p>	<p>Project Coversheet</p>
<p>Appendix 2</p>	<p>Approved and Expected Outturn Costs</p>

Contact

<p>Report Author</p>	<p>Trina Desilva</p>
<p>Email Address</p>	<p>trina.desilva@cityoflondon.gov.uk</p>
<p>Telephone Number</p>	<p>020 7332 3049</p>

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Appendix 1 – Project Coversheet

Project Coversheet

[1] Ownership & Status			
<p>UPI: 12017</p> <p>Core Project Name: London Bridge Waterproofing and Bearing Replacement</p> <p>Programme Affiliation (if applicable): n/a</p> <p>Project Manager: Trina Desilva</p> <p>Definition of need: Reduce leakage through the structure. Ensure structure is able to expand and contract as designed.</p> <p>Key measures of success:</p> <table border="1"> <tr> <td>1) Reduction of leakage through the structure. Reduction of risk to stability of the structure from further leakage and corrosion.</td> </tr> <tr> <td>2) No risk to bridge movement (expansion/contraction) from further deterioration of the bearing plates or the bearings themselves.</td> </tr> <tr> <td>3) Minimised traffic disruption.</td> </tr> </table> <p>Expected timeframe for the project delivery: March to October 2020</p> <p>Key Milestones:</p> <p>Are we on track for completing the project against the expected timeframe for project delivery? Y</p> <p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing?</p> <p>The CoL media office have issued press releases and are involved as required with the project. There hasn't been any significant public or media impact.</p>	1) Reduction of leakage through the structure. Reduction of risk to stability of the structure from further leakage and corrosion.	2) No risk to bridge movement (expansion/contraction) from further deterioration of the bearing plates or the bearings themselves.	3) Minimised traffic disruption.
1) Reduction of leakage through the structure. Reduction of risk to stability of the structure from further leakage and corrosion.			
2) No risk to bridge movement (expansion/contraction) from further deterioration of the bearing plates or the bearings themselves.			
3) Minimised traffic disruption.			

[2] Finance and Costed Risk		
<p>Headline Financial, Scope and Design Changes: none.</p> <table border="1"> <tr> <td> <p>'Project Proposal' G1-4 report (as approved by PSC and P&T June/July2018):</p> <ul style="list-style-type: none"> • Total Estimated Cost: £5 million • Resources to reach next Gateway (excluding risk): £84,000 • Spend to date: none • Costed Risk Against the Project: none • CRP Requested: none • CRP Drawn Down: none • Estimated Programme Dates: Works on site August 2019 – January 2020 <p><i>Scope/Design Change and Impact: none</i></p> </td> </tr> <tr> <td> <p>Issues report (as approved by PSC 19/06/2019):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £4,216,000 • Resources to reach next Gateway (excluding risk): no further amount requested • Spend to date: £57,319 • Costed Risk Against the Project: £720,000 • CRP Requested: £720,000 • CRP Drawn Down: none • Estimated Programme Dates: Works on site March to September 2020 </td> </tr> </table>	<p>'Project Proposal' G1-4 report (as approved by PSC and P&T June/July2018):</p> <ul style="list-style-type: none"> • Total Estimated Cost: £5 million • Resources to reach next Gateway (excluding risk): £84,000 • Spend to date: none • Costed Risk Against the Project: none • CRP Requested: none • CRP Drawn Down: none • Estimated Programme Dates: Works on site August 2019 – January 2020 <p><i>Scope/Design Change and Impact: none</i></p>	<p>Issues report (as approved by PSC 19/06/2019):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £4,216,000 • Resources to reach next Gateway (excluding risk): no further amount requested • Spend to date: £57,319 • Costed Risk Against the Project: £720,000 • CRP Requested: £720,000 • CRP Drawn Down: none • Estimated Programme Dates: Works on site March to September 2020
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v.April 2019

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<p><i>Scope/Design Change and Impact: Programme moved forward to avoid conflict with works on Canon St, which would be part of the diversion route during the works.</i></p> <p>'Authority to start Work' G5 report (as approved by PSC November 2019):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £2,475,000 • Resources to reach next Gateway (excluding risk): £2,475,000 • Spend to date: £57,319 • Costed Risk Against the Project: £1,330,000 • CRP Requested: £633,000 • CRP Drawn Down: none yet • Estimated Programme Dates: March – September
<p><i>Scope/Design Change and Impact: Budget decreased in line with tenders.</i></p> <p>Issue report (as approved by the Chairmen and Deputy Chairmen of PSC and P&T, February 2020):</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £2,730,000 • Resources to reach next Gateway (excluding risk): £2,730,000 • Spend to date: £66,000 • Costed Risk Against the Project: £1,330,000 • CRP Requested: £633,000 • CRP Drawn Down: none yet • Estimated Programme Dates: March – October <p><i>Scope/Design Change and Impact: TfL requested changes to the method of work, which would increase the total estimated cost to £2,731,000 and delay completion by four weeks.</i></p>
<p>Budget Adjustment (approved 25.03.2020)</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £2,730,000 • Resources to reach next Gateway (excluding risk): £2,730,000 • Costed Risk: £1,330,000 • CRP Requested: £245,000 • CRP Draw Down: none yet • Estimated Programme Dates: completion October 2020 <p><i>Changes and Impact: TfL funding for requested changes confirmed at £180,000. Anticipated need to replace all the paving on the east footpath. £245,000 of risk money released to cover replacement of the paving (£218,000) and part of the costs of the additional phase of works (£27,000).</i></p>
<p>Budget Adjustment (approved 19.08.2020)</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £2,730,000 • Resources to reach next Gateway (excluding risk): £2,730,000 • Costed Risk: £405,000 • CRP Requested: £388,000 • CRP Draw Down: £245,000 • Estimated Programme Dates: completion September 2020 <p><i>Changes and Impact: Approval given to extend FM Conway's contract to include reinstatement of the road to Transport for London's design. This will be an increase of £31,498.41 on the contract value. The 'third parties' budget will be used to cover this.</i></p>
<p>Budget Adjustment (approved 19.08.2020)</p> <ul style="list-style-type: none"> • Total Estimated Cost (excluding risk): £2,730,000 • Resources to reach next Gateway (excluding risk): £2,730,000 • Costed Risk: £405,000

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- CRP Requested: £338,000
- CRP Draw Down: £275,000
- Estimated Programme Dates: completion September 2020

Changes and Impact: Approval requested to extend the value of FM Conway's contract to cover potential variations in cost to a total value of £93,293. The 'variations in quantities' budget in the costed risk provision will be used to cover this.

Issues Report (approved 02.09.2020)

Approval given to enter a licence with Transport for London to ensure ongoing maintenance of the cycle separators to be installed on London Bridge.

Total anticipated on-going commitment post-delivery [£]: no proposed increase in maintenance costs

Programme Affiliation [£]: none

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Appendix 2 – Approved and Expected Outturn Costs

Description Item	Costs (£'000s)			Comments
	Last approval Aug 2020	Estimated outturn costs	Change	
Pre works costs	66	66	0	
Works costs				
Preliminaries	251	251	0	
Waterproofing	1367	1362	-5	
Bearings	388	388	0	
Access	0	0	0	
Traffic Management	348	356	8	Most of this is a disputed item, the removal of a traffic island
Replace broken paving slabs and kerbs	218	157	-61	Rates for estimate of replacement cost were higher than contract rates, a small area of paving was able to be reused rather than replaced
Costs to split working on east side of bridge			0	
Additional Prelims	37	37	0	
Additional TM	48	48	0	
Debris barriers	8	0	-8	
Revised TM drawings	4	4	0	
TM for HVM adjustment	19	0	-19	No additional TM required
Adjust Road Marking	2	0	-2	Covered by TfL reinstatement
Waterproofing additional mobilisation	23	23	0	
CCTV cameras	2	0	-2	Dummy cameras provided by TfL
Additional planing visit	24	0	-24	
Installation of new road layout	31	0	-31	Covered by TfL reinstatement
FMC works sub-total	2770	2626	-144	
Additional movement of HVM	64	56	-8	Original quote incorrect

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Third Parties	100	19	-81	Only one out of three CCTV cameras required moving to implement contraflow. No reinstatement costs, temp camera to remain until new permanent system is installed next year.
Fees/staff costs	70	60	-10	
Total cost	3070	2827	-243	

Committee	Dated:
Planning and Transportation Committee	15/12/2020
Subject: Transport Strategy Update: Quarter 2 2020/21	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9. We are digitally and physically well-connected and responsive. 12. Our spaces are secure, resilient and well-maintained.
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	Various
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Report of: Director of the Department of the Built Environment	For Information
Report author: Averil Pittaway, Strategic Transportation Officer	

Summary

Members have requested quarterly updates on progress with delivering the City of London Transport Strategy. This report covers Quarter 2 of 2020/21 (July - September 2020).

An update on Delivery Plan projects is provided in Appendix 1. While progress continues to be made, several projects and activities continue to be on hold due to suspension of external funding, and most have experienced some delay due to COVID-19, as reported in the September update on Quarter 1.

In November Transport for London (TfL) were able to release some Local Implementation Plan (£368k) and Liveable Neighbourhood (£150k) funding for the remainder of 2020/21. This is approximately a third of the previously agreed Local Implementation Plan (LIP) programme for the year although only a small proportion of the overall Delivery Plan funding. We have indicated in Appendix 1 where this has allowed projects to restart. Alternative funding sources have also been identified for some projects, such as Globe View Walkway, again this is indicated in Appendix 1

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

- Completion of pavement widening at Bank junction
- Cycle training sessions funded through TfL have recommenced.

Additional activities in Quarter 2 included:

- Ongoing delivery of the City Streets: Covid-19 transport recovery programme.

- Delivering two cycle safety roadshows in partnership with City of London Police at St Bartholomew's Hospital and Moor Lane
- A two-week virtual campaign to celebrate Car Free Day 2020
- Securing Committee approval for the City Corporation to participate in a rental e-scooter trial
- Preparing an updated Road Danger Reduction & Active Travel Plan for 2020/21 – 2022/23

Recommendation

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 2020/21 – 2022/23 Delivery Plan has been prepared and was brought to this Committee in September.
3. Members have requested quarterly updates on progress with delivering the Transport Strategy. This report covers Quarter 2 of 2020/21 (July – September 2020).

Q2 Update

4. The quarterly update on progress with Delivery Plan projects is provided in Appendix 1, which includes a RAG status. The RAG status assumes project dates were reset after the Covid-19 lockdown period and work has resumed on most projects.
5. Progress during the second quarter of 2020/21 includes:
 - a. An operator being chosen for the London Wall Car Park Last Mile Delivery Hub
 - b. Installation of the High Voltage substation and the 6 charge points within Baynard House car park (further ventilation work is still required to allow switch-on).
 - c. Designs have been completed for additional on-street and off-street cycle parking
 - d. Agreeing alternative funding for Globe View at Riverside Walkway with progress made towards Gateway 5
6. The following projects have an amber RAG status due to delays or suspension of TfL funding as a result of COVID-19:

- Barbican & Golden Lane Zero Emission Zone
 - 150 Bishopsgate public realm improvements
 - Cycle route Quietway 11 Queen Street upgrade
 - City Cluster Area Programme
 - Last Mile Delivery Hubs
 - Bank Junction and surrounding streets walking and public realm improvements
7. The EV infrastructure plan includes the provision of an EV charging hub being installed in partnership with TfL at Baynard House car park. The work has been delayed by Covid-19 restrictions, although TfL have now completed the work to install the chargepoints. Use of the charge points and formal go live is dependent on City Surveyors completing the installation of the new ventilation system anticipated Spring 2021. This therefore has a red RAG status.
8. Progress with projects and activities to deliver Vision Zero and help mitigate the CR20 - Road Safety corporate risk includes:
- Completion of pavement widening at Bank junction
 - Cycle training sessions funded through TfL have recommenced, with a higher take up of adult training than previously experienced
9. Additional activities in Quarter 2 included:
- Ongoing delivery of the City Streets: Covid-19 transport recovery programme.
 - Delivering two cycle safety roadshows in partnership with City of London Police at St Bartholomew's Hospital and Moor Lane
 - A two-week virtual campaign to celebrate Car Free Day 2020
 - Securing Committee approval for the City Corporation to participate in a rental e-scooter trial
 - Preparing an updated Road Danger Reduction & Active Travel Plan for 2020/21 – 2022/23
10. Transport for London were required to pause all 2020/21 funding, in order to prioritise spend on emergency Covid-19 response measures. A decision to release funds (£368k) for the remainder of 2020/21 has now been possible as TfL have secured a financial package with central government. This is approximately a third of the previously agreed programme for the year. The spend will focus on schemes that are able to progress and deliver within this financial year. These are to:
- Complete delivery of the City' Corporation's elements of the Puddle Dock scheme.
 - Deliver three Healthy Streets minor schemes to improve the experience and safety of people walking at Old Broad Street by Pinner's Passage, Creechurch Lane by Leadenhall Street and Gresham Street by Wood Street.
 - Scope opportunities for pavement widening and pedestrian priority in line with the Transport strategy and Climate Action Strategy; and identify priority locations for minor safety and accessibility improvements.

- Install barriers at Baynard House Car Park as part of the delivery of the rapid charging hub.

11. £150,000 of Liveable Neighbourhood funding has also been released for the City Cluster Area Programme.

Corporate & Strategic Implications

12. 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.

13. Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.

Conclusion

14. Delivery of the Transport Strategy is progressing well but several projects continue to be affected by COVID-19 through programme delays or suspension of TfL funding.

Appendices

- Appendix 1: Progress update on Transport Strategy Delivery Plan Q2 2020/21

Background Papers

- City of London Transport Strategy <https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/city-of-london-transport-strategy.pdf>
- 2020/21 – 2022/23 Delivery Plan and Q1 Update
[Committee paper - 2020/21 - 2022/23 Delivery Plan and Q1 update](#)

Averil Pittaway, Strategic Transportation Officer
Department of the Built Environment

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(tel Samantha Tharme 07542 228918)

Appendix 1: Progress update on Transport Strategy Delivery Plan Q2 2020/21

Note: The project RAG status reflects updated programme dates that have been revised due to COVID-19, rather than original programme dates, on projects where this is applicable.

Major Projects Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
<p>Bank Junction and surrounding streets</p> <p>'All Change at Bank' Walking and public realm improvements</p>	2013/14	2022/23	A	<p>£4m capital funding has been provisionally allocated for post G4 detailed design and construction. The project financial range has been scaled back to reflect this.</p> <p>Gateway 3 approval was obtained in May 2020. Further detail feasibility work was undertaken on 3 options, looking at how these 3 options could best operate and what benefits that would provide. This led to a Gateway 4 report in October recommending 1 closure/restriction option for detail design.</p> <p>The work to the Gateway 4 established that with time and budget constraints, as well as some uncertainty over what other schemes may be operational in 2022, it is not currently possible to significantly reduce bus services through the junction in the developing design.</p>
<p>Moorgate Crossrail Integration</p> <p>Walking improvements to junction and surrounding public realm (in conjunction with Crossrail)</p>	2019/20	2025	A	<p>Ongoing work with TfL to determine 'quick wins' at key junctions. Working with TfL to determine modelling type required to take forward longer-term designs for the corridor and junctions. Issues Report currently being developed to outline work to date, next steps and present revised programme of works to take the MCSL project forward.</p>
<p>St Paul's gyratory removal</p> <p>ON HOLD</p> <p>Traffic management measures removal of St Paul's gyratory</p>	2013/14	2025	-	<p>Currently on hold awaiting further developments on Centre for Music corporate project – although project team has been liaising with developers of 81 Newgate Street regarding s278 opportunities in the southern portion of project area.</p>

Major Projects Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
system and Museum of London roundabout.				
Liverpool St Crossrail Integration Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Liverpool Street Station	2019/20	Phase 1 – late 2020/21, Phase 2.1 - late 2021, Phase 2.2 - 2024/25	G	Phase 1 is under construction and being fully funded by Crossrail in the immediate area around station. The programme is delayed and not expected to be complete until July 2021.
Legible London pedestrian signing scheme	2019/20	2020/21	G	Street level works largely complete. Installation now underway on Barbican highwalks - still expected to be complete by year end 20/21,
Fleet Street Area Healthy Streets Plan 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)	2020/21	2021/22 (2025-2040)	G	Gateway 1 and 2 presented at CPB and at the required Committees in late-November and early-December 2020. Works to commence in early 2021.

Minor Schemes Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
Healthy Streets minor schemes Small scale interventions at targeted locations to reduce road danger, improve accessibility, enhance the walking and cycling experience, and/or deliver bus priority, people walking.	2019/20	Ongoing	G	The works at Gresham Street/Old Jewry and Basinghall St are substantially complete. Works at Gresham Street/Wood Street, Creechurch Lane/Leadenhall St and at Old Broad Street by Pinner's Passage are expected to resume in January 2021. TfL has confirmed funding is now available for 2020/21.
Puddle Dock Pedestrian route safety and provision of new walking route (further scheme elements to be delivered by TfL on TLRN)	2019/20	2021/22	G	Highway works are expected to resume in January 2021. TfL has confirmed funding available again for 2020/21.
Riverside Walkway Globe View section. Reinstatement and improvement of Thames path for public access	2019/20	2021/22	G	Alternative funding agreed (S106) therefore scheme is progressing towards gaining Gateway 5 approval in early 2021.
Mansion House Station Environs walking and public realm improvements, including routes to rail stations	2019/20	2021/22	A	Investigation into alternative funding with the view to restart design work in January 2021
Disabled parking bay adjustments	2019/20	2020/21	G	Consultation is complete. Delivery is planned for Dec 20 /Jan 21.

Strategic Transport Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
Future Transport Programme	2019/20	Ongoing	G	Rental e-scooter trial procurement exercise now commenced, set to close in December. Dockless bike expansion ongoing.
City Wide 15 mph speed limit Schemed development; implementation and education programme	2019/20	2021/22	G	Report to the DfT completed and final review underway. Submission expected shortly.
Sustainable logistics centre Co-location major suppliers including, waste collection, courier services, (feasibility and scheme development; implementation to follow in 2030)	2020/21	2030	G	Work to commence in Q4 2020/21.
City of London Streets Accessibility Standard (CoLSAS) City of London Street Accessibility Standard and Audit, and plan for delivery	2019/20	2020/21	G	Agreed revised approach to developing standard. On track to pilot standard tool in March 2021.
Sustainable Servicing Programme policy and guidance working with TfL	2019/21	2020/21	G	No progress this period, still awaiting TfL.
Shared use Review for walking and cycling - Policy and design guide	2019/20	2020/21	G	Approach and criteria being developed in conjunction with Accessibility Standard. Review expected to be completed in 2020/21. Delivery 2021/22
Last mile delivery hubs Two 'last mile' logistics hubs in underutilised City Corporation	2019/20	2021/22	A	An operator has been chosen for London Wall and committee report prepared for December P&T to sign lease, apply for planning permission and undertake enabling works.

Strategic Transport Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
assets by 2022. A further three hubs by 2025				
Kerbside Review Comprehensive review of on-street parking and loading activity	2019/20	2021/22	G	Commencement of Action Plan, with agreed tasks being taken forward. Quick wins are already underway; identification of motorcycle bay locations where signage indicating close proximity of City Car Parks and early and high level discussions with neighbouring borough officers to determine views on permitted loading times
EV Infrastructure Action Plan Assessed demand for infrastructure completed with a number of actions during 2020/21 to assist with delivering sufficient new charging capacity; including innovative projects	2019/20	2020/21	R	Meetings held with potential providers for residents EV provision, as exploratory stage; a competitive procurement process will be necessary when ready to do so. Officers are working on collating more information to prepare a specification. The work at Baynard House for the rapid charge point hub, has progressed - TfL and their contractors have completed the installation of the High Voltage substation and the 6 charge points within Baynard House car park. Use of the charge points and formal go live is dependent on City Surveyors completing the installation of the new ventilation system anticipated Spring 2021.

Cycling Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
<p>City Cycle Network Phase 1 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	2022/23	G	<p>No activity in period.</p> <p>Consultation anticipated in 2021/22. Overall programme delayed by at least 12 months.</p>
Cycle route Quietway 11 Queen Street upgrade	2019/20	2021/22	A	<p>No activity in period.</p> <p>Overall programme impacted by at least 12 months delay and is dependent on TfL funding decision in 2021/22.</p>
<p>City Cycle Network Phase 1 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	N/A
Cycle Parking implementation of additional space for standard and dockless cycles	2020/21	2020/21	G	On-street and off-street cycle parking spaces for standard bikes and dockless hire bikes have been designed and implementation has commenced.

Public Realm Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
Moor Lane – Meanwhile project followed by permanent public realm enhancements	2021/22	2022/23	G	Design complete. Installation due in 2020. Landscaping scheme to be implemented following completion of development. On programme
Mark Lane area – public realm and walking improvements	2020/21	2020/21	G	On programme, final site appraisals are being undertaken
Barts Close public realm improvements	2017/18	2020/21	G	Construction in progress
55 Moorgate – public realm and walking improvements	2020/21	2020/21	G	Some works have commenced, substantive works will begin in January 2021
Creed Court – public realm improvements	2020/21	2021/22	G	Detailed designs are being developed with start of implementation currently planned for Q4 2021.
22 Bishopsgate public realm improvements	2020/21	2021/22	G	Works are under construction.
150 Bishopsgate public realm improvements	2020/21	2021/22	A	Preparatory works (removal of existing trees) underway. Main works due to commence in January 2021 for approx. seven months.
100 Minorities public realm enhancements	2019/20	2021/22	A	Design in progress, awaiting consultation stage. S278 needs to be resolved.
Middlesex Street (Petticoat Lane Market) Public realm improvements to support a rejuvenated market and	2020/21	2021/22	G	Design work for public realm elements of project progressed Gateway 5 report now expected to be submitted in early 2021.

Public Realm Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
increase pedestrian priority at key locations				
Public Realm SPD and Technical Manual update	2020/21	2021/22	G	Approval to initiate the work being sought in Dec 20. Work to commence Jan 21

City Cluster Area Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
City Cluster Area Programme A range of projects to deliver pedestrian priority, traffic reduction, public realm improvements, greenery and climate change resilience, and activation and engagement. Includes City Cluster Healthy Streets Plan and Zero Emission Zone.	2019/20	2022/23	G	CC Programme report approved in July 2020; setting out 3 programmes of work: 1) Pedestrian priority & transport, 2) Well-being & Climate resilience, 3) Engagement & Activation G2-3 report approved in July to develop the Well-being & Climate Resilience programme; currently in progress. Traffic modelling of scenarios in conjunction with the Bank junction scheme requirements has been reprogrammed.

Smithfield and Barbican Area Programme				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
<p>West Smithfield Public Realm and Transportation measures</p> <p>Implementation of public realm and transport measures improvements to support Culture Mile and Museum relocation. Incorporates Smithfield section of Barbican & Smithfield - Healthy Streets Plan;</p>	2019/20	2026	G	<p>A draft public realm concept design (RIBA Stage 2) has been received. The transport work in the draft is based on proposed transport phasing modelled and tested. The concept includes street designs that improve the Healthy Streets Indicator score in each street in Smithfield.</p> <p>Targeted engagement related to the concept design with key stakeholders has commenced and includes the design teams of the Museum of London and the MCP programme, the project's Stakeholder Working Party, LB Islington and TfL.</p> <p>A Gateway 3 report has been drafted and will be presented in December 2020; this sets out next steps which include transport modelling and developed design, as well as engagement with local residents and businesses relating to servicing and access.</p>
<p>Beech Street Transport and Public Realm Improvements air quality and public realm enhancements</p> <p>Incorporates Barbican and Golden Lane section of Barbican & Smithfield - Healthy Streets Plan.</p>	2018/19	2023/24	A	<p>The ETO remains in place with enforcement. Due to traffic reductions due to the second national lockdown, monitoring has been deferred till Jan/Feb 2021.</p>
<p>Barbican & Golden Lane Zero Emission Zone</p>	2020/2021	2021/22	A	<p>On hold and will be reviewed once transport and air quality impacts of COVID-19 are better understood.</p>

Events and Campaigns				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
Sculpture in the City annual programme Temporary public art installations in the City Cluster area	2019/20	2022/23	G	No activity in period.
Lunchtime Streets City Cluster and Chancery Lane Further streets to be identified and funding beyond plan period	2019/20	Ongoing	G	No funding available in 2020/21 and no plan to undertake activity this financial year
Road Danger Reduction Campaigns Behaviour change and community engagement, (including working with City of London Police)	2019/20	Ongoing	G	TfL released funding for cycle training and a good response has been had on numbers taking adult training with Cycle Confident. Cycle roadshows held jointly with the City of London Police have included cycle maintenance work; secure bike marking to prevent theft; and additional road danger reduction behaviour messages.

Other projects				
Project description	Start date	End date	RAG	Progress Update Q2 2020/21
Street lighting upgrade main and side streets upgraded	2018/19	2020/21	G	Ongoing delivery in line with City Lighting Strategy. Completion anticipated in Q4 2020/21.
Zero Emission Waste Collection procurement of waste collection service with Zero Emission Vehicles	2019/20	Ongoing contract	G	Electric truck delivery delayed due to COVID and the vehicles requiring type approval by government. Expected delivery date is January 2021

Committee(s): Planning & Transportation Committee	Date(s): 15 December 2020
Subject: 2020/21 Business Plan Update Q2	Public
Report of: Director of the Built Environment	For Information
Report author: Elisabeth Hannah	

Summary

This report sets out the progress made during Q2 of the 2020/21 Departmental Business Plan. This report continues to build on our approach to share high level data, awards and results as infographics (Appendix 1), you will find further details and additional information at Appendix 2.

At the end of September 2020, the Director of Built Environment is currently forecasting a year end overspend of £876k (7.6%) for her City Fund and Bridge House Estate services, although this will be reduced to an overspend of £566k subject to Court of Common Council approval of the 2020/21 re-budgeting adjustment. Appendix 3 sets out the detailed position for the individual services covered by this Committee.

It is predicted that the budget position will significantly worsen by year end due to the ongoing impact of COVID-19 on income streams across the department and projected under-recovery of staff costs recharged to capital projects. In addition, additional overspends are expected due to the costs of the Tulip Inquiry, a contribution to the costs of the Climate Action Strategy, increased advertising costs, and the carry-forward of the department's 2019/20 overspend. The Director is continuing to review all opportunities to further reduce the projected overspend for your Committee. Appendix 3 sets out the detailed financial position for the 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 28 January 2020.

Key Updates

2. The maintenance and waterproofing programme for London Bridge was completed almost four weeks ahead of schedule. Starting in mid-March, the scheduled work was to replace 24 original bearings and the original protective waterproofing layer under the road surfacing. The maintenance was able to continue throughout the national COVID-19 lockdown.
3. City Plan 2036 consultation delayed due to COVID-19 and changes to Use Classes Order. Revised Plan to be considered by Committees in November & December 2020 and The Court of Common Council in January 2021. Consultation now planned for February/March 2021.
4. Our Climate Resilience team have drafted the Local Flood Risk Management Strategy 2021-27 (with Strategic Environmental Assessment and Equalities appraisal) for public consultation. They have also developed and published the Flood Emergency Plan guidance, available on the City of London Flooding internet page.
5. The Bank on Safety project is now complete following the installation of new traffic signals.

COVID-19

6. The Department continues to support the City's Public Services Silver Group, with a remit including Planning and Construction, Highways and Transportation and Cleansing. With a focus on recovery, the group work closely with the Gold group and are contributing key data to the weekly dashboards.
7. Measures to enable the safe return of the City's workforce and support COVID-19 recovery are being delivered in phases, with the roll out of "Temporary plus" measures expected to be completed by the end of November 2020. These measures replace the initial barriers and cones with more robust materials that are easier for street users to understand.
8. Planning application numbers have increased in Q2 and whilst there are monthly fluctuations the total submissions are still below levels for previous years which would appear to continue to mirror other London Authorities. As with Q1 the number of major schemes at the pre-application stage remains high and are now beginning to translate into the submission of planning applications. Following extensive pre-application discussions, major planning applications have been submitted at 55 Gracechurch Street for an office and retail redevelopment

scheme, Custom House for alterations and extensions to provide a new hotel and associated public realm and an application for a new office tower development at 2-3 Finsbury Avenue has also just been received.

9. Following a delay due to COVID-19, the City of London Street Accessibility Standard revised methodology has been agreed and is expected to be finalised by March 2020.
10. Despite the initial setbacks of COVID-19, the LED replacement scheme is near completion.
11. Cultural activities have been severely limited due to COVID-19. The Sculpture in The City education programme has been converted to provide full digital learning experience this in quarter 2 for remote schools and families learning

Current Position

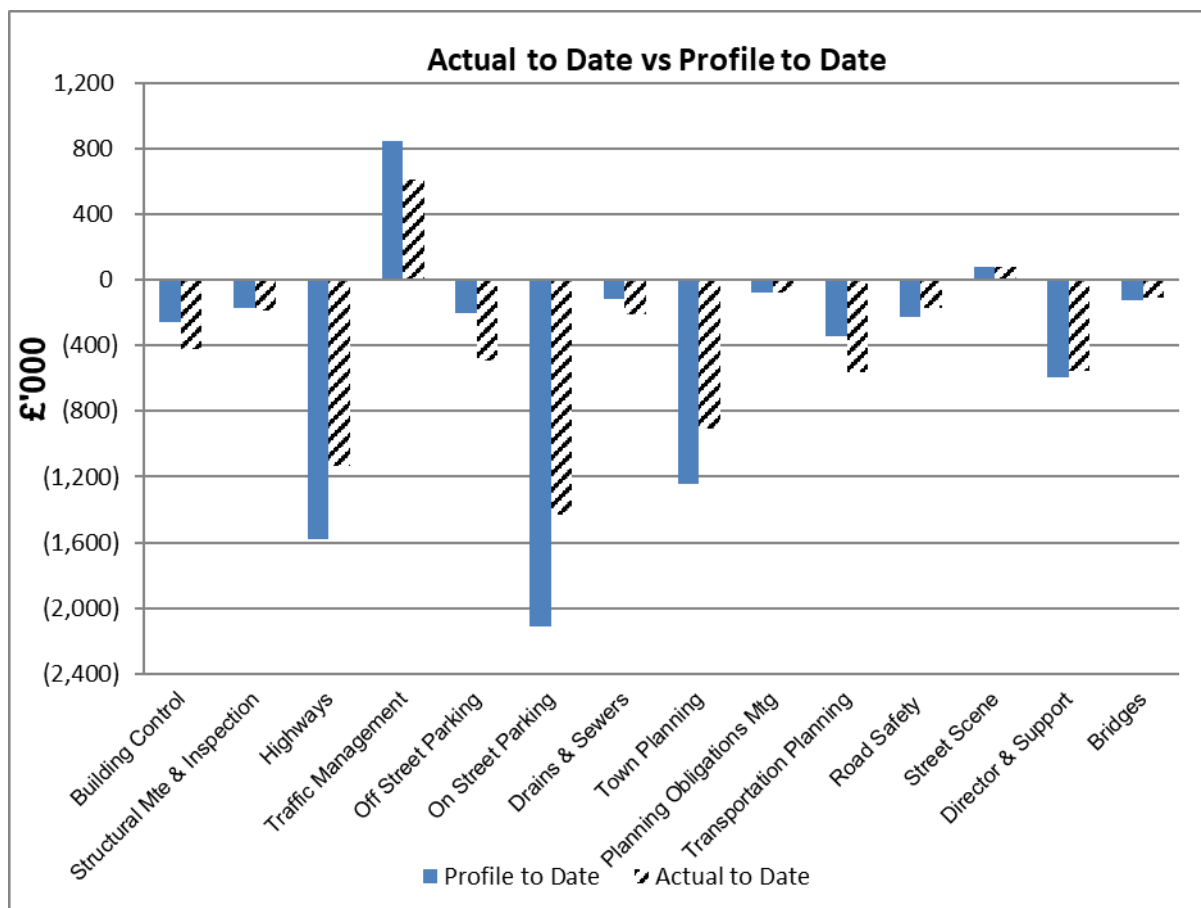
12. Appendix 1 shows our infographic approach to presenting departmental high-level data, awards and results. The work of the department continues to support City of London's Corporate Plan.
13. Appendix 2 gives more details on the infographic, as well as measuring outputs alongside our 20/21 high level objectives as outlined in the Departmental 20/21 Business Plan.
14. Members feedback continues to shape these reports to provide valuable key strategic updates to Members. Further work is being done with the support of the Town Clerk's team to better align with the Corporate Performance Framework (CPF).

Staff Development

15. Two of our apprentices have completed their qualifications, with both achieving distinctions in their level 3 Business Administration courses.
16. The department hired four new apprentices in quarter 2, including technical apprentices in Building Control and Transport Planning.
17. The DBE apprentices have launched a reverse mentoring scheme. The aim of this is to promote and use their strengths within the organisation and to aid the development of their professional skills, networking and communications skills. The scheme has been presented to colleagues in HR and further sharing is expecting with other City departments. If Members would like to speak with one of the DBE apprentices please contact me.
18. The department launched the latest course supporting our talent management strategy this quarter. The ILM5 (Institute of Leadership and Management) qualification will equip delegates with the skills required to launch the next stage of their careers. This recognised qualification will take 18 months to complete, and during this time delegates will work with a coach and personal mentor to establish their own management style.

Detailed Finance Information

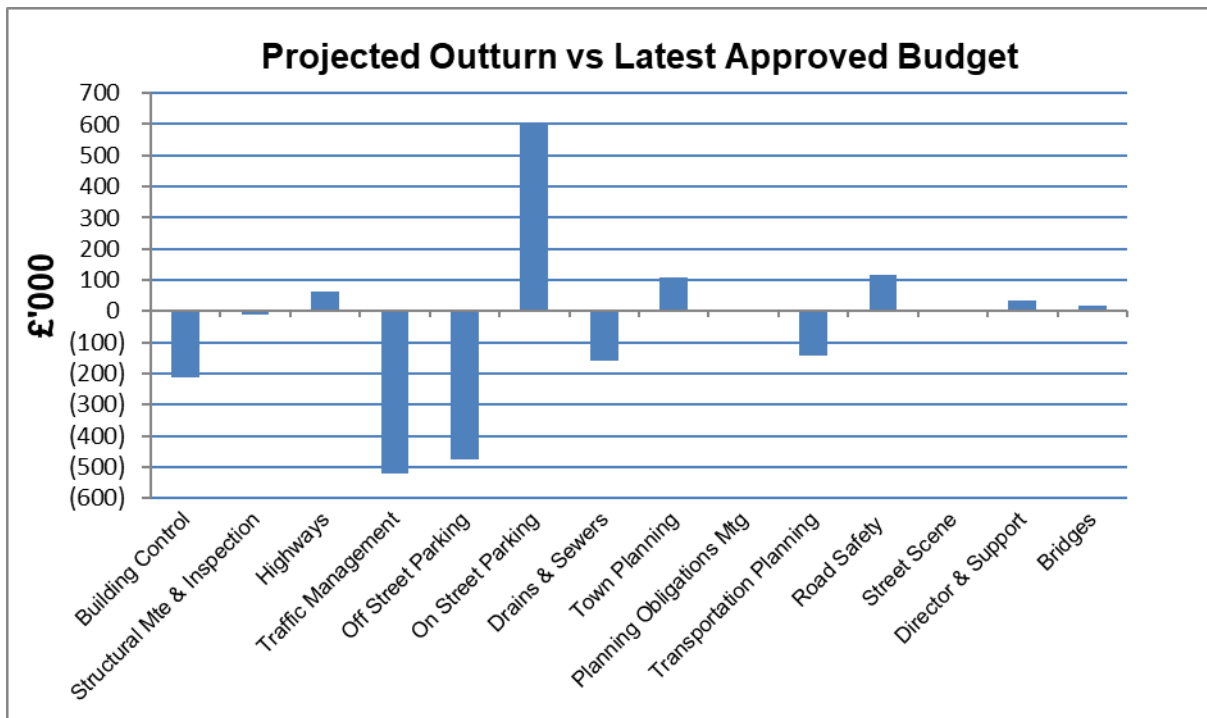
19. The end of September 2020 monitoring position for the Department of Built Environment services within Planning & Transportation Committee is provided at Appendix B. This shows a net underspend to date for the Department of £570k (9.3%) against the overall local risk budget to date of £6.137m for 2020/21.



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 £5,567k is £570k under the profiled budget to date of £6,137k.

20. Overall, the Director of Built Environment is currently forecasting a year end overspend position of £876k (7.6%) for her City Fund and Bridge House Estate services. However, a 2020/21 re-budgeting adjustment of £310k for DBE was recently agreed by Resource Allocation Sub-Committee in response to the effects of COVID-19 on the City's finances which, if approved by Court of Common Council, will reduce the forecast overspend position to £566k.



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 ie either additional income or reduced expenditure.
4. A variance below the baseline is unfavourable is additional expenditure or reduced income.
5. Overall the Department is forecasting an overspend of £876k at year end.

21. The reasons for the significant budget variations are detailed in Appendix B, which sets out a detailed financial analysis of each individual Division of Service reporting to this Committee, for the services the Director of Built Environment manages.

22. The better than budget position at the end of September 2019 is mainly due to reduced variable On-Street Parking enforcement costs and reduced Highways maintenance costs due to reduced and deferred activity as a result of COVID-19, and staffing savings due to vacancies held throughout the Department.

23. These underspends to date are partly offset by reductions in income streams across the department due to the impact of COVID-19; and under recovery of staff costs recharged to capital projects due to reduced activity as a result of COVID-19 together with current staff vacancies within the Department.

24. The Director of Built Environment anticipates that the budget position will significantly worsen by year end due to the ongoing impact of COVID-19 on income streams across the department and projected under-recovery of staff costs recharged to capital projects. In addition, additional overspends are expected due to the costs of the Tulip Inquiry, a contribution to the costs of the Climate Action Strategy, increased advertising costs, and the carry-forward of the department's 2019/20 overspend. These overspends are anticipated to be partly offset by staffing savings due to vacancies, and reduced contractor costs particularly for On-Street Parking enforcement. The re-budgeting adjustment

described above will also partly offset the overspends if approved, but an overall overspend is nevertheless still projected.

25. The Director is continuing to review all opportunities to further reduce the projected overspend for your Committee. She is also currently projecting an underspend on her services within Port Health and Environmental Services Committee which will reduce the overspend for the Department as a whole, after the re-budgeting adjustment, to £221k.

Appendices

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

Background Papers

DBE Business Plan 2020/21
Transport Strategy

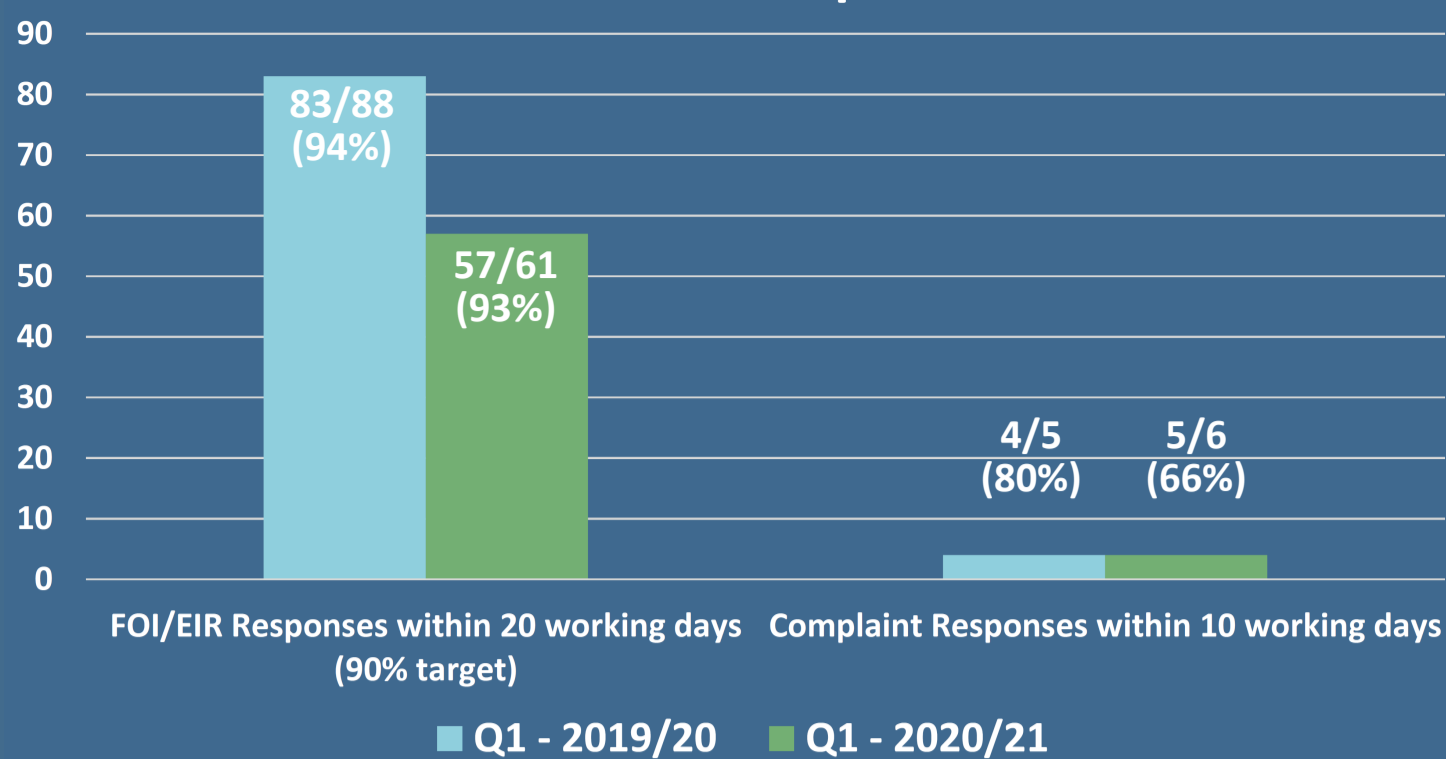
Elisabeth Hannah
Business Manager

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Jenny Pitcairn
Group Accountant

T: 020 7332 1358
E: jenny.pitcairn@cityoflondon.gov.uk

FOIs & Complaints



The Illuminated River Project won the 'Best use of arts, culture or sport in placemaking' award at the Planning Awards 2020



Flood risk advice, SuDS assessment & policy comments given for several sites in the City Flood Risk Areas

Cycle Safety event held (at St Bartholomew's Hospital & Robert McAlpine construction sites) with **49** bikes safety checked and tuned



Gateway 5 Implementation approved for: St. Bartholomew's Hospital public realm including **20m²** of greening & **5** trees planted

Local Flood Risk Management Strategy 2021-27 drafted for public consultation



Riverside Strategy Approach drone survey completed



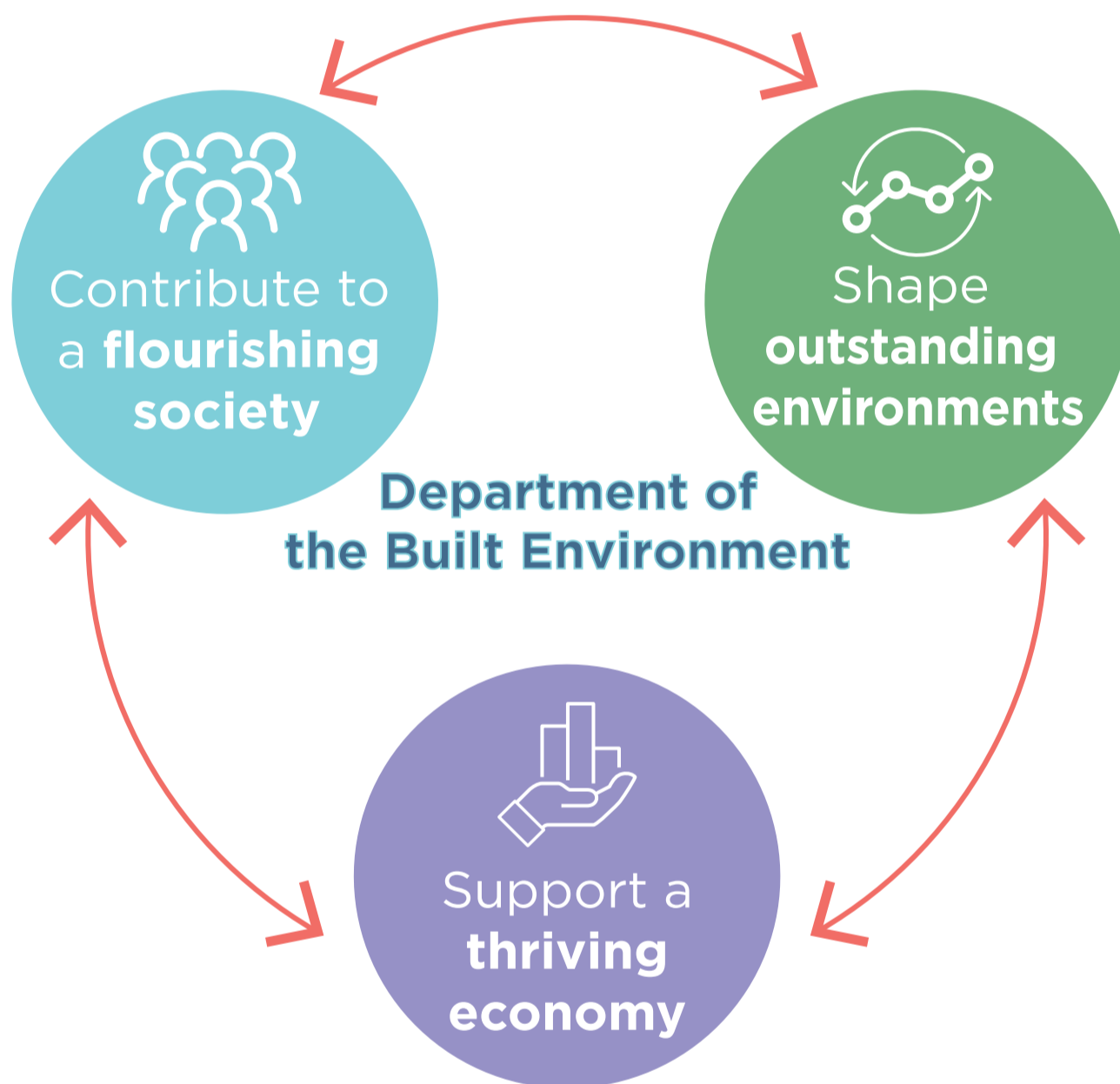
Planning applications determined within agreed timescales:



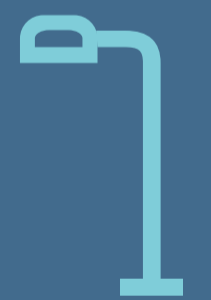
60% - Major (Target 100%)
79% - Minor (Target 65%)
92% - Other (Target 75%)



Staff Development:
- 4 New Apprentices
- 2 Apprentices graduated with distinctions



Quarter 2 street lighting energy usage **37%** lower than 2 years ago



2 Delivery and Service Plans approved



Sculpture in the City education programme converted to provide remote learning



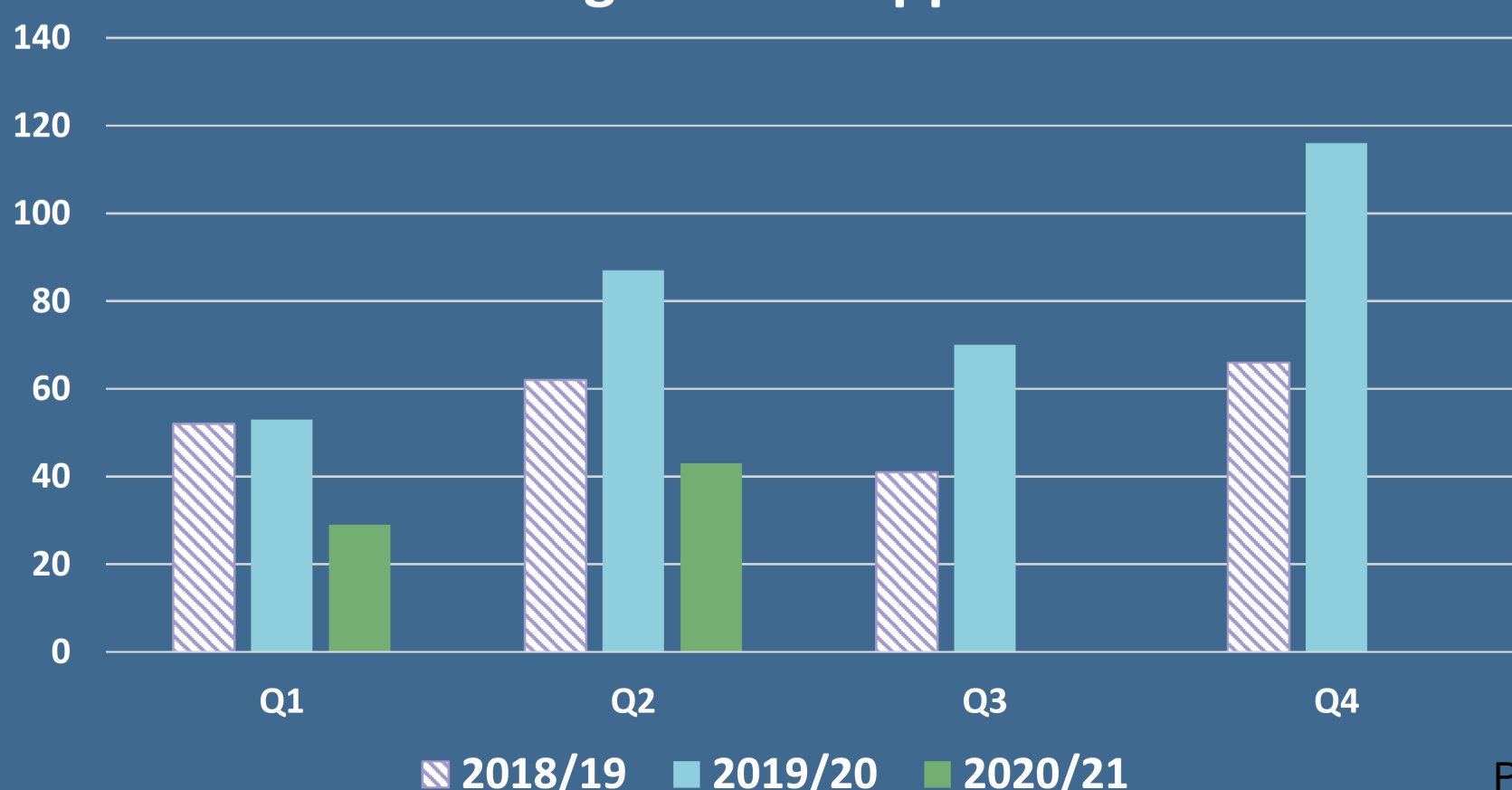
The maintenance & waterproofing programme for London Bridge completed **4** weeks ahead of schedule



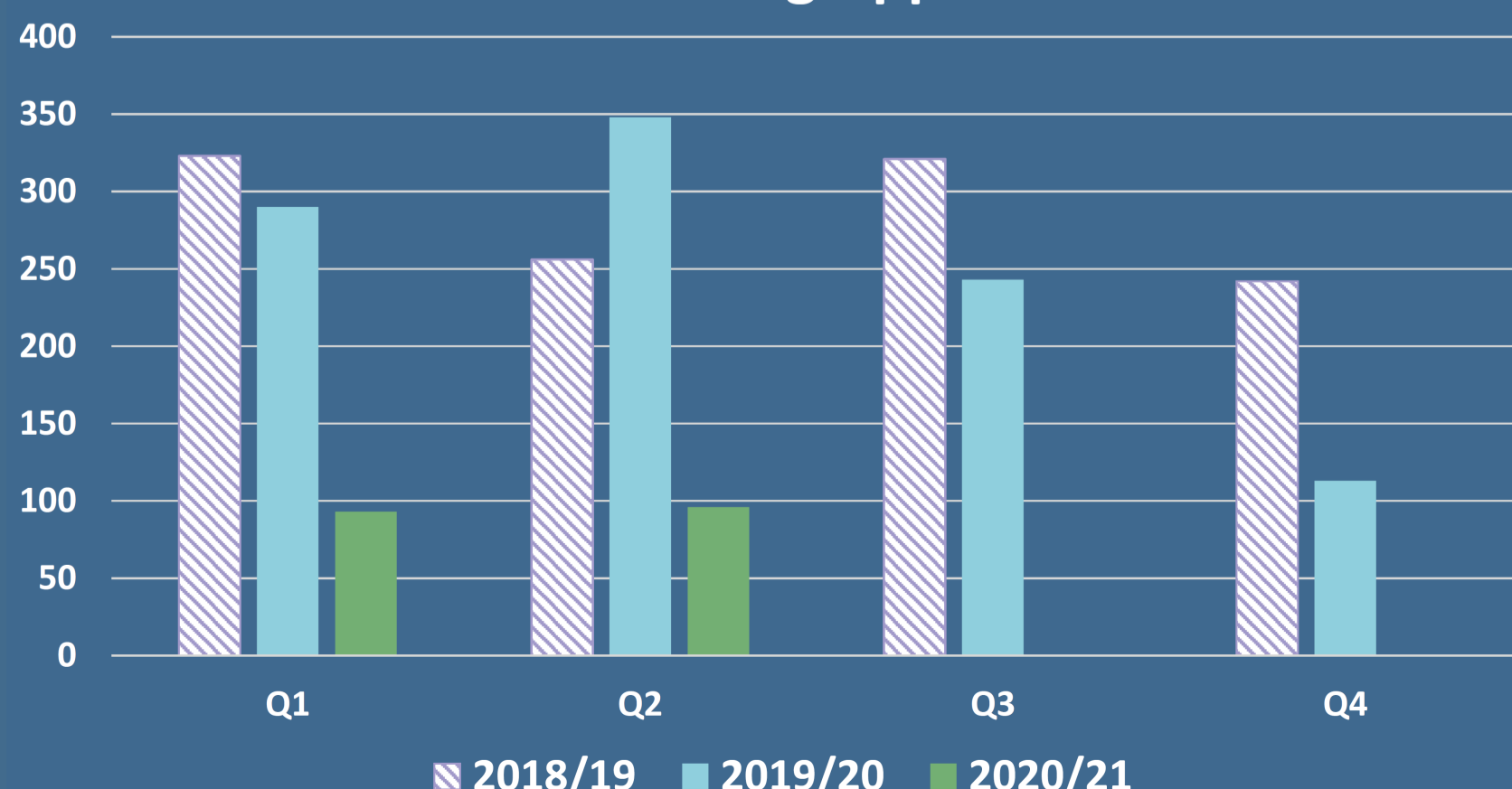
Flood Emergency Plan guidance developed and published



Building Control Applications



Valid Planning Applications



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DBE Top Level Objectives	Activity	Progress Update Quarter 2 2020/21																				
Promoting the construction of high quality, inspiring, adaptable and environmentally sustainable developments which attract a wide range of uses and users <i>(Shape outstanding environments)</i>	City Plan 2036	<ul style="list-style-type: none"> City Plan 2036 consultation delayed due to COVID-19 and changes to Use Classes Order. Revised Plan to be considered by Committees in November & December 2020 and The Court of Common Council in January 2021. Consultation now planned for February/March 2021. 																				
	Planning Applications	<ul style="list-style-type: none"> Decisions Made within agreed timescales <table border="1" data-bbox="891 608 1953 839"> <thead> <tr> <th>Quarter</th> <th>Major (target 100%)</th> <th>Minor (target 65%)</th> <th>Other (target 75%)</th> </tr> </thead> <tbody> <tr> <td>3 (19/20)</td> <td>3 of 4 (75%)</td> <td>59 of 62 (95%)</td> <td>109 of 119 (92%)</td> </tr> <tr> <td>4 (19/20)</td> <td>1 of 1 (100%)</td> <td>39 of 42 (93%)</td> <td>68 of 70 (97%)</td> </tr> <tr> <td>1 (20/21)</td> <td>2 of 3 (67%)</td> <td>38 of 41 (93%)</td> <td>48 of 50 (96%)</td> </tr> <tr> <td>2 (20/21)</td> <td>3 of 5 (60%)</td> <td>31 of 39 (79%)</td> <td>48 of 52 (92%)</td> </tr> </tbody> </table>	Quarter	Major (target 100%)	Minor (target 65%)	Other (target 75%)	3 (19/20)	3 of 4 (75%)	59 of 62 (95%)	109 of 119 (92%)	4 (19/20)	1 of 1 (100%)	39 of 42 (93%)	68 of 70 (97%)	1 (20/21)	2 of 3 (67%)	38 of 41 (93%)	48 of 50 (96%)	2 (20/21)	3 of 5 (60%)	31 of 39 (79%)	48 of 52 (92%)
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Submitting address and street gazetteer updates to national hub	<ul style="list-style-type: none"> Performance has improved from quarter 1, and submission are now meeting Silver Standard. 																					
Development monitoring submissions to London Development Database	<ul style="list-style-type: none"> Submissions made in accordance with required standards – at Green standard. 																					

	Process CON29 searches in average 4 working days.	<ul style="list-style-type: none"> • Searches returned in average of 7.6 days. Performance is improving over time - average of under 3 days in September.
<p>Advancing a flexible infrastructure that adapts to increasing capacity and changing demands.</p> <p><i>(Shape outstanding environments)</i></p>	Improve efficiency and effectiveness of lighting	<ul style="list-style-type: none"> • Quarter 2 carbon usage down 40% from last year, 49% lower than 2 years ago. • Quarter 2 street lighting energy usage down 35%, 37% lower than 2 years ago. • Despite the setbacks of COVID-19, the LED replacement scheme is near completion. We have been working with the Energy Team and our meter administrator Power Data Associates to realise 50% carbon and energy savings. The Mechanical & Electrical Team have been working with developers to ensure a smooth return to business as usual. The Illuminated River project continues unabated with successful inspections of Blackfriars and London Bridges.
	Deliver delivery and servicing elements of Transport Strategy	<ul style="list-style-type: none"> • Continuing to develop potential last mile delivery hub at London Wall Car Park. Preparing report for November Planning & Transportation Committee. • Planning & Transportation Committee resolved to grant consent for Millennium Bridge House on 14th July which will be required to use a physical consolidation centre under the City's Planning Obligations. • 2 Delivery and Servicing Plans approved: <ul style="list-style-type: none"> ○ Farringdon East OSD ○ 20 Finsbury Circus

	Bridge Maintenance	<ul style="list-style-type: none"> The maintenance and waterproofing programme for London Bridge was completed almost four weeks ahead of schedule. Starting in mid-March, the maintenance was able to continue throughout the national COVID-19 lockdown, with engineers keeping safe by following strict additional safety measures and adapting to new ways of working. The scheduled work was to replace 24 original bearings and the original protective waterproofing layer under the road surfacing.
<p>Creating a welcoming seven-day City that is inclusive, clean, secure and accessible</p> <p><i>(Contribute to a flourishing society)</i></p>	Road Danger Reduction	<ul style="list-style-type: none"> Measures to enable the safe return of the City's workforce and support COVID-19 recovery are being delivered in phases, with the roll out of "Temporary plus" measures expected to be completed by the end of November 2020. These measures replace the initial barriers and cones with more robust materials that are easier for street users to understand. A number of engagement activities have been undertaken during September, working jointly with City of London Police, including: Cycle training and bike maintenance checks at St Bartholomew's Hospital and Robert McAlpine construction sites; and police road checks and enforcement have been checking vehicle standards, insurance and licences. <p>St Bartholomew's Hospital:</p> <ul style="list-style-type: none"> 50 bikes were marked by the City of London Police, to facilitate recovery to the owner if stolen. 41 people attended the City of London Police's virtual reality 'exchanging places' activity. 49 bikes were safety checked and tuned up by Havebike. A Cycle Confident instructor gave commuting advice and materials to more than 20 people. <p>Sir Robert McAlpine:</p> <ul style="list-style-type: none"> 39 bikes were marked by the City of London Police.

		<ul style="list-style-type: none"> Nearly 90% of people surveyed said the event made them more likely to want to cycle to work 29 cyclists received maintenance training from Havebike, and 3 cyclists received positioning and posture training Sir Robert McAlpine and Pedal Me met up after the event and are currently in discussions to see if Pedal Me can trial cargo bike use, and train Sir Robert McAlpine staff in using cargo bikes. 																				
	Bank on Safety	<ul style="list-style-type: none"> Project is now complete following the installation of new traffic signals. 																				
	City of London Street Accessibility Standard	<ul style="list-style-type: none"> Revised methodology has been agreed and is expected to be finalised by March 2020, following on from a delay due to COVID-19. 																				
<p>Improving the quality and safety of the environment for businesses, workers, residents and visitors</p> <p><i>(Contribute to a flourishing society)</i></p>	Building Control	<table border="1"> <thead> <tr> <th></th> <th>Q3 (19/20)</th> <th>Q4 (19/20)</th> <th>Q1 (20/21)</th> <th>Q2 (20/21)</th> </tr> </thead> <tbody> <tr> <td>Standard 5 week applications decisions within the timescale. (Target 90%)</td> <td>100% 13 of 13</td> <td>88% 22 of 25</td> <td>100% 9 of 9</td> <td>100% 11 of 11</td> </tr> <tr> <td>8 week applications decisions within the timescale where this has been agreed (Target 90%)</td> <td>100% 19 of 19</td> <td>88% 28 of 32</td> <td>100% 10 of 10</td> <td>91% 10 of 11</td> </tr> <tr> <td>Completion certificates issued within 10 days of the final inspection of completed building work. (Target 85%)</td> <td>100% 42 of 42</td> <td>98% 58 of 59</td> <td>91% 10 of 11</td> <td>100% 21 of 21</td> </tr> </tbody> </table>		Q3 (19/20)	Q4 (19/20)	Q1 (20/21)	Q2 (20/21)	Standard 5 week applications decisions within the timescale. (Target 90%)	100% 13 of 13	88% 22 of 25	100% 9 of 9	100% 11 of 11	8 week applications decisions within the timescale where this has been agreed (Target 90%)	100% 19 of 19	88% 28 of 32	100% 10 of 10	91% 10 of 11	Completion certificates issued within 10 days of the final inspection of completed building work. (Target 85%)	100% 42 of 42	98% 58 of 59	91% 10 of 11	100% 21 of 21
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<p>Ensuring the built environment, businesses and people take action on and are resilient to climate change.</p> <p><i>(Shape outstanding environments)</i></p>	<p>Climate Action Strategy</p>	<ul style="list-style-type: none"> • Progressed Climate Action Strategy through the Committee cycles. • External liaison with Thames Water, Central London North Partnership Group, The London Drainage Engineers Group, London Council’s Green and Resilient Group, The London Environment Coordinators Forum and The London Climate Change Partnership. • Internal promotion of resilience agenda with Public Realm Team, Highways, Markets and Consumer Protection and DBE departmental meetings. • Delivered three Climate Chats – Climate Resilience, Overheating and Water Resources.
	<p>Riverside Strategy</p>	<ul style="list-style-type: none"> • Riverside Strategy Approach - Riverside drone survey completed; desk top study is ongoing. • Secured a place on the Design in the Public Sector Programme, delivered in partnership between the Local Government Association and Design Council.
	<p>Local Flood Risk Management Strategy</p>	<ul style="list-style-type: none"> • Drafted the Local Flood Risk Management Strategy 2021-27 (with Strategic Environmental Assessment and Equalities Appraisal) for public consultation. • Submitted Flood Risk objectives and measures to the Environment Agency. • Flood risk advice, SuDS assessment and policy comments for several sites in the City Flood Risk Area Adelaide House, Custom House, Tudor Street, Millennium Bridge House. • Flood Emergency Plan guidance developed and published. • Reviewed Asset Register of Structures, ownership & state of repair (in conjunction with District Surveyors).

		<ul style="list-style-type: none"> Redesigned new website Flood Risk pages.
<p>Enabling digital connectivity that meets changing business and lifestyle needs</p> <p><i>(Shape outstanding environments)</i></p>	Fibre providers to complete roll out of Fibre to all 12 CoL housing estates	<ul style="list-style-type: none"> Completion is expected by end of 2020.
	Increase small cell locations	<ul style="list-style-type: none"> Currently holding further consultations internally with Public Realm and Planning teams regarding the Freshwave proposal. Date for committee report for Street & Walkways TBC, with deployment date pushed back to quarter 1 2021 as a result.
	Increase Wireless and mobile infrastructure	<ul style="list-style-type: none"> Awaiting further demand from Lambert Smith Hampton regarding City of London housing estates. Deployment is still expected quarter 4 2020.
	Ensure internal and public-facing GIS services are available 99% of the working day	<ul style="list-style-type: none"> 100% - Service was down due to planned Azure migration event from 30th September 2020 to 3rd October 2020.

	Freedom of Information and complaints responses	<table border="1"> <thead> <tr> <th></th> <th>Q3 (19/20)</th> <th>Q4 (19/20)</th> <th>Q1 (20/21)</th> <th>Q2 (20/21)</th> </tr> </thead> <tbody> <tr> <td>Freedom of Information Request responses within 20 working days (Target 90%)</td> <td>100% 53 of 53</td> <td>92% 73 of 79</td> <td>86% 31 of 36</td> <td>94% 60 of 64</td> </tr> <tr> <td>Responses to complaints within 10 working days</td> <td>80% 4 of 5</td> <td>100% 4 of 4</td> <td>33% 1 of 3</td> <td>67% 4 of 6</td> </tr> </tbody> </table>		Q3 (19/20)	Q4 (19/20)	Q1 (20/21)	Q2 (20/21)	Freedom of Information Request responses within 20 working days (Target 90%)	100% 53 of 53	92% 73 of 79	86% 31 of 36	94% 60 of 64	Responses to complaints within 10 working days	80% 4 of 5	100% 4 of 4	33% 1 of 3	67% 4 of 6
	Q3 (19/20)	Q4 (19/20)	Q1 (20/21)	Q2 (20/21)													
Freedom of Information Request responses within 20 working days (Target 90%)	100% 53 of 53	92% 73 of 79	86% 31 of 36	94% 60 of 64													
Responses to complaints within 10 working days	80% 4 of 5	100% 4 of 4	33% 1 of 3	67% 4 of 6													
Enabling a flourishing society and a vibrant cultural offer <i>(Contribute to a flourishing society)</i>	Curating cultural spaces and cultural programming	<ul style="list-style-type: none"> • Sculpture in The City education programme converted to provide full digital learning experience this Quarter for remote schools and families learning. • Social media reach of the programme has increased, with over 50,000 website page views since the start of 2020. The Twitter and Instagram accounts have also seen an increase of over 1500 followers. 															
	Improving existing public spaces and creating new public spaces which are permeable and accessible	<ul style="list-style-type: none"> • Gateway 5 implementation approved for St Bartholomew's Hospital public realm. 5 trees to be planted, with 20m² of greening. • 22 Bishopsgate public realm works remain under construction. 															
	Increase the number of apprenticeships	<ul style="list-style-type: none"> • 4 new starters in Quarter 2, with 2 commencing level 3 Business Administration courses, 1 commencing a level 3 Transportation qualification, and 1 commencing a level 6 Building Control qualification. • 2 apprentices graduated with distinctions. 															

		<ul style="list-style-type: none">• The DBE apprentices have created a reverse mentoring scheme. The aim of this is to promote and use their strengths within the organisation and to aid the development of their professional skills, networking and communications skills. The scheme has received interest from other departments, who wish to create similar schemes.
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Awards & Achievements

<ul style="list-style-type: none">• The Illuminated River Project won the award for the 'Best use of arts, culture or sport in placemaking' at the Planning Awards 2020 in September.	
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Department of Built Environment Local Risk Revenue Budget - 1st April to 30th September 2020
(Expenditure and unfavourable variances are shown in brackets)

Appendix B

	Latest Approved Budget 2020/21 £'000	Budget to Date (Apr-Sep)			Actual to Date (Apr-Sep)			Variance Apr-Sep £'000	Forecast for the Year 2020/21			Notes
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000		LAB £'000	Forecast Outturn £'000	Over / (Under) £'000	
Planning & Transportation (City Fund)												
Building Control	(418)	(754)	492	(262)	(739)	316	(423)	(161)	(418)	(632)	(214)	1
Structural Maintenance & Inspection	(513)	(247)	71	(176)	(247)	60	(187)	(11)	(513)	(525)	(12)	
Highways	(3,100)	(2,343)	765	(1,578)	(1,757)	625	(1,132)	446	(3,100)	(3,037)	63	2
Traffic Management	1,431	(471)	1,316	845	(478)	1,088	610	(235)	1,431	909	(522)	3
Off Street Parking	431	(1,683)	1,477	(206)	(1,505)	1,015	(490)	(284)	431	(45)	(476)	4
On Street Parking	(4,201)	(2,113)	0	(2,113)	(1,435)	2	(1,433)	680	(4,201)	(3,596)	605	5
Drains & Sewers	(240)	(317)	203	(114)	(300)	90	(210)	(96)	(240)	(398)	(158)	6
Recoverable Works	0	(500)	500	0	(381)	381	0	0	0	0	0	
Contingency	196	0	0	0	0	0	0	0	196	(100)	(296)	7
Town Planning	(2,747)	(1,794)	548	(1,246)	(1,588)	683	(905)	341	(2,747)	(2,638)	109	8
Planning Obligations Monitoring	0	(82)	0	(82)	(77)	0	(77)	5	0	0	0	
Transportation Planning	(523)	(1,457)	1,114	(343)	(1,246)	681	(565)	(222)	(523)	(665)	(142)	9
Road Safety	(384)	(168)	(56)	(224)	(112)	(60)	(172)	52	(384)	(266)	118	10
Street Scene	(70)	(155)	235	80	(155)	234	79	(1)	(70)	(70)	0	
Director & Support	(1,172)	(592)	0	(592)	(555)	3	(552)	40	(1,172)	(1,139)	33	
	(11,310)	(12,676)	6,665	(6,011)	(10,575)	5,118	(5,457)	554	(11,310)	(12,202)	(892)	
Planning & Transportation (BHE)												
London Bridge	(85)	(39)	0	(39)	(27)	0	(27)	12	(85)	(75)	10	
Blackfriars Bridge	(59)	(23)	0	(23)	(21)	0	(21)	2	(59)	(56)	3	
Southwark Bridge	(51)	(25)	0	(25)	(22)	0	(22)	3	(51)	(48)	3	
Millennium Bridge	(80)	(39)	0	(39)	(40)	0	(40)	(1)	(80)	(80)	0	
	(275)	(126)	0	(126)	(110)	0	(110)	16	(275)	(259)	16	
TOTAL PLANNING & TRANSPORTATION CTTEE	(11,585)	(12,802)	6,665	(6,137)	(10,685)	5,118	(5,567)	570	(11,585)	(12,461)	(876)	

Notes:

- 1. Building Control** - projected overspend mainly due to shortfall in Building Control Fee income as a result of COVID-19, partly offset by salary underspends.
- 2. Highways** - the underspend to date is due mainly to reduced repairs and maintenance works as a result of COVID-19 and staff vacancies. The projected year end underspend is mainly as a result of salary underspends due to staff vacancies, energy cost savings and a one-off reduction in repairs and maintenance works, which are largely offset by shortfall in capital project fees.
- 3. Traffic Management** - projected overspend is due to a shortfall in hoardings & scaffoldings fees and road closure income as a result of COVID-19.
- 4. Off Street Parking** - projected overspend due to effects of COVID-19 on car park income. This has been offset by reduced variable management contract costs, reduced energy costs and vacancies.
- 5. On Street Parking** - projected underspend due to reduced variable enforcement contract costs due to the effects of COVID-19, reduced maintenance costs due to the removal of pay and display machines, salary and other running expenses underspends.
- 6. Drains & Sewers** - projected overspend is due mainly to reduced income from pipe subway openings and reduced admin charges from recoverable works as a result of COVID-19.
- 7. Contingency** - projected overspend includes 2019/20 DBE overspend carry forward £221k and £100k Climate Action Strategy funding, partly offset by reduced apprentice costs.
- 8. Town Planning** - projected underspend is mainly due to staff vacancies and additional income from Planning Performance Agreements, offset by Tulip Inquiry costs £190K and increased advertising costs.
- 9. Transportation Planning** - projected overspend is mainly due to under recovery of staff costs from capital projects due to staff vacancies, delays in works on chargeable projects due to the pandemic and pause on TfL LIP funded projects. This is partly offset with salary savings due to vacant posts.

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Committee(s)	Dated:
Planning & Transportation Committee	15122020
Subject: Department of the Built Environment Risk Management – Quarterly Report	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	N/A
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Director of the Built Environment	For Information
Report author: Richard Steele	

Summary

This report has been produced to provide the Planning & Transportation Committee with assurance that risk management procedures in place within the Department of the Built Environment are satisfactory and that they meet the requirements of the corporate Risk Management Framework.

This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee. Parallel reports regarding risks that fall within the remit of the Port Health & Environmental Health Committee are submitted to that Committee.

Risk is reviewed regularly as part of the ongoing management of the operations of the Department of the Built Environment. In addition to the flexibility for emerging risks to be raised as they are identified, a process exists for in-depth periodic review of the risk register.

Since the last report to Members there has been no change in the list of Corporate risks managed by the department and one new Departmental risk has been identified.

There is one Corporate Risk managed by the Department of the Built Environment:

- CR20 - Road Safety (Current risk: RED)
[Planning & Transportation Committee]

There are no Departmental RED Risks managed by the Department of the Built Environment.

The Department has identified a number of risks in relation to COVID 19. The Departmental level risks are listed at Appendix 3 and are being reported to both this Committee and the Port Health & Environmental Services Committee.

Recommendation

Members are asked to:

- Note the report and the actions taken in the Department of the Built Environment to monitor and manage effectively risks arising from the department's operations.

Main Report

Background

1. The Risk Management Framework of the City of London Corporation requires each Chief Officer to report regularly to Committee the risks faced in their department.
2. Risk owners are consulted and risks are routinely reviewed with the updates recorded in the Corporate (Pentana) system.
3. Each risk managed by the Department of the Built Environment is allocated to either the Planning & Transportation Committee or the Port Health & Environmental Services Committees. **This report only considers risks managed by the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.**

Parallel periodic reports are submitted to the Port Health & Environmental Services Committee.

Current Position

4. This report provides an update on the current risks that exist in relation to the operations of the Department of the Built Environment that fall within the remit of the Planning & Transportation Committee.
5. In order to reduce the volume of information presented, and accordance with the Corporate Risk Management Strategy, this report includes all Corporate and Departmental level risks but not Service Level risks (unless there are changes which are considered to be likely to be of interest to Members).
6. The risk register captures risk across all four divisions within the department, (Transportation & Public Realm, District Surveyor, Development and Policy & Performance) but risks relating to the City Property Advisory Team are managed by the City Surveyor. The department provides advice relating to the City bridges to the City Surveyor's department but the risks are owned by the City Surveyor.

Risk Management Process

7. Risk and control owners are consulted regarding the risks for which they are responsible at appropriate intervals based on the level of risk and the likelihood that this level will change. In general, RED risks are reviewed monthly; AMBER risk are reviewed quarterly; and GREEN risks are reviewed quarterly, 6 monthly or annually depending on the likelihood of change.
8. Changes to risks were, historically, reported to Members as part of the Business Plan report. Members now receive this report quarterly in accordance with the Corporate Risk Management Strategy.
9. All significant risks (excluding Health & Safety risks, see paragraph 15) identified by the Department are managed through the Pentana System.
10. Members will notice that some risks reported are already at the Target Risk Rating & Score and are only subject to Business As Usual actions. These risks are included in accordance with the Corporate Guidance "Reporting Risk Information to Grand Committees" to assist this committee to fulfil the role of Service Committees (as defined in the Corporate Risk Management Strategy) to "Oversee the significant risks faced by the Departments in the delivery of their service responsibilities." The annual target date for Business As Usual actions, and risks where we are at Target Risk, will be updated prior to the next report.

Significant Risk changes and other items of particular interest to Members

11. Regular review of risks has identified no Departmental Level risk where the Current Risk score has changed.
12. The Target Risk Ratings/Scores have also been reviewed since the last report to Members and no changes have been identified.

Identification of New Risks

13. New risks may be identified at the quarterly review of all risk; through Risk reviews at the Department Management Team; or by a Director as part of their ongoing business management.
14. An initial assessment of all new risks is undertaken to determine the level of risk (Red, Amber or Green). Red and Amber risks will be the subject of an immediate full assessment with Red risks being report to the Department Management Team. Green risks will be included in the next review cycle.
15. One new risk that falls within the remit of the Planning & Transportation Committee has been identified since the last report.

DBE-TP-11 (Beech Street roof panels)

This is the risk that water seepage from the Barbican highwalk above Beech

Street fails to be contained by drip tray capture and drainage system above the roof panels. This may lead to corrosion of the supports holding the roof panels in place causes structural failure. There is therefore a risk that panels might fall with the potential for death or serious injury if they strike pedestrians or vehicles.

The risk although assessed as AMBER (Likelihood: Rare(1), Impact: Extreme (8)) is well controlled.

COVID-19 Risks

16. The Department has identified two departmental risks arising from the impact of COVID19. These are held on the Public Services SILVER group risk register. Exceptionally these risks are being reported both to this Committee and to the Port Health & Environmental Services Committee.

- CVD19 SGPS 27 Failure to deliver the New DBE – Finance
- CVD19 SGPS 28 Failure to deliver the New DBE – Business Plan

The Department has established three BRONZE groups, two of which (Highways, Parking & Enforcement and Development & Construction) relate to the work of this Committee. Each of these BRONZE groups has identified a service risk relating to their (potential) failure to deliver the services required by SILVER. Whilst service risks are not routinely reported to Committees these two risks are included in Appendix 3 because they are likely to be of interest to Members in the present situation.

Since last reported to Members

- (i) **CVD19 SGPS 27 (Failure to deliver the New DBE - Finance)** has reduced in Impact from Major (4) to Serious (2) and the risk has reduced from RED to AMBER; and
- (ii) **CVD19 SGPS 28 (Failure to deliver the New DBE – Business Plan)** has reduced in Likelihood from Possible (3) to Unlikely (2) and the risk has reduced from AMBER to GREEN.

Summary of Key Risks

17. The Department of the Built Environment is responsible for one Corporate Risk. This is:

Road Safety (CR20) which is RED

This is the risk related to road traffic collisions.

This risk score remains assessed as 24 (RED) with a Likelihood of Probable (3) and an Impact of Extreme (8). This is above the Target Risk score of 16.

- The Bank on Safety interim scheme has been completed.
- We continue to support TfL's temporary interventions to improve safety and enable social distancing on Bishopsgate and Gracechurch Street.

- Delivery of range of on-street measures to enable the safe return of the City's workforce and support COVID-19 recovery is substantively complete.
- Continuing to work with City of London Police on road danger reduction engagement and enforcement, including targeted action to tackle people cycling on pavements.

Key Data

Not Applicable

Corporate & Strategic Implications

- Strategic implications – Not Applicable
- Financial implications – Not Applicable
- Resource implications – Not Applicable
- Legal implications – Not Applicable
- Risk implications – Not Applicable
- Equalities implications – Not Applicable
- Climate implications – Not Applicable
- Security implications – Not Applicable

Conclusion

18. Members are asked to note that risk management processes within the Department of the Built Environment adhere to the requirements of the City Corporation's Risk Management Framework and that risks identified within the operational and strategic responsibilities of the Director of the Built Environment are proactively managed.

Appendices

- Appendix 1 – City of London Corporation Risk Matrix
- Appendix 2 – Register of DBE Corporate and Departmental risks (Planning & Transportation Committee) and History (as Appendix 2A)
- Appendix 3 – Register of DBE COVID19 SILVER group risks (Planning & Transportation Committee) and History (as Appendix 3A)
- Appendix 4 – DBE-02 Service/Pipe Subways

Carolyn Dwyer

Director of the Built Environment

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City of London Corporation Risk Matrix (Black and white version)

Note: A risk score is calculated by assessing the risk in terms of likelihood and impact. By using the likelihood and impact criteria below (top left (A) and bottom right (B) respectively) it is possible to calculate a risk score. For example a risk assessed as Unlikely (2) and with an impact of Serious (2) can be plotted on the risk scoring grid, top right (C) to give an overall risk score of a green (4). Using the risk score definitions bottom right (D) below, a green risk is one that just requires actions to maintain that rating.

(A) Likelihood criteria

	Rare (1)	Unlikely (2)	Possible (3)	Likely (4)
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

(B) Impact criteria

Impact title	Definitions
Minor (1)	Service delivery/performance: Minor impact on service, typically up to one day. Financial: financial loss up to 5% of budget. Reputation: Isolated service user/stakeholder complaints contained within business unit/division. Legal/statutory: Litigation claim or find less than £5000. Safety/health: Minor incident including injury to one or more individuals. Objectives: Failure to achieve team plan objectives.
Serious (2)	Service delivery/performance: Service disruption 2 to 5 days. Financial: Financial loss up to 10% of budget. Reputation: Adverse local media coverage/multiple service user/stakeholder complaints. Legal/statutory: Litigation claimable fine between £5000 and £50,000. Safety/health: Significant injury or illness causing short-term disability to one or more persons. Objectives: Failure to achieve one or more service plan objectives.
Major (4)	Service delivery/performance: Service disruption > 1 - 4 weeks. Financial: Financial loss up to 20% of budget. Reputation: Adverse national media coverage 1 to 3 days. Legal/statutory: Litigation claimable fine between £50,000 and £500,000. Safety/health: Major injury or illness/disease causing long-term disability to one or more people Objectives: Failure to achieve a strategic plan objective.
Extreme (8)	Service delivery/performance: Service disruption > 4 weeks. Financial: Financial loss up to 35% of budget. Reputation: National publicity more than three days. Possible resignation leading member or chief officer. Legal/statutory: Multiple civil or criminal suits. Litigation claim or find in excess of £500,000. Safety/health: Fatality or life-threatening illness/disease (e.g. mesothelioma) to one or more persons. Objectives: Failure to achieve a major corporate objective.

(C) Risk scoring grid

		Impact			
		Minor (1)	Serious (2)	Major (4)	Extreme (8)
Likelihood	X				
	Likely (4)	4 Green	8 Amber	16 Red	32 Red
	Possible (3)	3 Green	6 Amber	12 Amber	24 Red
	Unlikely (2)	2 Green	4 Green	8 Amber	16 Red
	Rare (1)	1 Green	2 Green	4 Green	8 Amber

(D) Risk score definitions

RED	Urgent action required to reduce rating
AMBER	Action required to maintain or reduce rating
GREEN	Action required to maintain rating

This is an extract from the City of London Corporate Risk Management Strategy, published in May 2014.

Contact the Corporate Risk Advisor for further information. Ext 1297

October 2015



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DBE Corporate & Departmental Risks *(Planning & Transportation Committee)*

APPENDIX 2

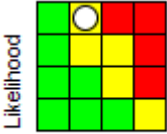
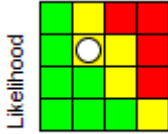

Report Author: Richard Steele

Generated on: 30 November 2020

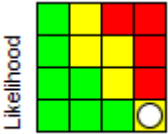
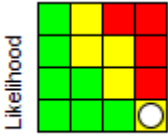
Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CR20 Road Safety Page 615 23-Oct-2015 Carolyn Dwyer	<p>Cause: Limited space on the City’s medieval street network to cope with the increased use of the highway by vehicles, pedestrians and cyclists within the City of London. Interventions and legal processes take time to deliver safely and effectively.</p> <p>Event: The City Corporation’s statutory duties and the measures outlined in the Transport Strategy are not fully and effectively implemented.</p> <p>Effect:</p> <ul style="list-style-type: none"> •The number of casualties occurring on the City’s streets rises or remains unchanged instead of reducing •The safety and feeling of safety of the City’s communities is adversely affected (Corporate Plan Outcome 1) •Physical or mental harm suffered by those involved in collisions and their associates •Economic costs of collisions impact on individuals, City businesses and wider society •The City Corporation’s ability to improve road safety is adversely impacted with businesses and/or the public by virtue of loss of credibility and/or authority 	 <p>Likelihood</p> <p>Impact</p>	<p>24</p>	<p>The risk assessment is unchanged, reflecting the probability that a fatality is fairly likely to occur while mitigation measures are being implemented. Delivery of range of on-street measures to enable the safe return of the City’s workforce and support COVID-19 recovery will be substantively completed by the end of November 2020. Continuing to work with City of London Police on road danger reduction engagement and enforcement, including targeted action to tackle people cycling on pavements.</p> <p>24 Nov 2020</p>	 <p>Likelihood</p> <p>Impact</p>	<p>16</p>	<p>31-Mar-2022</p>	<p>■</p> <p>Constant</p>

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CR20l Road danger reduction and Vision Zero	A programme of projects to reduce road danger on the City's streets including: <ul style="list-style-type: none"> • Bank on Safety and All Change at Bank • RDR engineering programme • 15mph traffic limit • Ludgate Circus (lead by TfL) 	The All Change at Bank, which will further improve safety at Bank junction, received Gateway 4 approval in October 2020. The project remains on programme to be completed in late October 2022, coinciding with the completion of the Bank Station upgrade. Delivery of range of on-street measures to enable the safe return of the City's workforce and support COVID-19 recovery will be substantively completed by the end of November 2020.	Ian Hughes	24-Nov-2020	31-Mar-2022
CR20m Road Danger Reduction campaigns and engagement	Campaigns and engagement activities to encourage safe behaviours and promote safe vehicles, including: <ul style="list-style-type: none"> • Active City Network • User and stakeholder liaison • Schools programme 	Ongoing delivery of cycle training and maintenance, including recent events in partnership with St Bartholomew's Hospital and Robert McAlpine. Continuing to work with City of London Police on road danger reduction engagement and enforcement, including targeted action to tackle people cycling on pavements and a campaign to remind people cycling of the need to carry and use lights.	Ian Hughes	24-Nov-2020	31-Mar-2022

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PP-01a Business as usual mitigating controls	(1) Ongoing monitoring of government regulations; (2) continue monitor progress of, and seek to influence, forthcoming legislation	<p>We continue to monitor draft regulations to ensure they reflect or that changes can be sought to accord with City Corporation priorities.</p> <p>The City Corporation has made its case on outstanding matters in the Draft London Plan at the Examination in Public earlier this year. The Inspectors' Panel Report has been published and recommended changes are broadly favourable.</p> <p>The National Planning Policy Framework (NPPF) published in July 2018 did not address all the City's concerns and subsequent relaxations of Permitted Development Rights and revisions to the Use Classes Order have caused further concerns. The Planning White Paper published August 2020 for consultation proposes radical changes to the planning system that could have a significant impact on plan-making and development management in the City. The City Corporation has responded to this consultation to raise its issues of concern. Many responses have been received from diverse parties and the Govt is now reconsidering the pace and scale of changes.</p>	Paul Beckett	19-Nov-2020	31-Dec-2021

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-TP-03 Major Projects and key programmes not delivered as TfL funding not received 27-Mar-2015 Bruce McVean	Cause: City of London fail to bid at the appropriate time or City of London lose credibility with TfL or Reduced funding from TfL Event: TfL funding for Local Investment Plan ceased or significantly reduced Impact: Unable to deliver highway investment & improvement programmes	 Likelihood	8 Impact	The risk assessment is unchanged. This reflects the ongoing uncertainty around TfL funding in future years and the expectation that levels of LIP funding are likely to be lower than in previous years. A proportion (approximately 1/3) of the 20/21 LIP allocation has been released for the remainder of this financial year. This will allow some paused projects to restart. 16 Nov 2020	 Likelihood	6 Impact	30-Nov-2021	 Constant

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-TP-03a	Annual Spending Submission	Send Annual Spending Submission to TfL	Bruce McVean	24-Nov-2020	30-Nov-2021
DBE-TP-03b	TfL meetings	Conduct quarterly meetings with TfL-	Bruce McVean	24-Nov-2020	31-Mar-2021
DBE-TP-03c	TfL Bid Process	Submit bid(s) in line with TfL timetable (e.g. Liveable Neighbourhoods)	Bruce McVean	24-Nov-2020	30-Nov-2021

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-TP-11 Beech Street Roofing Panels 20-Nov-2020 Ian Hughes	<p>Cause: Water seepage from Barbican highwalk fails to be contained by drip tray capture and drainage system above the roof panels.</p> <p>Event: Corrosion of supports holding roof panels in place causes structural failure.</p> <p>Effect: Panels fall with the potential for death or serious injury if they strike pedestrians or vehicles.</p>	 <p>Likelihood</p> <p>Impact</p>	8	<p>Following visual inspection from the carriageway in 2016 all panels showing signs of water damage were subject to further inspection and where there was deterioration in the supports the panels have been removed. The District Surveyor has confirmed that the removal of panels does not constitute an additional fire risk.</p> <p>The most recent visual inspection (November 2020) did not identify any further deterioration in the supports leading to the removal of any more panels. The next detailed inspection is planned, subject to contractor resources, road closures and COVID restrictions, to be completed before the end of 2020 but completion may not be possible until January 2021.</p> <p>An options appraisal will be completed by April 2021 and this will be followed by a report to Members.</p> <p>27 Nov 2020</p>	 <p>Likelihood</p> <p>Impact</p>	8	31-Dec-2022	

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-TP-11a Inspection & reactive works	A programme of monthly visual inspections by our contractor has been established. Any panels where the supports are identified as being at significant risk of failure are removed.	The most recent visual inspection (November 2020) did not identify any further deterioration in the supports leading to the removal of any more panels. The next visual inspection is planned, subject to contractor resources, road closures and COVID restrictions, to be completed before the end of 2020 but completion may not be possible until January 2021.	Ian Hughes	27-Nov-2020	31-Jan-2021
DBE-TP-11b Options appraisal	Based on the consultant's report following the initial support failure and next detailed inspection an options appraisal process will be undertaken.	The next visual inspection is planned, subject to contractor resources, road closures and COVID restrictions, to be completed before the end of 2020 but completion may not be possible until January 2021. The options appraisal will be completed by April 2021 and this will be followed by a report to Members.	Ian Hughes	27-Nov-2020	30-Apr-2021

DBE-TP-11c Resolution of underlying problem	The underling problem is being addressed through the waterproofing programme which is being managed by the Department of Community and Children's Service (DCCS) and there is the potential for including the replacement of the roof panels within the City Surveyor's Beech Street refurbishment works.	Officers in DBE are liaising with officers in DCCS and City Surveyor's to ensure that they understand their respective projects and scope of works. This will inform the options appraisal process.	Ian Hughes	27-Nov-2020	30-Apr-2021
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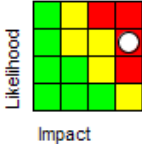


















Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
DBE-PL-06 S106 Controls 30 Nov-2018 Gwyn Richards	Cause: Disjointed control mechanisms in relation to processing and monitoring S106 agreements. Event: Failure to implement Audit recommendations. Effect: Loss of funds; non-compliance with agreements and reporting; potential reputational damage	 Likelihood Impact	4	The risk has been reviewed and the likelihood and impact remain unchanged at Unlikely (2) and Serious (2). The risk remains GREEN. Since the Chamberlain's department apportion costs to S106 and CIL annually and not in real time there is to be a discussion between the Chamberlain's finance staff for DBE and Internal Audit to consider if the recommendations need to be reviewed. Due to competing pressures this discussion has not yet taken place, The Chamberlain's team are continuing to keep separate financial records (including on CBIS). We will be reviewing the need for interaction between Exacom and CBIS and the options for reporting. 30 Nov 2020	 Likelihood Impact	4	31-Mar-2021	 Constant


















Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
DBE-PL-06b	Ensure sufficient resources are available	The resources have been made available and work is underway. This action is therefore completed.	Gwyn Richards	30-Nov-2020	30-Nov-2020
DBE-PL-06c	Interaction with software supplier & Chamberlain's Finance	There is a need to (a) import data from CBIS into Exacom to ensure that it contains up to date expenditure and allocation information; and (b) prepare the necessary budget reports from Exacom.	Gwyn Richards	30-Nov-2020	31-Mar-2021

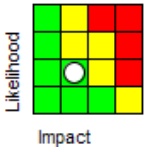


DBE Review history by status Corporate and Departmental level risks only (Planning & Transportation)

Appendix 2A

Generated on: 30 November 2020

Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
CR20	Road Safety	23-Oct-2015		24		16	24-Nov-2020	24		Possible	Extreme		
							13-Oct-2020	24		Possible	Extreme		
							13-Aug-2020	24		Possible	Extreme		
							22-Jun-2020	24		Possible	Extreme		
							15-May-2020	24		Possible	Extreme		
							30-Mar-2020	24		Possible	Extreme		
							11-Feb-2020	24		Possible	Extreme		
							07-Jan-2020	24		Possible	Extreme		
							19-Nov-2019	24		Possible	Extreme		
							11-Oct-2019	24		Possible	Extreme		
DBE-DS-01	The District Surveyor's	25-Mar-2015		8		8	19-Nov-2020	8		Unlikely	Major		

Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
Page 626	(Building Control) Division becomes too small to be viable						13-Aug-2020	8		Unlikely	Major		
							06-May-2020	8		Unlikely	Major		
							14-Feb-2020	8		Unlikely	Major		
							19-Nov-2019	8		Unlikely	Major		
							29-May-2019	8		Unlikely	Major		
							01-Mar-2019	8		Unlikely	Major		
							26-Nov-2018	8		Unlikely	Major		
							01-Aug-2018	8		Unlikely	Major		
							18-Apr-2018	8		Unlikely	Major		
DBE-PL-02	Not being alive to the needs/requirements of the world business centre and the political environment	23-Mar-2015		6		6	30-Nov-2020	6		Possible	Serious		
							18-Aug-2020	6		Possible	Serious		
							12-May-2020	6		Possible	Serious		
							18-Feb-2020	6		Possible	Serious		
							18-Nov-2019	6		Possible	Serious		

Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
							29-May-2019	6	▲	Possible	Serious		
							01-Mar-2019	6	▲	Possible	Serious		
							28-Nov-2018	6	▲	Possible	Serious		
							27-Jun-2018	6	▲	Possible	Serious		
							16-Mar-2018	6	▲	Possible	Serious		
DBE-PL-06 Page 627	S106 Controls	30-Nov-2018		4	✔	4	30-Nov-2020	4	✔	Unlikely	Serious		
							18-Aug-2020	4	✔	Unlikely	Serious		
							13-May-2020	8	▲	Unlikely	Major		
							18-Feb-2020	8	▲	Unlikely	Major		
							19-Nov-2019	8	▲	Unlikely	Major		
							28-Aug-2019	8	▲	Unlikely	Major		
							31-May-2019	8	▲	Unlikely	Major		
							01-Mar-2019	12	▲	Possible	Major		
							30-Nov-2018	12	▲	Possible	Major		

Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
DBE-PP-01	Adverse planning policy context	06-Mar-2015		12		12	19-Nov-2020	12		Possible	Major		
							12-Aug-2020	12		Possible	Major		
							11-May-2020	12		Possible	Major		
							14-Feb-2020	12		Possible	Major		
							25-Nov-2019	12		Possible	Major		
							13-Aug-2019	12		Possible	Major		
							29-May-2019	12		Possible	Major		
							01-Mar-2019	12		Possible	Major		
							27-Nov-2018	12		Possible	Major		
							22-Aug-2018	12		Possible	Major		
DBE-TP-03	Major Projects and key programmes not delivered as TfL funding not received	27-Mar-2015		8		6	16-Nov-2020	8		Likely	Serious		
							11-Aug-2020	8		Likely	Serious		
							15-May-2020	8		Likely	Serious		
							11-Feb-2020	6		Possible	Serious		

Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
Page 629							25-Nov-2019	3		Possible	Minor		
							12-Aug-2019	3		Possible	Minor		
							29-May-2019	3		Possible	Minor		
							01-Mar-2019	6		Possible	Serious		
							03-Dec-2018	6		Possible	Serious		
							24-Aug-2018	8		Unlikely	Major		
BE-TP-11	Beech Street Roofing Panels	20-Nov-2020		8		8	27-Nov-2020	8		Rare	Extreme		

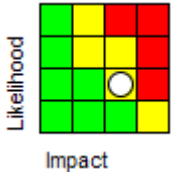
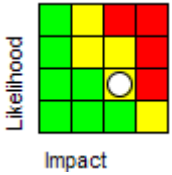

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DBE COVID-19 Risks *(Planning & Transportation Committee)*

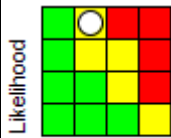
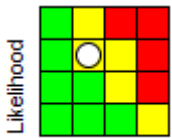

APPENDIX 3

Report Author: Richard Steele

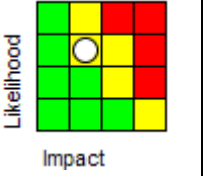
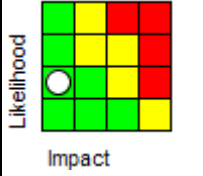

Generated on: 30 November 2020

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score	Risk Update and date of update	Target Risk Rating & Score	Target Date	Current Risk score change indicator
<p>CVD19 SGPS 25 Failure by BRONZE to deliver the Highways, Parking & Enforcement service required by SILVER DBE (RECOVERY)</p> <p>17-Apr-2020 Ian Hughes</p>	<p>Cause:</p> <ul style="list-style-type: none"> The pandemic leads to a critical number of staff (employed by our highway term contractor J B Riney) being unable to attend work due to illness/self-isolation/caring responsibilities. The pandemic leads to a critical number of staff (employed by our parking contractor Saba) being unable to attend work due to illness/self-isolation/caring responsibilities. The pandemic leads to a critical number of City of London staff being unable to attend work due to illness/self-isolation/caring responsibilities. The pandemic leads to a failure of the supply chain of our highway term contractor (J B Riney) <p>Event:</p> <p>Our contractors and/or City of London staff are unable to provide a highway maintenance and/or parking service.</p> <p>Impact:</p> <ul style="list-style-type: none"> Failure to maintain the highway in a safe state leading to personal damage injuries. (1, 3 and 4) Increased inability to manage car parks leading to increases potential for crime and anti-social behaviour, increased fire risk and associated loss of income (2 and 3). Failure to manage on-street parking leading to loss of access by emergency services to residential and business premises (2 and 3). Failure to monitor 3rd party on-street activities licenced by the City of London leading to unsafe systems of work. 	 <p>8</p>	<p>Social Distancing measures are continuing across the city as per previous comment.</p> <p>Review of services following a request from Gold for info regarding coming out of lockdown.</p> <p>24 Nov 2020</p>	 <p>8</p>	31-Dec-2021	 <p>Constant</p>

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CVD19 SGPS 25a Contractor liaison	Working with contractors to ensure that they are adequately forecasting staff or supply chain issues to ensure that the City received adequate warning of the need to decrease service levels any further allowing decisions to be taken in a timely and reasonable manner. Where works are continuing we have worked with the contractor to ensure that they have adequate risk assessments and method statements in place to minimise the infection and other risks to staff.	Works are continuing as scheduled - BAU.	Ian Hughes	24-Nov-2020	31-Dec-2021
CVD19 SGPS 25b City staff resilience	Reducing the overall number of City of London staff on duty in the City at any one time. This reduces the risk to individual members of staff and therefore the risk of staff shortage in the future. Monitoring of the full range of on-street activities is being achieved by sharing of resource between teams on a rota.	Limited rota of staff involved in surveillance is continuing.	Ian Hughes	24-Nov-2020	31-Dec-2021
CVD19 SGPS 25c Saba staff resilience	Enforcement of the Bank on Safety scheme traffic order transferred to working from home. Appropriate policies and procedures have been put in place to ensure compliance with data protection legislation.	Normal services for both enforcement of on-street parking/moving traffic contraventions and car parks (off street parking).	Ian Hughes	24-Nov-2020	31-Dec-2021
CVD19 SGPS 25d Public communication change	Where there are alterations to services have been authorised by Members/GOLD we are issuing clear public communications on the City website, social media and email to interest groups.	The City's website continues to be updated throughout the Covid-19 period	Ian Hughes	24-Nov-2020	31-Dec-2021

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CVD19 SGPS 27 Failure to deliver the New DBE - Finance (DBE) (RECOVERY) 17-Apr-2020 Carolyn Dwyer; Elizabeth Hannah Page 633	Cause: The pandemic has changed the traffic (both people and vehicular) of the working City <ul style="list-style-type: none"> drastically reducing the number of visitors and workers making trips closing down building sites for periods of time until safe working practises can be established reduction in development activity Event: Departmental income reduced by approximately £8.4m and approx. £800k in project recoverable charges. Impact: Department unable to operate in line with base budget, as well as meeting Fundamental Review targets as agreed by RASC. Shortfall of approx. 30% of the 20/21 net departmental budget of £27,274,000. On street parking account finances will be reduced.	 Likelihood Impact	8	risk reviewed, recently budget work shows balanced budget in 20/21 - score reduced 16 Nov 2020	 Likelihood Impact	6	31-Mar-2021	 Decreasing

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CVD19 SGPS 27a Budget Monitoring	Weekly budget monitoring to inform current position and budget profiling	Risk Complete, reviewed as part of BAU and will be monitored in the context of central govt funding, 21/22 budget setting, and impact of second wave	Elizabeth Hannah	02-Nov-2020	31-Mar-2021
CVD19 SGPS 27b Affordability	Review affordability of projects which rely on 'on street parking account' funding	Risk Complete, reviewed as part of BAU and will be monitored in the context of central govt funding, 21/22 budget setting, and impact of second wave	Ian Hughes	02-Nov-2020	31-Mar-2021
CVD19 SGPS 27c Recovery	Focus on recovery in the second half of 20/21 in relation to departmental budget and wider economy and planned fee increases	Risk reviewed as part of BAU and will be monitored in the context of central govt funding, 21/22 budget setting, and impact of second wave.	Ian Hughes	02-Nov-2020	31-Mar-2021

Risk no, Title, Creation date, Owner	Risk Description (Cause, Event, Impact)	Current Risk Rating & Score		Risk Update and date of update	Target Risk Rating & Score		Target Date	Current Risk score change indicator
CVD19 SGPS 26 Failure by BRONZE to deliver the Development & Construction service required by SILVER (DBE) (RECOVERY) 17-Apr-2020 David Horkan; Gordon Roy	<p>Cause: The Pandemic lockdown is preventing site visits for both the Planning Service in order to assess development proposals and the District Surveyors to undertake inspections on construction sites.</p> <p>Event: Delays to the approval of development schemes and their construction/completion.</p> <p>Impact: Reduced economic activity in the City. Potential judicial reviews to planning decisions based on assessment/consultation challenges. Possible Health and Safety risks from reduced inspections for Building Control.</p>		6	DM and BC, no change from last week. 24 Nov 2020		2	31-Dec-2021	 Constant

Action no, Title,	Action description	Latest Note	Action owner	Latest Note Date	Due Date
CVD19 SGPS 26a Alternative methods of planning site visits	Officers are requesting site photos or video footage/tours of sites where necessary/possible for planning applications.	No change from last week	David Horkan	24-Nov-2020	31-Dec-2021
CVD19 SGPS 26b Risk based inspections	District Surveyors officers are increasing requirements for records of site QA checks and third party inspections in lieu of physical inspections.	No change from last week	Gordon Roy	24-Nov-2020	31-Dec-2021
CVD19 SGPS 26c Alternative methods of DS Inspections	Officers are requesting site photos or video footage/tours of sites where necessary/possible for building control applications.	No change from last week	Gordon Roy	24-Nov-2020	31-Dec-2021

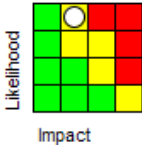













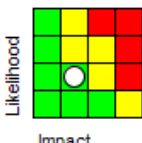







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DBE Review history by status COVID risks only (Planning & Transportation)

Appendix 3A

Generated on: 30 November 2020

Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
CVD19 SGPS 25	Failure by BRONZE to deliver the Highways, Parking & Enforcement service required by SILVER (DBE) (RECOVERY)	17-Apr-2020		8		8	24-Nov-2020	8		Unlikely	Major		
							11-Nov-2020	8		Unlikely	Major		
							28-Oct-2020	8		Unlikely	Major		
							23-Sep-2020	8		Unlikely	Major		
							10-Sep-2020	8		Unlikely	Major		
							10-Sep-2020	8		Unlikely	Major		
							29-Jul-2020	8		Unlikely	Major		
							17-Apr-2020	8		Unlikely	Major		
CVD19 SGPS 26	Failure by BRONZE to deliver the Development & Construction service required by SILVER (DBE) (RECOVERY)	17-Apr-2020		6		2	07-Jul-2020	6		Possible	Serious		
							07-Jul-2020	6		Possible	Serious		
							17-Apr-2020	8		Likely	Serious		


Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
CVD19 SGPS 27	Failure to deliver the New DBE - Finance (DBE) (RECOVERY)	17-Apr-2020		8		6	16-Nov-2020	8		Likely	Serious		
							02-Nov-2020	16		Likely	Major		
							05-Oct-2020	16		Likely	Major		
							22-Sep-2020	16		Likely	Major		
							09-Sep-2020	16		Likely	Major		
							10-Aug-2020	16		Likely	Major		
							28-Jul-2020	16		Likely	Major		
							07-Jul-2020	16		Likely	Major		
							08-Jun-2020	16		Likely	Major		
							08-Jun-2020	16		Likely	Major		
CVD19 SGPS 28	Failure to deliver the New DBE - Business Plan (DBE) (RECOVERY)	17-Apr-2020		4		6	30-Nov-2020	4		Unlikely	Serious		
							16-Nov-2020	4		Unlikely	Serious		
							02-Nov-2020	4		Unlikely	Serious		
							05-Oct-2020	6		Possible	Serious		

Code	Title	Creation Date	Current Risk Matrix	Current Risk Score	Target risk score rating	Target Risk Score	Recent Reviews	Risk Score	Historical Status	Likelihood Description	Impact Description	Current Risk Trend Icon	Flight Path
							22-Sep-2020	6		Possible	Serious		
							09-Sep-2020	6		Possible	Serious		
							10-Aug-2020	6		Possible	Serious		
							28-Jul-2020	6		Possible	Serious		
							07-Jul-2020	6		Possible	Serious		
							01-Jul-2020	6		Possible	Serious		

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Service/Pipe Subways - Risk Assessment Form

Risk Rating Matrix: See Guide to Determining Risk		Severity			
		Minor	Serious	Major	Extreme
Likelihood	Likely	Low	Medium	High	High
	Possible	Low	Medium	Medium	High
	Unlikely	Low	Low	Medium	High
	Rare	Low	Low	Low	Medium

Assessment number: HIGH001		Department: Department of the Built Environment		Service: Highways		 CITY OF LONDON	
Workplace Address: PO BOX 270, Guildhall, London EC2P 2EJ				Reviewed Date: 08/2020			
Assessment Date: 11/2016		What/who is being assessed? The Pipe Subway operations and services provided by City of London operatives.					
Name of Assessor: Giles Radford							
What are the hazards? [Or Issues]	Who might be harmed and how?	What are the existing controls?	Risk Rating (H, M, L)	What further action is necessary? <i>Always when Risk is Medium or High</i>	Action by when / whom?	Action complete (Date)	
Example: Slips and trips	Staff and visitors may be injured if they trip over objects or slip on spillages	<ul style="list-style-type: none"> Good level of general housekeeping All areas well lit including the stairs and external areas No trailing cables Staff proactive in keeping areas clear Spillage procedure implemented 	M	<ul style="list-style-type: none"> Worn / damaged flooring in lobby to be replaced 	Manager / 3 Months	(Add when completed)	
Travelling – Higher risk from COVID-19 exposure when travelling together in shared vehicles or by public transport		<ul style="list-style-type: none"> Avoid all unnecessary shared trips. Operative to use own vehicles in their pods or using public transport in accordance to government guidelines. 	M	In the situations where two member crews are required, the additional measures should be put in place. <ul style="list-style-type: none"> Keep the windows open to circulate the air inside the cabin. Wear face masks and protective gloves at all times while in the vehicle. Single use PPE to be disposed in bags in general waste so that it cannot be reused. At the end of the shift clean all the surfaces in the vehicle such as gear knob, dashboard, steering well etc. 			

<p>Unauthorised Access/ Accidental Access</p>	<p>Contractors, Operatives and the public</p>	<ul style="list-style-type: none"> • All openings are controlled through a central booking system. A subway must not be entered if permission to do so has been refused. • No booking will be granted to parties who are not on the database. If the contractor is not on the database they must seek approval from CoL regarding their works. Once confirmed, the contractors will be added to the system before agreeing access. • City of London officers hold the key therefore has control over the opening of the M15 approved security covers. • All contractors will be identified and briefed before entering the tunnel in line with the code of Practice and the requirements stated on the booking form. • Access to the subway must meet the requirements set out in the Code of practice for access and safe working in local authority service subways. • All signing and guarding must be compliant with Safety at Street Works and Road Works – A Code of Practice, as an absolute minimum. 	<p>M</p>	<p>Covid 19</p> <p>Access to the subway to be in accordance with government guidelines.</p> <ul style="list-style-type: none"> • A 2m distance to be maintained whilst in the pipe subway. • In the situation where a 2m distance cannot be maintained then operative to work back to back or side to side and avoid working face to face. • All operative to work in their established work pods. • Masks to be worn at all times whilst working/navigating in the subway. • One utility company in the subway at a time. • If there is a need for more than one utility company in the subway, then a suitable distance to be adopted (minimum 2m) 	<p>Giles Radford / Martin Till 6 months</p>	
<p>Lack of appropriate equipment/PPE</p>	<p>CoL Operatives and Contractors</p>	<ul style="list-style-type: none"> • All PPE and other equipment required for a SSOW shall be suitable and sufficient for the tasks identified. The following PPE and equipment shall be provided, as stated in the approved code of practice, as an absolute minimum: • Copy of the approved code of practice • Calibrated gas detectors per work group and, at the point of access and egress, to EN 14594 (minimum three-way detector). • Suitable and sufficient torch to meet the environment and conditions. • Standard first aid kit to Health and Safety First Aid regs 1981. • Escape breathing apparatus to EN 402 & EN 1146. • Hard Hat to EN 397 and gloves EN 388:1994 • Approved winching system to EN795 one at each opening. • Full body harness to BSEN358, EN358 and EN 1497. • 2 gas detectors as above as a minimum at each exit plus one at site works. • All equipment to be calibrated to manufacturers' requirements and specification, whilst being regularly tested. 	<p>L</p>	<p>The approved code of practice, the booking system and the onsite brief make all the information absolutely clear to anyone entering the subway.</p>	<p>“</p>	

		<ul style="list-style-type: none"> Where the contractor/company has a policy of self-rescue then the following then the following will then be provided with staff competent and holding valid certification: Minimum 2 no. sets of 30 minutes rescue compressed air breathing apparatus (C>A>B>A) to EN 14594. And a oxygen resuscitator to BS 6850. 				
Serious musculoskeletal Injury through Manual Handling	CoL Operatives and Contractors	<ul style="list-style-type: none"> Anyone entering the pipe subway who will be transporting or supporting of a load by hand or bodily force must comply with the Manual Handling Operations regulations 1992. All contractors and CoL operatives are briefed on the difficulties in manoeuvring items in and out of the subway. Contractors will be advised to minimise the need for manual handling. 	M	Inform all contractors of the difficulties with working in the pipe subway and advise that they try to minimise manual handling risks by using mechanical assistance, reduce the weight being carried or undertaken more journeys, reduce carrying distance and safely flag any item that may be deemed as heavy. We would like contractors to think TILE when working within the Pipe Subway.	“	
Injury or death through Restricted Access (Confined Access)	Contractors and CoL operatives	<ul style="list-style-type: none"> The pipe subway is deemed a confined space therefore all works must be carried out in accordance with the Confined Spaces Regulations 1997. All works with the service subway must abide by the requirements set out in the approved code of practice for access and safe working in local authority service subways, 	L		“	
Electrocution or isolation through lighting or power failure	Contractors and CoL operatives	<ul style="list-style-type: none"> Most subways are now lit and have emergency lighting as a backup. However, all operatives entering the pipe subway should have a fully functional torch available. Under no circumstances shall nay unauthorised person interfere with the electric lighting and power installations. All works needing lighting and power must comply with the approved code of practice for access and safe working in local authority service subways, 				
Death or injury through presence of poisonous gas or alternatively low oxygen levels	Contractors and CoL operatives	<ul style="list-style-type: none"> An atmosphere check will be undertaken by CoL operatives prior to entry at the entrance and exit points. CoL Operatives and contractors must have air test monitors actively working at all times, when in the pipe subway. Air Test devices must be continuously monitored when in the pipe subway by all monitoring flammable gases, hydrogen Sulphide and Carbon Monoxide. The pipe subway is classified as NO SMOKING at any time. All operations must comply with the approved code of practice for access and safe working in local authority service subways, 	L		“	

Serious injury through the use Naked Flame Devices (Hot Works)	Contractors and CoL operatives	<ul style="list-style-type: none"> All operations that require naked flame devices must comply with that stated in the approved code of practice for access and safe working in local authority service subways, All operations must comply with the approved code of practice for access and safe working in local authority service subways, 	L		“	
Serious Injury through the use of toxic Solvents and Materials	Contractors and CoL operatives	<ul style="list-style-type: none"> The contractor must inform the Local Authority when making the initial application that they intend to use a toxic solvent or material. Any contractor using toxic materials must comply with COSHH 2002 regulations Any use of toxic or dangerous material must be removed by the operatives as stated in the approved code of practice for access and safe working in local authority service subways, 	L		“	
Lack of Fire/Emergency procedure	Contractors and CoL operatives	<ul style="list-style-type: none"> The emergency procedure for the service subways is stated in the approved code of practice for access and safe working in local authority service subways. 	L		“	
Lack of procedure for Accident or Illness of persons with the service subway.	Contractors and CoL operatives	<ul style="list-style-type: none"> The approved code of practice for access and safe working in local authority service subways sets out the procedure should anyone collapse or before unconscious with in the service subway. The escape rescue plan also states the procedure for self rescue, Non-entry rescue and entry rescue. 	L		“	
Exposure to Leptospirosis or Weill's Disease	Contractors and CoL operatives	<ul style="list-style-type: none"> All CoL operatives and contractors must have attended awareness training, which forms part of the confined space accreditation course. PPE and standard Hygiene should avoid any potential problems. Rat baiting is also implemented on an adhoc basis, to try and manage the rodent situation. COSHH assessments by the users must be undertaken in order to manage this risk. The approved code of practice for access and safe working in local authority service subways also provides advice in relation to this issue. 	L		“	
Slips, trips and falls	Contractors and CoL operatives	<ul style="list-style-type: none"> All operatives must abide by the approved code of practice for access and safe working in local authority service subways. Every effort should be made to remove slips, trip and falls as far as is reasonably practicable. 	L			
Exposure to Asbestos	Contractors and CoL operatives	<ul style="list-style-type: none"> The approved code of practice for access and safe working in local authority service subways clearly stated the standards for monitoring asbestos, whilst also highlighting what do to should any asbestos be 	M	All contractors are informed to provide the local authority with details should they disturb any pipes/cables containing asbestos material.	“	

		<p>found. Asbestos registers are available on the pipe subway webpage</p> <ul style="list-style-type: none"> The local Authority will then arrange for a specialised company to attend site to remove the asbestos material from the pipe subway after notifying the HSE via form FODASB5. 				
Lack of Hygiene	Contractors and CoL operatives	<ul style="list-style-type: none"> The approved code of practice for access and safe working in local authority service subways, clearly states the requirements for PPE, the washing or wiping of hands and the ban of taking food and drink into the subway. All of these factors will ensure hygiene is maintained to a safe level. 	L		“	
Damaged Equipment left unnoticed	Contractors and CoL operatives	<ul style="list-style-type: none"> If an operative notices any damaged plant, equipment or appliance in the subway the CoL operatives or any contractor is encouraged to report this issue to the Local Authority ASAP. 	L		“	
Introduction to other substances during operations (eg water)	Contractors and CoL operatives	<ul style="list-style-type: none"> Operatives to check surrounding area for gully blockages after high rain falls and water leaks. 	L	Contractors to inform COL / Thames water	Giles/Martin Till - Immediately	
<p>NB - Following completion of the risk assessment you should ensure the controls identified are included within your work procedures / method statements / work instructions and safe systems of work HSE Guide - Five steps to risk assessment</p>						

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**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Thursday, 15 October 2020**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Thursday, 15 October 2020 at 11.00 am

Present

Members:

Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Marianne Fredericks
Sheriff Christopher Hayward
Shravan Joshi
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Christopher Hill (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)
Barbara Newman (Ex-Officio Member)

Officers:

Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Maria Curro	- Department of the Built Environment
Neil West	- Department of the Built Environment
Andrea Moravicova	- Department of the Built Environment
Antoinette Duhaney	- Town Clerk's Department
Nina Houghton-Worsfold	- City of London Police

At the start of the meeting, Alderman Alison Gowman, as senior Alderman present, was moved into the Chair until the Election of Chairman. Members and those watching the live broadcast of the meeting via YouTube were welcomed, before Members were reminded of the guidance circulated for the conducting of remote meetings.

1. APOLOGIES FOR ABSENCE

There were no apologies.

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

There were no declarations.

3. **ELECTION OF CHAIRMAN**

The Sub Committee proceeded to elect a Chairman in accordance with Standing Order No.29, and Oliver Sells, being the only Member who expressed his willingness to serve, was duly elected as Chairman of the Sub Committee for the ensuing year.

The Chairman thanked the Sub Committee for their continuing support, and expressed his aims of continuing to implement the Transport Strategy, making spaces safer, green and open, and supporting businesses.

4. **ELECTION OF DEPUTY CHAIRMAN**

The Sub Committee proceeded to elect a Deputy Chairman in accordance with Standing Order No.30, and Graham Packham, being the only Member who expressed his willingness to serve, was duly elected as Deputy Chairman of the Sub Committee for the ensuing year.

5. **MINUTES**

RESOLVED – That the public minutes and non-public summary of the meeting held on 7 July 2020 be agreed as a correct record.

6. **BANK JUNCTION IMPROVEMENTS PROJECT: ALL CHANGE AT BANK**

The Sub Committee considered a report of the Director of the Built Environment concerning the Bank Junction Improvements Project. The Director of the Built Environment introduced the report, drew Members' attention to the key points and outlining the options presented.

The Sub Committee then proceeded to discuss the proposals. Members asked for further clarification on the proposals in respect of bus routes, the wider impact of the scheme on Equalities considerations, the implications arising from other schemes, and business consultation. In response the Director of the Built Environment explained the intended rerouting of buses in both directions along Queen Victoria Street, adding that the existing routes would eventually be reinstated, before confirming some assumptions had been made with regards to related schemes such as on Bishopsgate.. Equalities had been considered thoroughly with assessments done at each stage of the project, regular consultation with relevant interest and user groups and ensuring all crossing points were to standard. With regards to Low Traffic Neighbourhoods (LTNs), the Director of the Built Environment advised that the impact of these schemes was assessed with traffic modelling forming part of this assessment.

A Member commented that the measures needed to be flexible and adaptable given the current and future impact of Covid-19 on traffic and pedestrian and cyclist numbers, which would need to be monitored on an ongoing basis.

Members then asked for further detail on the planned bus shuttle lane on Princes Street, equalities analysis and strategic alignment with TfL, in light of the assumptions regarding related schemes. The Director of the Built Environment advised that the bus shuttle lane proposal was still in development, but would consist of one lane operated with TfL signalling and would involve a small number of buses. The operation of open arms of the junction was still under consideration, with further public consultation to come, and could account for taxi ranks and drop-off points for Equalities and accessibility concerns. Officers had worked with TfL throughout the project and would engage further prior to public consultation. The Director of the Built Environment also gave the Sub Committee some assurance around the impact of Covid-19 and its future implications on the project.

A Member outlined their concern that the proposals were likely to cause more traffic on roads such as Cheapside and Poultry, on which businesses had come used to decreased traffic, and stressed that consultation should be carefully managed with multiple options presented if possible. The Member also sought clarification on cut-throughs under the option recommended. Members then raised further points regarding air quality, a possible exemption for taxis with passengers who were registered disabled, a possible extension of the 7am-7pm Monday-Friday closure to cover weekends, and resilience.

In response, the Director of the Built Environment advised that consultation with businesses could be strengthened, but the decrease in traffic levels prior to Covid-19 had been caused by utilities work and was then maintained by the temporary measures. Whilst the intention had always been for traffic to return to its previous levels in the area, consultation with businesses on this would be beneficial. The Director confirmed that the focus of the air quality aspect of the project centred on reducing nitrogen oxide (NOx) levels.

Arising from the discussion, the Chairman moved that the Sub Committee consider the recommendations of the report. Whilst two Members indicated that they were not in favour, as there was a clear majority of Members in favour, the recommendations were approved.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree that the project continues at the outlined pace to submit a Gateway 5 in September/October 2021 (see paragraph 5-6);
2. That Design Option 1 is taken forward to detailed design (the closure of Threadneedle Street and further restriction of Queen Victoria Street and Princes Street);
3. That further investigation into permitting general traffic on the 'open arms' during the current restricted hours is not carried forward for further investigation;

4. That a budget of £541,935 is agreed to reach the next Gateway, giving a cumulative budget of £1,923,410 after allowing for the underspend to date of £201,983;
5. That funding for this budget be partially met from unspent S106 deposits arising from the underspend to date, with the balance of £339,953 to be drawn down from the central funding agreed in principle via the 2020/21 annual capital bid process, subject to the approval of the Resource Allocation Sub Committee;
6. Note the total estimated cost of the project at £5-5.6 million (excluding risk);
7. That a Costed Risk Provision of £95,000 is approved (to be drawn down via delegation to Chief Officer) subject to the Resource Allocation Sub Committee approval to draw this down from the capital funds if necessary; and
8. That Gateway 4c Detailed Design is approved via Streets and Walkways and Projects Sub Committee.

7. **BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT**

The Sub Committee considered a report of the Director of the Built Environment concerning the Beech Street Transportation and Public Realm Project. The report updated Members on the progress of the project, requested an increase in the project budget and sought Member decisions on amendments to the scheme. The Director of the Built Environment introduced the report, updating Members on the scheme so far and outlining the proposals for consideration.

The Sub Committee then proceeded to discuss the proposals. A Member raised the issue of crime in the Beech Street tunnel following a recent incident and whether the scheme's consequent decrease in traffic may lead to an increase in crime. The Member also asked about liaison between the Department of the Built Environment and the Road Safety team at City of London Police. The City of London Police representative present advised that the incident in question was a popular form of theft. Officers would discuss about how this could be mitigated in the area but were not aware of any further incidents of this type. The Director of the Built Environment added the Beech Street Working Group included representative from the Police, as was the case for most schemes.

A Member advised that they supported the recommendations for modifications to the scheme and reported issues with deliveries and signage as well as enforcement for motorcycles in the Golden Lane area. Members also asked for clarification on air quality and reported communications and messaging issues. The Director of the Built Environment responded that officers had observed a solution for delivery vehicles by U-turning on Silk Street, and would look into the issues around motorcycles. Camera enforcement was not recommended at this time due to the low number of compliant vehicles, but could be introduced later.

The Director of the Built Environment confirmed that NOx was the central focus for measuring air quality rather than small particles.

The Director of the Built Environment advised that the issues relating to signage would be rectified to minimise confusion, and consultation with Barbican residents had been undertaken on messaging. Improvements to communications were underway and officers were looking at strengthening messaging across various mediums to reinforce availability to all vehicles. A Member suggested that officers also ensure advice given by satnavs was up to date.

A Member commented that it was important to implement modifications to the scheme in a phased way, for instance by improving the central reservation before improving signage so as not to entice contravention of the scheme. In response to a question from a Member regarding recent litigation in respect of the scheme, the Director of the Built Environment advised that the hearing had concluded during the previous week, but additional information had been requested and a decision was expected within a month.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve an increase in the project budget of £200,000 to cover:
 - the estimated additional staff costs (£160k);
 - the estimated additional fees (£40k)
2. Approve the purchase of a spare enforcement camera (from the existing budget);
3. Approve a revised Costed Risk Provision (CRP) up to a total of £260,000 (Appendix 2) to account for the currently identified risks;
4. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain to:
 - draw down the costed risk provision if risks become issues
 - make any adjustments between elements of the approved budget, provided the total approved budget is not exceeded
5. Agree a decision, in principle [and subject to Recommendation 6], on whether to implement four modifications to the experimental scheme which have been requested by residents and the Barbican Association, these are:
 - a) Creating two gaps in the Beech Street central reservation to allow vehicles accessing Lauderdale Place forecourt and the Shakespeare House / Defoe House car park to travel eastbound and perform a right-hand turn (recommended) (£50k)
 - b) Note the request for residents who have car parking spaces around Beech Street to be exempted from the ETO so that they may drive

through Beech Street in any vehicle, and instruct officers to undertake a feasibility study to explore the legal, statutory, operational framework and cost implications of such a permitting regime (recommended) (£20k)

- c) Note that reopening the southern end of Golden Lane (in both directions) at the junction with Beech Street to zero emission vehicles was not recommended at this stage; and
 - d) Note that creating a gap in the central reservation on Aldersgate Street to allow vehicles accessing the Lauderdale Tower underground car park to travel northbound and perform a right-hand turn was not recommended at this stage.
6. Note that any decision to make the proposed modification/s is subject to a road safety audit, consultation with the Chief Officer of City Police and the applicable statutory notice arrangements; and
7. Delegate authority to the Director of the Built Environment to consider the safety audit/s; response of the Police and responses to the publication of the proposals, and subject to such consideration, to make the modification/s if deemed appropriate.

8. **ST. BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS**

The Sub Committee considered a report of the Director of the Built Environment concerning a project involves improvements to the public highway surrounding St Bartholomew's Hospital. The Director of the Built Environment introduced the report and drawing Members' attention to the key points, before giving a brief presentation explaining the two phases of proposals.

A Member asked whether the project would involve transport infrastructure, particularly in respect of buses. The area was currently used as a bus stand with buses parking there and this should be prevented if possible. The Director of the Built Environment responded that the location in question would be looked at as part of the wider Smithfield Area project, which would consider traffic and potentially relocating transport infrastructure.

RESOLVED – That the Streets & Walkways Sub Committee:

- i) Agree authorisation to increase the current approved budget of £30,000 by £3,235 to complete the design evaluation and cover the overspend as per Appendix 3, Table 1;
- ii) Agree authorisation to initiate the delivery of public realm works in the area in 2 phases, funded through St Barts and the London NHS Trust 106 agreement at a total cost of £532,161 (inclusive of indexation and interest accrued); and
- iii) Approve the revised total project budget increase from £400K-£550K to £565,396 and updated budget as per Appendix 3, Table 2.

9. **CURSITOR STREET / BREAMS BUILDINGS PUBLIC REALM IMPROVEMENTS**

The Sub Committee considered a report of the Director of the Built Environment concerning the public realm improvement projects for Cursitor Street and the Breams Buildings.

A Member commented that buses parking was also an issue at this location, and expressed some concern for residents and businesses, given that work on this area had been done as recently as 2018. Whilst this may have been utilities work, public realm improvements had also been undertaken in the recent past. As repeated disruptions were problematic effort should be taken to ensure the scheme represented value and quality. The Chairman advised that he had received correspondences to this effect and suggested this be taken into account.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve the proposed reconfiguration of current funding allocation for Cursitor Street (£240,934) and Breams Buildings (£239,832) a total of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum);
2. Approve that the existing funding allocation for Cursitor Street and Breams Buildings be reconfigured as follows: Cursitor Street (£371,647) and Breams Buildings (£109,119), a total allocation of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum);
3. Agree authorisation to increase the current approved budget of £10,000 for Cursitor Street by £6,048 to cover the overspend as per Appendix 4, Table 1;
4. Agree authorisation to adjust the current approved budget of £40,000 for Breams Buildings to reflect the spend as per Appendix 4, Table 2;
5. Approve authority to start work on Cursitor Street (Phase 1) at a total of £355,599, as detailed the funding strategy in Appendix 4; and
6. Approve authority to start work on Breams Buildings (Phase 2) at a total of £80,262, as detailed the funding strategy in Appendix 4.

10. **1-2 BROADGATE SECTION 278 HIGHWAY WORKS**

The Sub Committee considered a report of the Director of the Built Environment in respect of the 1-2 Broadgate Section 278 highway works.

RESOLVED – That the Streets & Walkways Sub Committee:

1. That a budget of £50,000 is approved for design and evaluation to reach the next Gateway; and

2. Note the total cost of the project is estimated to be between £750,000-£900,000 (excluding risk).

11. WEST SMITHFIELD PEDESTRIAN ACCESSIBILITY IMPROVEMENTS

The Sub Committee considered a report of the Director of the Built Environment regarding the outcomes of a project introducing highway and pedestrian improvements at the West Smithfield Rotunda, Cloth Street and Cloth Fair. A Member clarified an error within the report, advising that the Smithfield Market Tenants Association did not represent WC Butchers, as stated.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Approve the content of this outcome report; and
- b) Agree that an unspent Section 106 funding is returned to be reallocated following usual processes.

12. CREED COURT

The Sub Committee considered a report of the Director of the Built Environment in respect of a project to deliver public realm enhancements to the area surrounding the new development at Creed Court, to accommodate projected increase in pedestrian traffic and servicing needs of the hotel.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Authorise officers to utilise £100,000 invoiced to the developer to progress the project to Gateway 5 (see section 3 table 1 below), in advance of the full S.278 payment. The amount will be deducted from the full S.278 payment;
2. Authorise officers, subject to receipt of the requested funds, to progress with detailed designs of the recommended option outlined below and fully funded by Section 278 agreement with the developer of Creed Court and undertake public consultation;
3. Note, that as per the Projects Procedure and subject to scope and costs remaining within the parameters agreed in this report, the approval of Gateway 5 report will be delegated to Chief Officer; and
4. Note the total estimated cost of the project at £667,546 - £800,000 (excluding risk).

13. GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK

The Sub Committee considered a report of the Director of the Built Environment in respect of the project of opening up and enhancement of the currently closed section of walkway at Globe View in order to complete the Riverside Walk, a long-standing policy objective of the City.

RESOLVED – That the Streets & Walkways Sub Committee approve Option One for the allocation of £94,000 funds from the Bath House S106 obligation (public transport improvements) to reach the next Gateway.

14. **COVID-19 IMPACTS ON CITY TRANSPORTATION PROJECTS**

The Sub Committee received a report of the Director of the Built Environment providing an update on the City Transportation projects that have been impacted by COVID-19.

A Member commented that the holistic reviewing of projects following the impact of Covid-19 was understandable and asked that the Sub Committee be informed about reporting to the Planning & Transportation Committee. Whilst cars should not necessarily be encouraged, measures should be taken to ensure that all modes of transports could operate safely and without delay and congestion across the City. The Director of the Built Environment acknowledged this point and assured that this would be monitored.

RESOLVED – That the report be noted.

15. **CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT**

The Sub Committee received a report of the Director of the Built Environment concerning the reinstatement of public highway areas around the City's three Crossrail stations. The Chairman advised that the winners of the architectural competition in respect of Finsbury Circus had been announced. It was hoped that the project would proceed with full support.

A Member asked for an update on improvements related to the Farringdon station area, particularly the junction of Beech Street, Long Lane and Aldersgate. The Director of the Built Environment advised that the junction would be included within wider public realm schemes.

RESOLVED – That the report be noted.

16. **PEDESTRIAN PRIORITY STREETS PROGRAMME**

The Sub Committee received a report of the Director of the Built Environment providing an update on the programme of works developed to bring forward pedestrian priority schemes since the development of the Transport Strategy.

A Member asked whether officers foresaw conflict arising from the Bishopsgate bus scheme and consequent redirecting of traffic down Middlesex Street that had arisen. The Director of the Built Environment advised that officers had worked with TfL on the proposal. There had been consultation and engagement on temporary changes and a comprehensive monitoring package with TfL was in place to account for impacts.

RESOLVED – That the report be noted.

17. **OUTSTANDING REFERENCES**

The Sub Committee received a list of outstanding references.

RESOLVED – That the outstanding references list be noted.

18. ANY OTHER BUSINESS

A Member expressed their disappointment in the response to the roof canopy failure in the Smithfield area, with the connected thoroughfare closed in August and still closed ten weeks later. The Member asked why there had been no report on this incident to the Sub Committee and asked for clarification on decisions made following the incident which had caused further delays.

The Director of the Built Environment advised that matters relating to building management and the safety of structures were likely to be outside the remit of the Sub Committee. Management of the incident and subsequent review was being undertaken by the City Surveyor, but an update could be sought for the Sub Committee. A Member advised that reporting on these matters could be submitted to the Sub Committee for information as they were relevant to its work and would provide assurance.

A Member raised the issue of school buses being permitted to use Beech Street, specifically that used by the City of London School for Girls, in light of the report submitted. The Chairman asked that the Director of the Built Environment take this away for consideration.

19. EXCLUSION OF THE PUBLIC

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

Item No.	Paragraph(s) in Schedule 12A
20	-

20. ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There was other business.

The meeting ended at 12.38 pm

Chairman

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

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
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 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020	<p align="center"><u>Daylight/Sunlight – Alternative Guidelines</u></p> <p align="center">Chief Planning Officer and Development Director</p> <p>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 might go about creating alternative guidelines, including timescales, if Members were so minded and the legal implications of this.</p>	<p>UPDATE: (27 Oct 2020) : Officers reported that British Standards had published guidance on this last year but that the BRE guidelines were still awaited. Officers were now set to meet with the BRE to understand their intended timeline for this and intended to align the City's work with this.</p> <p>With regard to the associated Member Training request on this matter, Officers were now looking at the BRE webinars and how Officers could work with these and would update Members on this matter at the 15 December 2020 meeting of this Committee.</p> <p>To be completed: Target of February 2021.</p>
2	18 June 2019 9 July 2019 30 July 2019 10 Sept 2019 1 Oct 2019	<p align="center"><u>Construction Works</u></p> <p align="center">Chief Planning Officer and Development Director</p>	<p>UPDATE: (27 Oct 2020): Officers stated that it was very difficult for the planning system to control the start dates on construction sites, particularly in the current circumstances. There was, however, a Code of Construction which allowed Officers to</p>

	<p>22 Oct 2019 5 Nov 2019 12 Dec 2019 28 Jan 2020 18 Feb 2020 6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020</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>	<p>deal with the cumulative impact of the number of construction sites due to come on stream and they would continue to manage any issues in this way. Members were also informed that a Development Liaison Manager had now been recruited and one of the key roles for the postholder was to provide an overview of forthcoming schemes with a view to coordinating these in terms of implementation.</p> <p>To be completed: Target of February 2021</p>
3	<p>6 March 2020 2 June 2020 23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2020</p>	<p style="text-align: center;"><u>Member Training</u></p> <p style="text-align: center;">Chief Planning Officer and Development Director / Director of the Built Environment</p> <p>A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training.</p> <p>The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the</p>	<p>UPDATE: (17 November 2020): Officers reported that a 6 month training programme that reflected the responses received to a recent training survey would be circulated to all immediately after the meeting.</p> <p>Members stated that they felt that the planned training schedule should also be published and, as such, it is now attached to this report at Appendix 1.</p> <p>Members were of the view that more formal training should also be offered by the Department to any newly appointed members of the Committee in line with the principles of the Planning Protocol.</p> <p>To be completed: Training offering for new Members to be considered in early 2021.</p>

		Planning & Transportation Committee are expected to undertake regular training.	
4	23 June 2020 14 July 2020 8 Sept 2020 6 Oct 2020 27 Oct 2020 17 Nov 2021	<p><u>Barbican and Golden Lane Conservation Area SPD</u></p> <p>Interim Chief Planning Officer and Development Director</p> <p>A Member highlighted that a Conservation Management Plan was still awaited for this area in the form of a Supplementary Planning Document. He added that this was originally approved by this Committee in October 2018 and that he had requested an update on progress on several occasions since. He asked that this also now be included within the list of Outstanding Actions so that it was not lost sight of entirely.</p>	<p>UPDATE: (17 Nov 2020): It was reported that the SPD would now be going to the next meetings of the Barbican Centre Board, the Barbican Residential Cttee and the Barbican Estate Residents Consultation Cttee for their input before coming to this Cttee in February 2021. Golden Lane and Tudor Rose Court residents would also be consulted on the document prior to it being presented to this Committee</p> <p>To be completed: SPD to Committee in February 2021.</p>

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Planning and Transportation Committee Member Training Programme

December 2020 – July 2021

Following on from the Member's training questionnaire, please find below details of the 20/21 training programme for Members of this Committee. This programme may adjust depending on any legislative or strategy training needs.

The training will be conducted remotely over Microsoft Teams, in accordance with government restrictions. This will be reviewed in 2021. It is anticipated that each session will take place 9am – 10am (before scheduled Committee meetings) and include time for Q&A.

It is also our intention to record training and make these available as resource for future use.

To book your place please email Katie Lawman who will coordinate the MS Team meeting.

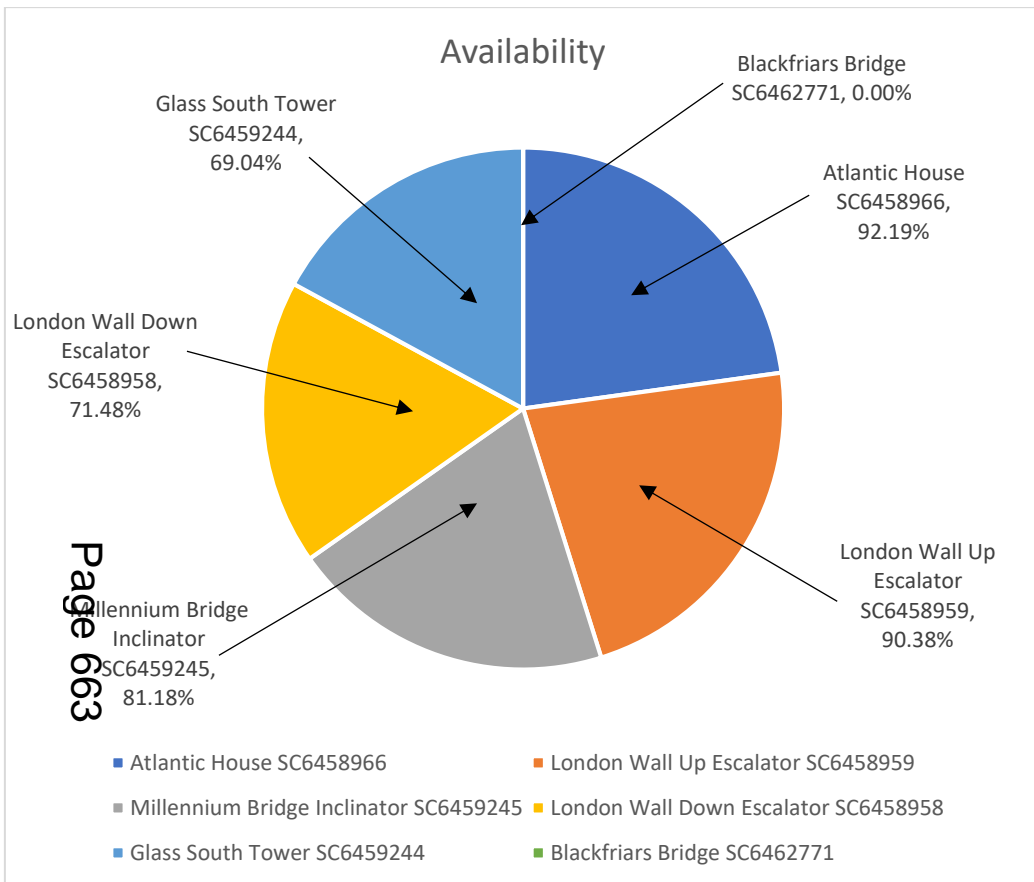
Course	Date
Healthy Streets	5 th January 2021
The planning system, framework, policy context and the implications for development management + Legislative / change of use	26 th January 2021
Material Planning Considerations and Development Viability Assessments	16 th February 2021
Sustainability (Zero Carbon and Urban Greening)	9 th March 2021
Design (3D modelling of the City Cluster and Processional Route and Design Training)	22 nd April 2021
Microclimate (Wind Impacts and Thermal Comfort)	12 th May 2021
Daylight / Sunlight Assessment	8 th June 2021

Subject to change

New Member induction training coming 2021

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PLANNING AND TRANSPORTATION COMMITTEE REPORT 29/10/2020 – 25/11/2020



Code	Name	Time OOS	Availability
0924	Duchess Walk Public Lift CL24	0 00:00	100%
7730	Wood Street Public Lift SC6458970	0 00:00	100%
7921	Little Britain SC6458967	0 00:00	100%
7960	London Wall West SC6458965	0 00:00	100%
7963	London Wall East SC6458964	0 00:00	100%
7998	Tower Place Public Lift SC6458962	0 00:00	100%
7999	Tower Place Scenic Lift SC6458963	0 00:00	100%
0976	Pilgrim Street SC6458969	0 01:26	99.79%
7997	33 King Williams Street SC6462850	0 01:28	99.78%
7740	Moor House SC6458968	0 02:52	99.57%
7345	Speed House Public Lift SC6459146	0 11:23	98.31%
0978	Atlantic House SC6458966	2 04:30	92.19%
0945	London Wall Up Escalator SC6458959	2 16:39	90.38%
0929	Millennium Bridge Inclinator SC6459245	5 06:27	81.18%
0944	London Wall Down Escalator SC6458958	7 23:38	71.48%
0916	Glass South Tower SC6459244	8 16:02	69.04%
7964	Blackfriars Bridge SC6462771	27 00:00	0.00%

Points to Note:

- There are 17 Public Lifts/Escalators in the City of London estate. The report below contains details of the 6 - public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 27 November 2020 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

PLANNING AND TRANSPORTATION COMMITTEE REPORT 29/10/2020 – 25/11/2020

Location	Status as of 25/11/2020	% of time in service Between 29/10/2020 and 25/11/2020	Number of times reported Between 29/10/2020 and 25/11/2020	Period Not in Use Between 29/10/2020 and 25/11/2020	Comments Where the service is less than 95%
Atlantic House SC6458966	Out of service	92.19%	1	52 hours	The lift has been taken out of service due to a modernisation project, expected return to service is 15 th February 2021.
London Wall Up Escalator SC6458969	In service	90.38%	1	64 hours	Escalator isolated over the weekend by possible members of the public, return to service delayed due to faulty emergency button as parts required.
Millennium Bridge Inclinor SC6459245	In service	81.18%	1	124 hours	Engineer attended site and found an issue with intermittent communication connection, parts required.
London Wall Down Escalator SC6458969	In service	71.48%	1	188 hours	Escalator isolated over the weekend by possible members of the public, return to service delayed due to faulty emergency button as parts required.
Glass South Tower SC6459244	In service	69.04%	1	204 hours	Engineer attended site and could not diagnose the fault; a Technical engineer visit was undertaken and identified a faulty door belt, parts required.
Blackfriars Bridge SC6462771	Out of service	0%	1	658 hours	The lift is out of service for the whole reporting period due to an ongoing project, expected return to service date is the 3 rd December 2020.

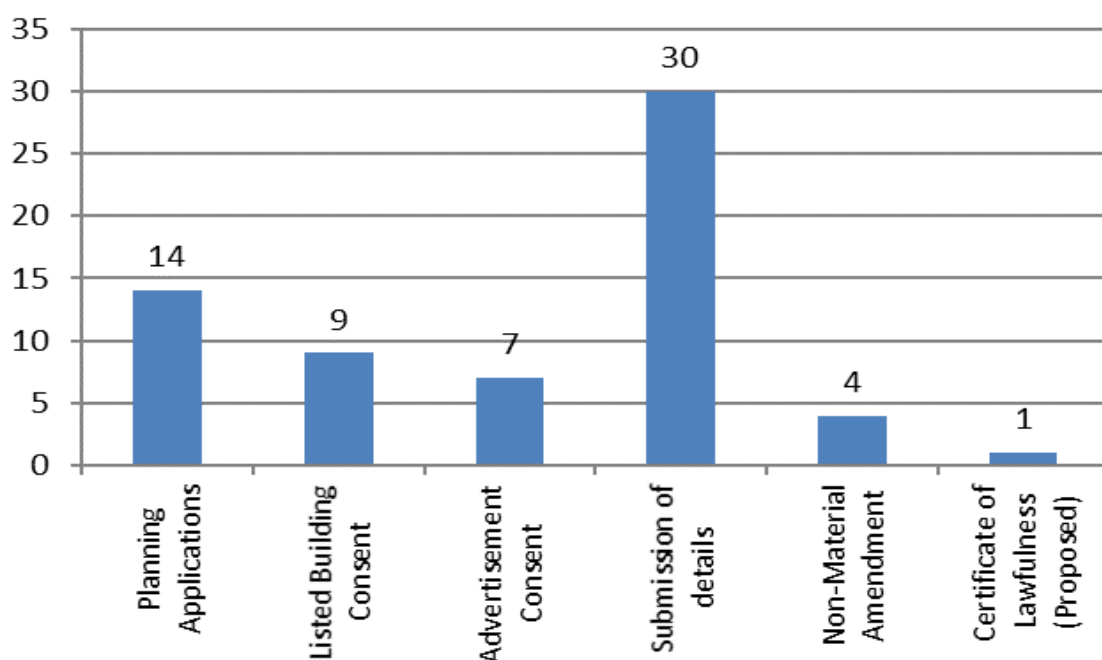
Committee(s)	Dated:
Planning and Transportation	15 th December 2020
Subject: Delegated decisions of the Chief Planning Officer and Development Director	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

In the time since the last report to Planning & Transportation Committee Sixty Five (65) matters have been dealt with under delegated powers. Thirty (30) relate to conditions of previously approved schemes, Four (4) applications for Non-Material Amendments, Nine (9) applications for Listed Building Consent, Seven (7) applications for Advertisement Consent, and One (1) Certificate of Lawfulness for Proposed Development. Fourteen (14) Full applications and including Four (4) Change of Use and 1450sq.m floorspace 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.

Details of Decisions

Registered Plan Number & Ward	Address	Proposal	Decision & Date of Decision	Applicant/ Agent Name
19/01195/LBC Aldersgate	168 Defoe House Barbican London EC2Y 8ND	Removal of section of existing wall, insertion of partition sliding wall and associated refurbishment works minor interior alterations.	Approved 26.11.2020	Mr & Mrs Andrew & Tina Mendelsohn
20/00441/LBC Aldersgate	167 Defoe House Barbican London EC2Y 8ND	Internal Refurbishments including removal and installation of internal walls and doors. Extending existing doors to full height openings. Installation of shallow suspended false ceilings.	Approved 26.11.2020	Mr Jonathan Sutton
20/00707/LBC Aldersgate	411 Shakespeare Tower Defoe Place London EC2Y 8NJ	Refitting the kitchen and utility room. Some existing non-structural internal walls plus a door and associated frame are to be altered to reconfigure the layout as shown on the proposed plans and outlined in the design statement. Work includes making one door and another existing opening, full height. plus creating a "hatch" opening with breakfast bar counter between the kitchen and living room.	Approved 10.11.2020	Dominvs Investments 1 Ltd

20/00755/LBC Aldersgate	391 Lauderdale Tower Barbican London EC2Y 8NA	Internal Refurbishments including removal and installation of internal walls, replacement of internal doors and suspended ceiling with inset spot lighting	Approved 26.11.2020	James O'Neill
20/00697/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Submission of samples and particulars of facade materials pursuant to condition 22 (a) (in part) of planning permission 13/01004/FULEIA dated 29.05.2014.	Approved 12.11.2020	Vanquish Properties UK Ltd
20/00698/MDC Aldgate	Site Bounded By 19-21 & 22 Billiter Street, 49 Leadenhall Street, 108 & 109-114 Fenchurch Street, 6-8 & 9-13 Fenchurch Buildings London EC3	Submission of an Energy report pursuant to condition 17 of planning permission 13/01004/FULEIA dated 29.05.2014.	Approved 12.11.2020	Vanquish Properties UK Ltd
20/00150/MDC Bassishaw	Brewers' Hall Aldermanbury Square London EC2V 7HR	Submission of a Deconstruction and Construction Logistics Plan and a Scheme for Protecting Nearby Residents and Commercial Occupiers from Noise, Dust, and other Environmental Effects pursuant to conditions 2, 3 and 4 of planning permission 19/00815/FULL dated 10th October 2019.	Approved 17.11.2020	The Worshipful Company of Brewers

20/00818/MDC Bassishaw	88 Wood Street London EC2V 7DA	Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 2 of planning permission dated 18.08.2020 (Application number: 20/00267/FULL).	Approved 26.11.2020	Star Winner Enterprises Limited
20/00533/FULL Billingsgate	10 Lower Thames Street London EC3R 6AF	Creation of new entrance to provide access to new office accommodation at basement level; installation of an external platform lift; and landscaping.	Approved 12.11.2020	Northern & Shell PLC & The Royal Society For Blind Children
20/00390/LDC Bishopsgate	1, 3 & 5 Stone House Court London EC2	Details of alterations to the listed shopfront and extensions to it, details of the new faience facade and the junctions between it and the adjacent facade pursuant to Condition 4c) and d) of Listed Building Consent 10/00169/LBC dated 16.06.2011	Approved 03.11.2020	UOL
20/00392/FULL Bishopsgate	150 Bishopsgate, 3 Bishopsgate Plaza And 5-17 Devonshire Row London EC2M 4AJ	Use of part of basement level 1 for Class A1 retail storage in lieu of approved Class C1 hotel; use of part of ground floor for mixed restaurant/cafe/office use (sui generis) in lieu of approved Class A3 restaurant; use of part of first floor for Class B1 offices in lieu of approved Class A1 and Class C1 uses; use of	Approved 05.11.2020	UOL

		second floor for Class B1 offices in lieu of approved Class A1 and Class C1 uses.		
20/00590/MDC Bishopsgate	100 Liverpool Street & 8 - 12 Broadgate London EC2M 2RH	Details of the land between the existing building lines and the face of the proposed new building pursuant to condition 29 of planning permission 17/00276/FULL dated 5 June 2017.	Approved 05.11.2020	Bluebutton Properties UK Ltd
20/00659/ADVT Bishopsgate	135 Bishopsgate London EC2M 3TP	Installation and display of: (i) one non-illuminated advert hoarding measuring 5.42m high by 4.806m wide; (ii) one non-illuminated advert hoarding measuring 5.42m high by 6.308m wide; (iii) one non-illuminated advert hoarding measuring 5.42m high by 12.302m wide; (iv) four non-illuminated advert hoardings measuring 2.946m high by 2.622m wide; (v) one non-illuminated advert hoarding measuring 2.946m high by 6.603m wide; (vi) one non-illuminated advert hoarding measuring 3.4m high by 18m wide associated with the development of the site for a temporary period until 14.02.2021.	Approved 12.11.2020	Eataly London
20/00704/MDC Bishopsgate	150 Bishopsgate London EC2M 4AF	Details of ventilation, air conditioning, external plant, ductwork and methods of odour control for the Class A	Approved 10.11.2020	150 Bishopsgate

		uses pursuant to Condition 37 of planning permission 17/00623/FULL dated 27.07.2018		
20/00746/ADVT Bishopsgate	29 - 33 Wormwood Street London EC2M 1RP	Installation of 1no. new external marketing poster measuring 1.25m by 2.05m, to be hung internally behind shopfront window.	Approved 17.11.2020	Barclays Bank Plc
20/00766/MDC Bishopsgate	222 Bishopsgate London EC2M 4QD	Submission of a Construction Logistics Plan and Environment Plan pursuant to conditions 2 and 3 of planning permission dated 7th July 2020 (20/00081/FULL).	Approved 24.11.2020	Thirdway Interiors
20/00602/FULL Bread Street	25 Cannon Street London EC4M 5TA	Application under S.73 of the Town & Country Planning Act 1990 to vary condition 22 of planning permission 18/00859/FULL dated 15.11.2018 to allow design changes to the following: 1. Roof coping height 2. Fifth floor glazing increased height 3. Stone detailing around entrance bay triple height window 4. Removal of retail doors on the Western Elevation 5. Reduction in number of retail doors on Watling and Bread Streets 6. Increased glazing height for Watling Street retail fronts 7. Retained fire escape exit 8. Glazed Fan light to	Approved 12.11.2020	25 Cannon Street Limited

		Cannon Street Elevation.		
20/00665/MDC Bread Street	Warwick Court 5 Paternoster Square London EC4M 7DX	Submission of a Construction Environmental Management Plan pursuant to condition 3 of planning permission 19/01362/FULL dated 21st May 2020	Approved 17.11.2020	Mitsubishi Estates London Ltd
20/00612/PODC Broad Street	60 London Wall London EC2M 5TQ	Submission of the Interim Travel Plan pursuant to Schedule 3 Paragraph 9.1 of the Section 106 Agreement dated 27 April 2017 (Planning Application Reference 16/00776/FULMAJ).	Approved 19.11.2020	JLL
20/00775/MDC Broad Street	60 London Wall London EC2M 5TQ	Details and particulars of lighting including fittings, brackets and lux levels to all facades and terraces pursuant to condition 19 (j) (in part) of planning permission dated 27.06.2019 (19/00580/FULL).	Approved 17.11.2020	CSHV 60 London Wall SARL
20/00482/MDC Candlewick	120 Cannon Street London EC4N 6AS	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces, details of the proposed new facade(s), details of new windows; details of ground floor elevations including entrances, details of a grille cover to the plant enclosure, details of all new plant; plant noise levels and plant	Approved 19.11.2020	8 Build

		mountings pursuant to conditions 5 (a), (b), (c), (d), (e), 7a and 8 of planning permission dated 22nd March 2019 (18/01122/FULL).		
20/00635/MDC Candlewick	68 King William Street London EC4N 7HR	Submission of detailed design and method statements for all works (in consultation with TfL) pursuant to Condition 2 of planning permission dated 31 July 2020 (19/01308/FULL).	Approved 05.11.2020	King William St Limited
20/00726/ADVT Candlewick	119 - 121 Cannon Street London EC4N 5AT	(i) Installation of 1no. internally illuminated projecting sign measuring 0.43m by 0.43m; (ii) installation of 1no. internally illuminated fascia sign measuring 2.45m by 0.225m, (iii) installation of 1no. plaque sign measuring 0.215m by 0.215m; and (iv) installation of 1no. vinyl sign measuring 0.07m by 0.76m and other associated works.	Approved 17.11.2020	UK Properties Specialist Ltd
20/00741/LDC Candlewick	29 Martin Lane London EC4Y 0DJ	Details of refuse store enclosure pursuant to condition 3 (k) of the listed building consent dated 21st November 2019 (application number (19/00524/LBC)	Approved 26.11.2020	Guntas
20/00768/MDC Candlewick	29 Martin Lane London EC4Y 0DJ	Submission of an Air Quality Report pursuant to condition 6 of planning permission dated 21.11.2019 (19/00523/FULL).	Approved 05.11.2020	Guntas

20/00688/MDC Castle Baynard	66-73 Shoe Lane London EC4A 3BQ	Submission of the following details pursuant to the following conditions of Planning Permission 18/01004/FULL dated 08/03/2019: Condition 4 (Service Management Plan), Condition 6 (Plant Noise Assessment).	Approved 05.11.2020	Endurance Land (Shoe Lane) Ltd
20/00849/MDC Cheap	2 Gresham Street London EC2V 7QP	Details of noise and vibration from new plant pursuant to condition 3a of planning permission 19/00772/FULL dated 05/11/19.	Approved 19.11.2020	Willmott Dixon Interiors
20/00850/MDC Cheap	2 Gresham Street London EC2V 7QP	Details of noise and vibration in relation to new plant pursuant to condition 4 of planning permission 19/00772/FULL dated 05/11/19.	Approved 19.11.2020	Willmott Dixon Interiors
20/00858/NMA Cheap	2 Gresham Street London EC2V 7QP	Non-material amendment under S96A of the Town and Country Planning Act 1990 (as amended) to planning permission 19/00772/FULL dated 05.11.2019 to allow for alterations to the appearance of the steelwork to the external bicycle ramp on Foster's Lane.	Approved 26.11.2020	Willmott Dixon Interiors
20/00638/FULL Coleman Street	Salisbury House 162 - 163 London Wall London EC2M 5QD	Removal of an existing single door and installation of an infill shop front panel.	Approved 24.11.2020	Pascale Founau

20/00639/LBC Coleman Street	Salisbury House 162 - 163 London Wall London EC2M 5QD	Removal of an existing single door and installation of an infill shop front panel and internal alterations.	Approved 24.11.2020	Pascale Founau
20/00764/ADVT Coleman Street	51 Moorgate London EC2R 6BH	Installation of 1no. internally illuminated projecting sign, measuring 0.6m by 0.6m at a height of 2.9m above ground level.	Approved 26.11.2020	Skanska UK Plc
20/00804/MDC Coleman Street	120 Moorgate London EC2M 6UR	Details of a plant noise report pursuant to condition 10(b) of planning permission ref 18/01352/FULL dated 7th May 2019.	Approved 12.11.2020	120 Moorgate Luxembourg Sarl
20/00819/ADVT Coleman Street	41 Moorgate London EC2R 6PP	Halo illuminated extruded aluminium signage at fascia band level measuring 0.70m high by 0.73m wide and 3.63m above ground level.	Approved 19.11.2020	Blackrock
20/00517/NMA Cordwainer	1 Bow Churchyard London EC4M 9DQ	Application under S.96a of the Town and Country Planning Act 1990 to make minor external alterations to planning permission 19/00944/FULL.	Approved 19.11.2020	Aviva Life And Pensions UK Limited
20/00589/LBC Cripplegate	42 Hatfield House Golden Lane Estate London EC1Y 0SU	To replace the existing kitchen and remove the wooden partition wall between the living area and said kitchen.	Approved 24.11.2020	Mr Daniel Swallow
20/00692/MDC Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Submission of details of how mechanical plant shall be mounted in a way which will minimise transmission of structure borne sound or vibration to any other	Approved 24.11.2020	ISg

		part of the building pursuant to condition 34 of planning permission 17/00770/FULL dated 19th July 2018.		
20/00710/LBC Cripplegate	Crescent House Goswell Road Golden Lane Estate London EC1Y 0SL	The installation of 14 cowls to the roof of Crescent House to terminate the existing ventilation ducts and replace unauthorised extract fans.	Approved 10.11.2020	City of London Corporation
20/00712/FULLR3 Cripplegate	Crescent House Goswell Road Golden Lane Estate London EC1Y 0SL	The installation of 14 cowls to the roof of Crescent House to terminate the existing ventilation ducts and replace unauthorised extract fans.	Approved 10.11.2020	City of London Corporation
20/00716/FULL Cripplegate	61 And 62 Clarendon Court 43 Golden Lane London EC1Y 0AD	Amalgamation of two two-bedroom apartments into a one four-bedroom apartment at level eight.	Approved 12.11.2020	Mr Xin Xia
20/00730/NMA Cripplegate	Former Richard Cloudesley School Golden Lane Estate London EC1Y 0TZ	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 17/00770/FULL dated 19th July 2018 to allow the addition of metal louvred doors for the UKPN substation on the northern and eastern elevations of the residential tower.	Approved 24.11.2020	City of London Corporation
20/00760/MDC Cripplegate	Former Bernard Morgan House 43 Golden Lane London	Submission of Internal Ambient Noise Measurements pursuant to condition	Approved 17.11.2020	Taylor Wimpey UK Limited

	EC1Y 0RS	24 of planning permission 16/00590/FULL dated 30th August 2017.		
20/00765/MDC Cripplegate	Former Bernard Morgan House 43 Golden Lane London EC1Y 0RS	Submission of landscape materials and handrails pursuant to condition 18 a) and 18 e) of planning permission 16/00590/FULL dated 30th August 2017.	Approved 03.11.2020	Taylor Wimpey UK Limited
19/00736/FULL Farringdon Within	Stationers Hall Stationers Hall Court London EC4M 7DD	Installation of five air conditioning units, three at third floor level (above the Cardroom) and two at approximately second floor level (on the south facing wall of the Great Hall), one air conditioning unit in the north basement service passage and a Service Head at ground floor adjacent to the North- East wing.	Approved 26.11.2020	Worshipful Company of Stationers And Newspaper Makers
19/01241/MDC Farringdon Within	54-58 Bartholomew Close London EC1A 7BF	Submission of details demonstrating that the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA pursuant to condition 6 of planning permission 16/01017/FULL.	Approved 19.11.2020	Barts Close Office Ltd
20/00382/MDC Farringdon Within	16 Old Bailey London EC4M 7EG	Submission of a landscaping scheme pursuant to condition 7 of planning permission dated 8th October 2018 (18/00137/FULL).	Approved 05.11.2020	DP9 Ltd

20/00560/FULL Farringdon Within	New Bridge Street House 30 - 34 New Bridge Street London EC4V 6BJ	Alteration and extension, including: (i) new and replacement windows to the east, south and west elevations at first to sixth floor levels; (ii) removal of existing rooftop plant enclosure and erection of a single storey roof extension at seventh floor level to provide office accommodation and plant room (Class B1) with private terraces at seventh floor and roof level; (iii) Installation of a green wall to the south elevation.	Approved 13.11.2020	The City of London Corporation
20/00630/ADVT Farringdon Within	66 Long Lane Ground Floor London EC1A 9RQ	Installation and display of (i) one externally illuminated fascia sign measuring 0.715m high by 3.205m wide at a height above ground of 3.16m; (ii) one externally illuminated projecting sign measuring 0.604m high by 0.780m wide at a height above ground of 3.225m.	Approved 17.11.2020	TaxAssist Accountants
19/00426/MDC Farringdon Without	25 - 26 Furnival Street London EC4	Details of chimneys pursuant to condition 13 (h) (part).; details of the integration of window cleaning equipment, plant, flues, fire escapes and other excrescences at roof level pursuant to condition (m) and details of plant and ductwork to serve the A3/A4 use(s) pursuant to condition (n) of planning permission 14/00866/FULL.	Approved 19.11.2020	Supercity UK

20/00103/ADVT Farringdon Without	Public House Rolls Passage London EC4A 1HL	Installation and display of: (i) one non-illuminated fascia sign measuring 1.79m wide by 0.63m high at a height above ground of 2.2m; (ii) one externally illuminated projecting sign measuring 0.6m wide by 0.6m high at a height above ground of 2.8m.	Approved 12.11.2020	Star Pubs & Bars Ltd
20/00320/FULL Farringdon Without	40 Holborn Viaduct London EC1N 2PB	i) Alterations to the Charterhouse Street elevation at ground floor level to provide a secondary entrance; and ii) Installation of glazing on the north-eastern corner of Charterhouse Street and Shoe Lane.	Approved 10.11.2020	HV Freehold Sarl
20/00326/FULL Farringdon Without	4 Bream's Buildings London EC4A 1HP	Alteration and extension to the existing building, including: (i) demolition of the existing mansard roof; (ii) erection of a replacement fourth floor and an additional two storey roof extension to provide additional office accommodation (Class B1) (net increase in floorspace: 273sq.m GIA); (iii) erection of a rooftop plant enclosure; (iv) associated works at ground floor level.	Approved 05.11.2020	Stirling Chase And Co Ltd
20/00744/FULL Farringdon Without	25 Southampton Buildings London WC2A 1AL	Replacement of dome lantern and refurbishment of ventilation cowl located over rotunda stairs at rooftop level.	Approved 17.11.2020	The Argyll Club (Midtown) Ltd

20/00745/LBC Farringdon Without	25 Southampton Buildings London WC2A 1AL	Replacement of dome lantern and refurbishment of ventilation cowl located over rotunda stairs at rooftop level.	Approved 17.11.2020	The Argyll Club (Midtown) Ltd
20/00811/NMA Farringdon Without	1 & 2 Garden Court Middle Temple London EC4Y 9BL	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 17/00939/FULL dated 22 February 2018 to allow for the relocation of the service door of the northern lift enclosure.	Approved 17.11.2020	The Honourable Society of Middle Temple
20/00838/CLOPD Farringdon Without	Parking Bays On Shoe Lane, City of London Adjacent To City Temple Church Shoe Lane London	Temporary placement of three electrical substations on Shoe Lane associated to the proposed development at 26-30 Holborn Viaduct and City Temple, 31 Holborn Viaduct, London subject of planning permission ref: 17/00165/FULMAJ approved 17th August 2020.	Grant Certificate of Lawful Development 12.11.2020	MH Viaduct LP Acting Through Its General Partner
20/00200/FULL Lime Street	22 Bishopsgate London EC2N 4BQ	Insertion of louvres for kitchen exhaust at level 4 on the south elevation	Approved 03.11.2020	22 Bishopsgate General Partner Ltd
20/00733/MDC Lime Street	3 St Helen's Place London EC3A 6AB	Submission of details of a programme of archaeological work, foundations and piling design pursuant to conditions 8 and 9 of planning permission dated 8th October 2019 (application number 18/01336/FULMAJ)	Approved 10.11.2020	The Leathersellers Company

<p>20/00734/MDC Lime Street</p>	<p>3 St Helen's Place London EC3A 6AB</p>	<p>Submission of a scheme to a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects during demolition; during construction; a Deconstruction Logistics Plan and a Construction Logistics Plan pursuant to condition 2 ,3 ,4 and 5 of planning permission dated 8th October 2019 (18/01336/FULMAJ).</p>	<p>Approved 19.11.2020</p>	<p>The Leathersellers Company</p>
<p>20/00771/FULL Lime Street</p>	<p>Exchequer Court 33 St Mary Axe London EC3A 8AA</p>	<p>Improvements to the 4th floor terrace including two new access doors and new flooring.</p>	<p>Approved 26.11.2020</p>	<p>Pavilion Trustees Limited & Pavilion Property</p>
<p>20/00791/MDC Lime Street</p>	<p>3 St Helen's Place London EC3A 6AB</p>	<p>Submission of the design and layout of the green roof including, rainwater pipework, associated flow control devices, maintenance and operation requirements; details of measures to prevent flooding; and details of the position and size of the green roof, the type of planting and the contribution of the green roof to biodiversity and rainwater attenuation pursuant to conditions 12 and 13 (a), (b), (c) of planning permission dated 8th October 2019 (application number 18/01336/FULMAJ).</p>	<p>Approved 24.11.2020</p>	<p>The Leathersellers Company</p>

20/00808/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Details of sound insulation between office and non-office premises pursuant to Condition 24 (in part) of planning permission 16/00849/FULEIA dated 11.09.2017.	Approved 26.11.2020	22 Bishopsgate General Partner Ltd
20/00843/MDC Lime Street	22 Bishopsgate London EC2N 4BQ	Submission of details of bird boxes pursuant to Condition 16 (o) of planning permission 16/00849/FULEIA dated 11.09.2017	Approved 10.11.2020	22 Bishopsgate General Partner Ltd
20/00387/FULL Vintry	30 Cannon Street London EC4M 6XH	(i) Replacement of the existing windows and louvres at lower ground floor level along Cannon Street and Queen Victoria Street elevations with new glazing; and (ii) Replacement of the existing prismatic windows and slot windows on the Bread Street elevation.	Approved 20.11.2020	Romulus City (Jersey) 1 Ltd And Romulus City (Jersey) 2 Ltd
20/00388/LBC Vintry	30 Cannon Street London EC4M 6XH	(i) Replacement of the existing windows and louvres at lower ground floor level along Cannon Street and Queen Victoria Street elevations with new glazing; and (ii) Replacement of the existing prismatic windows and slot windows on the Bread Street elevation.	Approved 20.11.2020	Romulus City (Jersey) 1 Ltd And Romulus City (Jersey) 2 Ltd

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Agenda Item 18

Committee(s)	Dated:
Planning and Transportation	15 th December 2020
Subject: Valid planning applications received by Department of the Built Environment	Public
Report of: Chief Planning Officer and Development Director	For Information

Summary

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

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

Details of Valid Applications

Application Number & Ward	Address	Proposal	Date of Validation	Applicant/ Agent Name
20/00905/FULL Aldersgate	Alder Castle House, 10 Noble Street, London, EC2V 7JX	Change the use of part of the fourth floor of Alder Castle, 10 Noble Street, from offices to ecclesiastical use (Use Class F.1)	13/11/2020	Covent Garden IP Ltd
20/00896/FULL Aldgate	6 Lloyd's Avenue, London, EC3N 3AX	Installation of an external condenser unit within the lightwell of building and installation of new air conditioning unit internally at lower ground floor level.	11/11/2020	CLS Lloyds Avenue Limited
20/00864/FULL Bassishaw	St Mary Staining Churchyard, Staining Lane, London, EC2V 7DE	Installation of a new regraded path from the corner of Staining Lane and Oat Lane to provide level access to St Mary Staining Churchyard and the secondary entrance to Pewterers Hall, replacing the existing path and three steps, construction of	05/11/2020	PCC St Vedast alias Foster

		low level retaining brickwork walls with integrated lighting.		
20/00841/FULL Bishopsgate	Bishopsgate Police Station , 182 Bishopsgate, London, EC2M 4NP	Construction of a covered exercise yard linked to the Custody Suite.	29/10/2020	City of London Corporation
20/00855/FULL Bishopsgate	100 Liverpool Street & 8-12 Broadgate, London, EC2M 2RH	Installation of sliding door system in southern facade to Level 10 terrace; installation of a new stair and lift enclosure to provide access to Level 11 terrace; and new hard and soft landscaping at Level 11 terrace.	03/11/2020	Bluebutton Properties UK Limited
20/00869/FULEIA Bishopsgate	2-3 Finsbury Avenue, London, EC2M 2PF	Demolition of the existing buildings and construction of a new building arranged over three basement levels, ground and 37 upper floors to provide an office-led, mixed use development comprising commercial, business and service uses (Class E), flexible commercial, business and service uses /drinking establishment uses (Class E/Sui Generis); and learning and non-residential institutions uses (Class F1); creation of a new pedestrian route through the site at ground floor level; hard and soft landscaping works; outdoor seating associated with ground level uses and other works incidental to the development.	04/11/2020	Bluebutton Properties UK Ltd

		<p>(The development would provide 85,009sq.m GEA of office floorspace (Class E); 4,397sq.m GEA of commercial, business and service uses (Class E); 1,097sq.m of flexible commercial, business and service uses /drinking establishment uses (Class E/Sui Generis); 2,239sq.m GEA of learning and non-residential institutions uses (Class F1); and 16,058sq.m of ancillary plant, back of house and storage; total floorspace 108,800sq.m GEA; overall height 170.290m AOD). The application is accompanied by an Environmental Statement which is available for inspection with the planning application. Electronic copies of the ES can also be issued by Trium Environmental Consulting LLP; for further details contact hello@triumenv.co.uk or Tel: +44 (0) 203 887 7118.</p>		
20/00892/FULL Bridge And Bridge Without	Peninsular House, 30 - 36 Monument Street, London, EC3R 8LJ	Replacement of glazing to the ground floor level offices fronting Monument Street, from tinted to clear glass.	24/11/2020	Royal London Asset Management
20/00916/FULL Candlewick	68 King William Street, London, EC4N 7HR	Installation of external lighting scheme from ground to ninth floor including the cupola at ninth floor.	16/11/2020	King William Street Limited

20/00882/FULL Castle Baynard	Boswell House, 8 - 9 Gough Square, London, EC4A 3DG	External alterations including: (i) Replacement and enlargement of windows either side of main entrance; (ii) Replacement of ground, first, second, third and fourth floor windows on the west elevation with timber double glazed windows; (iii) Replacement of existing plant at roof level with four new plant units; (iv) Installation of a new balustrade at roof level; (v) and other associated works.	09/11/2020	Artillery Partnership
20/00798/FULL Farringdon Within	18 - 19 Long Lane, London, EC1A 9PL	Change of use from education use (Class F1) to office use (Class E), office/retail use at ground floor (Class E) and retention of basement and ground floor retail space for cafe use (Class E), roof extensions (200sq.m GEA), refurbishment, facade improvements and associated ancillary facilities including plant, refuse storage, cycle storage and all other necessary works.	13/10/2020	Central London Office Fund
20/00870/FULL Farringdon Within	11 Pilgrim Street, London, EC4V 6RN	(i) Refurbishment of the building and extension at levels 6 and 7 (887sq.m); (ii) creation of a new plant enclosure at level 8; (iii) replacement of the office entrance; (iv) relocation of existing ground floor cafe (Class E) use and associated external alterations; (v) creation of roof terraces and associated hard	06/11/2020	Pilgrim Street London Real Estate SARL

		and soft landscaping; (vi) provision of cycle parking and associated facilities; (vii) and other ancillary works.		
20/00739/FULL Vintry	33 Queen Street, London, EC4R 1BR	Installation of one mobile receiver antenna mounted on a new support mast on the south-western area of the roof level at 35.018m (AOD) above ground level.	29/10/2020	London Chamber of Commerce And Industry

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Committee(s) Planning and Transportation Committee	Date(s): 15 December 2020
Subject: Report of Action Taken	Public
Report of: Town Clerk	For Information
Report author: Gemma Stokley, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk since the last formal meeting of the Planning and Transportation Committee, in consultation with the Chair and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and (b).

Recommendation:

- That Members note the report.

Main Report

1. Since the last formal meeting of the Committee, approval was given by the Town Clerk, in consultation with the Chair and Deputy Chairman, for the following decisions to be made under Standing Order Nos 41(a) and (b).:

Urgency Authority – Gateway 2 Report - Lindsey Street Bridge Strengthening [2 December 2020]

2. This structure has undergone major structural modification as a result of the Crossrail Farringdon East Station escalator tunnel barrel which is now situated within a few metres of the bridge foundations at the closest points. Crossrail undertook compensation grouting around the escalator tunnel to improve the ground conditions and constructed a reinforced concrete raft slab under some of the arches so the bridge could be raised on jacks as a settlement prevention measure. This was a complex operation and is now completed on site. There are, however, some remaining issues that have been brought to the attention of Crossrail with respect to the work that they carried out which are not the subject of this report.
3. During the Crossrail works, it was confirmed that the structure is not a series of traditional backfilled masonry arches. In the structures current state, load from the jack-arch structure is transferred to the masonry arches by virtue of 'spinal' walls, also constructed of masonry under each of the jack-arch girders bearing on the spine walls and in turn these walls on to the main masonry arch. A diagrammatic representation of the elevation showing jack-arch girders above the new masonry arch in two of the spans is shown in Appendix 2.
4. As a consequence of the above, a bid for funding was made to Transport for London through the London Bridges Engineering Group (LoBEG) to allow a structural assessment to be commissioned along with intrusive investigations to

current highway standards. In 2018 funding was awarded by LoBEG and a structural assessment completed and reported in August 2019. The results of this assessment confirmed that the structure was not capable of carrying full Assessment Live Loading (ALL) to current standards, limited by the strength of the precast concrete planks to vehicles of gross weight 7.5 tonnes only. The structure has since been the subject of close visual inspection for any changes in condition. Both the highways division and Markets have been made aware of the current situation.

5. A further award of limited funding was granted by LoBEG, to commence an options study for strengthening in June 2020. A second award has now been granted by LoBEG in recent weeks to allow the City of London Corporation to continue with the current phase of the project and enable it to reach the next gateway.
6. However, the securing of this additional external funding in recent weeks means that the funds must be expended by the end of this current financial year. The financial year end is in just four months time and, accounting for the Christmas period too, consultants would need to be instructed to proceed with the project as soon as possible and in advance of the next scheduled Planning and Transportation Committee meeting on 15 December 2020.
7. The Town Clerk, in consultation with the Chair and Deputy Chairman of the Planning and Transportation Committee, therefore agreed that a budget of **£100,000**, (of which £70,000 has been secured from the London Bridges Engineering Group) is approved to reach the next Gateway, by supplementation from the On-Street Parking Reserve and also note the total project budget of **£2,500,000** (excluding risk).

Gemma Stokley

Town Clerk's Department

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