



## Planning Applications Sub-Committee

**Date:** TUESDAY, 11 JUNE 2024

**Time:** 10.30 am

**Venue:** LIVERY HALL - GUILDHALL

**Members:**

Deputy Shравan Joshi (Chairman)	Antony Manchester
Graham Packham (Deputy Chairman)	Deputy Brian Mooney
Deputy Randall Anderson	Deputy Alastair Moss
Ian Bishop-Laggett	Eamonn Mullally
Michael Cassidy	Alderman Jennette Newman
Deputy Simon Duckworth	Deborah Oliver
Mary Durcan	Alderman Susan Pearson
Deputy John Edwards	Judith Pleasance
Anthony David Fitzpatrick	Deputy Henry Pollard
Deputy John Fletcher	Alderman Simon Pryke
Deputy Marianne Fredericks	Ian Seaton
Jaspreet Hodgson	Hugh Selka
Amy Horscroft	Luis Felipe Tilleria
Alderman Robert Hughes-Penney	Shailendra Kumar Kantilal Umradia
Natasha Maria Cabrera Lloyd-Owen	William Upton KC
Deputy Charles Edward Lord	Jacqui Webster

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**Ian Thomas CBE**  
Town Clerk and Chief Executive

## **AGENDA**

NB: Certain matters for information have been marked \* and will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting. These information items have been collated in a supplementary agenda pack and circulated separately.

1. **APOLOGIES**

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

3. **MINUTES**

To agree the public minutes of the Planning Applications Sub-Committee meeting held on 17 April 2024, 30 April 2024 and 9 May 2024.

**For Decision**  
(Pages 5 - 66)

4. **1-8 LONG LANE, LONDON, EC1A 9HF**

Report of the Planning & Development Director.

**For Decision**  
(Pages 67 - 388)

5. **38 - 41 FURNIVAL STREET LONDON EC4A 1JQ (CITY SITE) & 31 - 33 HIGH HOLBORN WC1V 6AX (CAMDEN SITE)**

Report of the Planning & Development Director.

**For Decision**  
(Pages 389 - 796)

6. **\* VALID PLANNING APPLICATIONS RECEIVED BY THE ENVIRONMENT DEPARTMENT**

Report of the Chief Planning Officer & Development Director.

**For Information**

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

Report of the Chief Planning Officer and Development Director.

**For Information**

8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB-COMMITTEE**
  
9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

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## PLANNING APPLICATIONS SUB-COMMITTEE

Wednesday, 17 April 2024

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery Hall - Guildhall on Wednesday, 17 April 2024 at 9.00 am

### Present

#### Members:

Deputy Shravan Joshi MBE (Chairman)  
Graham Packham (Deputy Chairman)  
Ian Bishop-Laggett  
Deputy Anne Corbett  
Deputy Simon Duckworth OBE DL  
Deputy John Edwards  
Deputy John Fletcher  
Dawn Frampton  
Deputy Marianne Fredericks  
Steve Goodman OBE  
Jaspreet Hodgson  
Amy Horscroft  
Alderman Robert Hughes-Penney  
Deputy Charles Edward Lord  
Antony Manchester  
Deputy Brian Mooney BEM  
Deputy Alastair Moss  
Alderwoman Jennette Newman  
Deborah Oliver  
Alderwoman Susan Pearson  
Deputy Henry Pollard  
Alderman Simon Pryke  
Hugh Selka  
Luis Felipe Tilleria  
William Upton KC  
Deputy Dawn Wright

#### Also In Attendance:

Deputy Ann Holmes, Chief Commoner

#### Officers:

Zoe Lewis	-	Town Clerk's Department
Fleur Francis	-	Comptroller and City Solicitor's Department
Gemma Delves	-	Environment Department
David Horkan	-	Environment Department
Kerstin Kane	-	Environment Department
Rob McNicol	-	Environment Department
Tom Nancollas	-	Environment Department
Joanna Parker	-	Environment Department
Gwyn Richards	-	Environment Department
Bob Roberts	-	Environment Department
Amy Williams	-	Environment Department

1. **APOLOGIES**

Apologies were received from Brendan Barns, Mary Durcan, Judith Pleasance, Ian Seaton and Shailendra Umradia.

At Mary Durcan's request the following statement was read out by the Town Clerk.

"I participated in a meeting of Policy and Resources in 2022 where an item about the London Wall development was on the agenda. I was not at that time a member of the Planning & Transportation Committee. Therefore, there was no reason to recuse myself because at that stage there was no conflict of interest. It was only on the resignation of a Member of my Ward from the Court of Common Council that I took the Ward place on the Planning & Transportation Committee. Since becoming a Member of this Committee I have correctly recused myself from all discussion about the London Wall site and the planning application at Policy and Resources and all other committees. However, to avoid any misunderstanding I have decided not to participate in today's Planning Applications Sub-Committee meeting and the decision on London Wall following advice from the City Solicitor."

The Town Clerk stated that the membership of the Sub-Committee had changed since the agenda was published, with Deputy Brian Mooney being reappointed in place of Alderman Alastair King. She also stated that there were a number of new Members on the Sub-Committee since it last met, namely Deputy Anne Corbett, Steve Goodman and Deputy Dawn Wright. The Town Clerk confirmed that they had all received the necessary training to enable them to take part in the consideration of planning applications.

The Town Clerk stated that the Chief Commoner was in attendance.

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

Jaspreet Hodgson stated she had a non-pecuniary interest as a resident on the Barbican Estate but was not affected by this application.

Deborah Oliver and Steve Goodman stated they were Barbican residents and the aspect of their flats was away from the site under consideration. They had received dispensations to speak and vote on the London Wall West item.

3. **DEMOLITION OF 140 AND 150 LONDON WALL**

The Sub-Committee considered a report of the Planning and Development Director concerning:

- 23/01304/FULEIA:  
Demolition of 140 & 150 London Wall to provide a phased development comprising: the construction of new buildings for a mix of office (Class E(g)), cultural uses (Sui Generis) and food and beverage/cafe (Class E(b)), access, car parking, cycle parking and highway works including reconfiguration of the Rotunda roundabout, part demolition and reconfiguring of the Ironmongers Hall (Sui Generis), creation of a new

scheduled monument viewing area, public realm alterations to Plaisterers Highwalk, John Wesley Highwalk, Bastion Highwalk and Mountjoy Close; removal of two highwalks known as Falcon Highwalk and Nettleton Court; alterations to the void, lifts and stairs at 200 Aldersgate Street and One London Wall, introduction of new City Walkway.

- 23/01277/LBC:  
External alterations to existing highwalks at the Barbican Estate including to the John Wesley Highwalk and Mountjoy Close to allow for the integration of new highwalks, hard and soft landscaping, and works associated with the construction of new buildings with the development proposed at London Wall West (140 London Wall, 150 London Wall, Shaftsbury Place, and London Wall Car Park, London, EC2Y).
- 23/01276/LBC:  
Demolition of Ferroners' House alongside external alterations to the facade and roof level of Ironmongers' Hall, internal reconfiguring to cores and back of house areas and associated works in association with the development proposed at London Wall West (140 London Wall, 150 London Wall, Shaftsbury Place, and London Wall Car Park, London, EC2Y).

The Chairman stated that a late representation had been received shortly prior to the start of the meeting. The meeting would therefore be paused until Members had received it.

*At this point, at 9.05am, the Chairman adjourned the meeting. The meeting briefly resumed at 9.07am.*

The Chairman stated that the addendum had now been sent electronically to Members and hard copies would be printed and circulated.

*At this point, at 9.08am, the Chairman adjourned the meeting to facilitate this. The meeting resumed at 9.17am.*

The Chairman stated that the legal officer had advised that the officer presentation could continue and there would be a further pause in proceedings to enable the hard copies to be read once they were provided.

The Chairman stated that Agenda Items 3 and 4 would be considered together.

As a point of order, a Member asked for clarification on the background to the second addendum which had been received the previous afternoon, and how this affected the Sub-Committee's decision. The Chairman asked Officers to clarify this matter. An Officer stated that the addendum report set out that Article 31 was a standard procedure by the Secretary of State to prevent a local authority from issuing a planning permission. He added that the Sub-Committee could determine the application and resolve to grant or refuse but planning permission could not be issued until the London elections had passed in early May. The Officer stated that this was a procedural matter and was

commonplace. It did not preclude the sub-committee considering the application.

The Chairman asked Officers to present the application. An Officer stated that prior to the meeting Members were provided with a copy of the presentation. The presentation being shown was a summary of that provided. The Officer stated that the existing site was located at the western end of London Wall with the Barbican Estate to the north, Monkwell Square to the east, commercial development along London Wall to the south and commercial and residential development along Aldersgate Street to the west.

Members were shown an aerial view of the site looking east and were informed that Bastion House could be seen in relation to the lower scale Museum of London development, the Barbican Estate and the commercial buildings along London Wall. An Officer stated that the existing site was made up of the Museum of London, the highwalk connections to the museum, the 1970's office block Bastion House, Barber-Surgeons' Gardens, the western end of the London wall car park and its associated access ramp, the Mountjoy House truncated highwalk connection, the 1970's extension to Ironmongers' Hall, known as Ferroners' House (the extension was not part of the listing) and the Thomas More car park ramp.

The Officer outlined the designations that were relevant to the site. She stated that the northern portion of the site and Barber-Surgeons' Gardens were within the Barbican and Golden Lane Conservation Area. Postman's Park and Foster Lane Conservation Areas were to the South. The listed buildings were outlined. Members were informed that the northern portion of the site was part of the Grade II listed Barbican Estate and the site surrounded the Grade II listed Ironmongers' Hall. The Officer stated that a full assessment of the impact of the scheme on the listed buildings and the conservation areas was set out in the report. She also stated that the northern portion of the site and Barber-Surgeons' Gardens were part of the Grade II registered Historic Park and Garden and part of the Jewish cemetery boundary overlapped the site, as set out in the report. Members were informed that special consideration had been given to this area and it would be ensured that there would be no digging in the area that was within the cemetery domain.

Members were shown a number of existing images including an image looking north along St Martin's Le Grand towards the museum and were informed that this was a key arrival point to the site from the south and the Museum of London could be seen with the Barbican Tower in the background. Members were shown the existing view looking west along London Wall towards the museum and Bastion House. The Officer stated that the ground level of the existing site was considered to be poor with limited active frontage and dominated by the London Wall carriageway. She added that opportunities for formal crossing were limited. Members were shown a view of the Rotunda roundabout from Aldersgate Street which included a covered walkway which was a particularly poor pedestrian route. Members were shown a view of the Rotunda Garden which the Officer stated was not accessible to members of the public. She added that this was mainly used by the museum. This view also

showed some of the highwalk areas. Members were shown an existing view of Ironmongers' Hall which was surrounded by the Museum of London development. Members were also shown an image of the existing Thomas More car park and the truncated Mountjoy House highwalk plus images of Bastion House, the scheduled ancient monument and the access ramp to the London Wall car park. The Officer stated that the scheme involved the demolition of Bastion House and the Museum of London. She added that a full optioneering exercise had been undertaken in respect of the demolition.

Members were shown a slide of 10 scenarios which were considered, ranging from refurbishment to full development and were informed that six of these scenarios were taken forward for whole life carbon analysis. The Officer stated that the full details of the exercise were set out in the Officer's report and that the exercise was undertaken in accordance with the City of London guidance. It had been independently assessed and was considered to be a sound basis for the decision making.

The Officer outlined the proposal in more detail. Members were shown the ground floor layout and were informed that three new buildings were proposed; a new Bastion House on the site of the former Bastion House, the Rotunda building with its associated cultural development to the southwest, and the North building to the north of the site. The Ferroners' House extension would be demolished and the buildings would be set amid extensive public realm.

Members were shown the proposed ground floor uses and were informed that it was considered that the layout made the best use of the site through the provision of an uplift in office space with complementary retail and cultural space. Active uses would be located to the south with more tranquil public realm areas located to the north, closer to residents. The Officer stated that the proposal would transform the site and as part of this transformation, fundamental changes were required to the highway network. The existing Rotunda roundabout would be removed and a new peninsula layout would be formed that would allow the creation of improved pedestrian crossing arrangements and the formation of new cycle lanes. The pedestrian comfort of the proposed footways had been analysed and was considered to be acceptable and policy compliant. These highway works would align with the St Paul's Gyratory project. As part of the highway changes, some stopping up would be required and some new areas of highway would need to be dedicated as set out in the Officer's report.

Members were shown an image of the site layout at lower ground floor. They were informed that new loading bay areas would be provided along with further cultural space. The cultural space would connect to the London Wall car park where remains of the Roman Fort Gate would be opened up to be publicly accessible. The remains were currently located within a locked room within the car park and therefore the opening up of this area was considered to be a considerable heritage benefit of the scheme. Enhancements would be made to Barber-Surgeons' Gardens and the setting of the new scheduled monument through new landscaping. The removal of the access ramp would allow more pedestrian-friendly access to the gardens. The car parking at the western end

of the London Wall car park would be removed which was favourable in sustainability transport terms and the western end of the car park would be transformed into a cycle hub accommodating 250 publicly accessible parking spaces and five accessible parking spaces. Following the removal of the existing access ramp, changes would be required to the entry and exit of the car park. The impacts of this change had been assessed and were considered to be acceptable in highway terms.

Members were shown an image of the lower ground floor plan which showed the cultural spaces and the connection with the Roman Fort Gate. Members were also shown a CGI of the Roman Fort Gate viewing area.

Members were informed that the lower ground floor level loading bays that would be created for the servicing of the proposed buildings, would be accessed via the Thomas More car park ramp. At present the ramp was used by residents to access the car park and also for the egress of servicing vehicles for Bastion House and the Museum of London. Members were informed that as part of the proposal, servicing vehicles would enter and exit the ramp. The impact of this on the ramp and the use of residents using the car park had been carefully considered.

The Officer stated that there would be consolidation of delivery vehicles and caps on the number of deliveries from servicing vehicles. Members were informed that the existing servicing vehicle movements were not capped. Servicing would be limited to off-peak hours and entry and exit controls would be put in place with stringent controls secured through a delivery and servicing management plan. It was considered that the servicing arrangements would be acceptable.

Members were shown an image of the new basement areas which would be created as part of the proposal. They would accommodate cycle parking, shower facilities and back of house areas. The provision of cycle parking on the site in terms of long and short stay spaces was in excess of policy compliance and an additional basement area and new heat network expansion area would be provided in the basement of the Rotunda building.

Members were shown a plan which showed the site layout at highwalk level. Two existing highwalk bridges would be removed completely. New highwalk connections would be made through the development. There would be a connection into the truncated highwalk beneath Mountjoy House. Members were informed that at pre-application stage, the proposal showed that all the highwalk bridges would be removed and in response to consultation and feedback from Officers, one of the highwalk bridges would be retained. It would be demolished and rebuilt in a slightly higher position in order to enable the changes to the highwalk level and some recession of City walkway would be required. Members were shown an image of this and the new areas of City walkway that would be provided.

Members were also shown an image of the proposed use mix at highwalk level. There would be cultural space and office space. Members were informed that

there was an error on this plan. At highwalk level in the Bastion building, maker space would be provided, as part of the cultural offer, but on the slide it was shown as office space.

Members were shown a plan of the proposed second floor level and typical office floors and were informed that the buildings across the upper levels, much needed Grade A office space, was proposed. The Officer stated that the site was an appropriate location for office use and the scheme would contribute towards the 1.2 million square metres of new office space that the draft City Plan sought to deliver. The Officer stated that spaces were designed with flexibility in mind and would support a range of occupiers. An element of affordable workspace would be provided and details would be secured by condition.

Members were shown a proposed plan of the 11th floor level which showed the cultural space that would be provided within the Rotunda building and the 12th floor level which showed a new publicly accessible viewing gallery in the Rotunda building giving people access to new views of St Paul's Cathedral. Members were also shown a plan of the proposed roof level. Photovoltaic panels were proposed.

The Sub-Committee were shown a section which showed the use mix across the site. There were cultural uses across the lower levels of the site and the upper levels of the Rotunda building, along with the office use.

Members were shown images of the proposed south, north and elevations. The Officer stated that given the height of the buildings, they were considered to be tall buildings. In policy terms, the implications of this had been fully assessed in the Officer's report, particularly in respect of the Barbican and Golden Lane Conservation Area and it was considered that the impacts were acceptable and that the buildings would sit comfortably within the context of the surrounding development.

Members were shown an image of the design of the new buildings and the facades. They were informed that the Rotunda and Bastion buildings would form a dynamic pair with aluminium fins on the husk facades that would then transition to the interior facades where terrace areas and greening would be provided.

Members were shown an image of the North building which was designed to mediate between the larger scale development to the south of the site with the low scale buildings to the north. The design of this building drew on cues from the Barbican Estate and the Barbican Turret.

The Officer informed Members that the scheme would provide a significant amount of new public realm. Members were shown an axonometric showing the new public realm areas with the Central Plaza of London Wall, a new Rotunda Arcade linking onto Aldersgate Street, the Glade at podium level, the Roman Gate viewing area with connection to Barber-Surgeon's Gardens, a new area of public realm at the north of the site formed from the decking over part of the Barbican car park and a new plaza area formed to the front of

Ironmongers' Hall. Members were informed that the uplift would result in 4,539 square metres of new public realm being provided which equated to a 49.9% increase. The new public realm combined with the greening of the buildings would result in the scheme delivering an urban greening factor of 0.41 which would be in excess of policy requirements.

Plans were shown of the existing and proposed public realm. The Officer highlighted the new public realm off London Wall at ground floor level and then at podium level where there was new public realm to the north of the site. The Officer stated that along with the enhancements in public realm, there would be the provision of new routes. The Officer stated that the City's Access Officer had assessed the scheme and considered that the public realm that would be delivered was positive and that the new routes provided would help with the transition between the different levels of the site. Four new lifts would be provided and a new step-free east-west route would be provided to the north of the site.

Members were informed of the sustainability credentials of the scheme which were considered to be excellent. Buildings were designed to be highly energy efficient. They would contribute to the development of a heat network in the City. In accordance with the Local Area Energy Plan, BREEAM outstanding would be targeted and the scheme contributed significantly to biodiversity and greening.

The Officer advised that as set out in the Officer's report and presentation, there would be some impacts on daylight and sunlight to surrounding residential units but these impacts were considered to be acceptable.

Members were shown CGIs of the proposal including the view looking north along St Martin Le Grand to the Rotunda building and they were advised that the cultural offer was clearly defined at the top of the building and at ground floor, level access to the cultural office would be provided enlivening this area.

Members were shown an aerial view of the Glade and Plaza off London Wall. The thermal comfort conditions for the proposed public realm were considered to be positive and the scheme removed the safety exceedance in wind terms on St Martin Le Grand.

A CGI of the Central Plaza showed the staircase and lift from ground floor to podium level. Members were also shown an image looking south from the Barbican Estate and were informed that the scheme would change the outlook from the Barbican Estate and from residents' flats. The protection of views was not a material consideration. Measures had been taken through the design of the building e.g. through the positioning of the fins, some access restrictions to some of the terraces and fritting on the glass in order to prevent any undue overlooking and limit light spill.

Members were shown a CGI of the northern garden showing the step-free access and extensive greening and the Barber-Surgeons' Gardens where the enhancements to the setting of the scheduled ancient monument and improvements to planting and access improvements could be seen.

Members were also shown the view along St Martin Le Grand towards the site where the proposed Rotunda building could be seen. Members were also shown an image of Aldersgate Street near the junction with Little Britain and were informed that the positioning of the buildings with a separation between them would create a gate way through the site and would give views to the Barbican Estate.

The Sub-Committee were shown the existing and proposed view from Postman's Park within the Postman's Park Conservation Area. The Officer stated that the Officer's report acknowledged that the scheme would result in a degree of less than substantial harm to the church and the conservation area as a result of this view.

Members were shown the existing and proposed view of the London Wall south pavement between Alban Gate and 88 Wood Street which showed the scale of the development in conjunction with the scale of development along London Wall. They were also shown the existing and proposed view along Aldersgate Street and were informed the North building could be seen mediating between the higher commercial development to the south of the site.

Members were shown the view from Aldersgate Street to Ironmongers' Hall. The Officer highlighted that at present, only part of Ironmongers' Hall could be glimpsed in this view and as part of the proposal, views of Ironmongers' Hall would be opened up. This was considered to be positive in heritage terms.

Members were shown the view from the Andrewes Highwalk showing the existing and proposed view of Bastion House in conjunction with the church. They were also shown the existing and proposed view from the Thomas More Highwalk terrace towards the site and the existing and proposed view from Monkwell Square looking west. The Officer stated that the scale of the development could be seen in conjunction with the scale of the surrounding development.

Members were shown the proposed and existing views from Wallside. They were also shown an image from Golden Jubilee/Hungerford Footbridges with a view of St Bride's Tower. Members were also shown the cumulative impact showing there would already be some impact on this view from the Salisbury Square development. It was acknowledged in the Officer's report that there would be some less than substantial harm to the setting of St Bride's as a result of the scheme.

Members were shown images of the views of St Paul's Cathedral and were informed that it was not considered that the scheme would impact on the setting of St Paul's Cathedral in wider views. Members were shown an image from Bankside opposite the Tate Modern and the top of the existing Bastion House could be seen. The Officer stated that given that the proposed Bastion House was the same height as the existing one, it was considered that the impact was negligible, although the proposed building would be slightly wider.

Members were shown an image from Millenium Bridge. The Officer stated that the existing Bastion House was set below the Barbican towers. As part of the proposal the relationship would continue, although the proposed building would be slightly wider.

In conclusion, the Officer stated that the scheme represented a high-quality transformation and regeneration of the western end of London Wall. The scheme was acceptable in height and massing. The site already had a tall building with a tall building in the immediate vicinity. The scheme was appropriate in height and scale to its townscape with negligible impacts on wider strategic views. The Officer stated that the high-quality scheme would deliver over 67,000 square metres of much needed Grade A office space accommodating an estimated 3,000 jobs in a well-connected area which was proving very popular. The site already had part office use. The scheme included substantial cultural benefits with generous scaled flexible cultural space including an elevated cultural space offering exceptional public views over London Wall and St Paul's Cathedral. It would deliver on the aspirations of the City's Destination City initiative. The proposed provision of accessible public realm was exemplary resulting in a 49% increase on the site with a new south-facing public square bordered by cultural and retail uses with good microclimatic conditions. As part of the enhancements to the public realm, new prominent, clear and accessible routes would be provided across the site with significantly enhanced public access to the highwalk, better integrating the highwalk into the City's public realm network for all the public to enjoy. The new green spaces had exceptional urban greening with 100 new trees being planted and a focus on biodiversity. The proposal had been rigorously assessed in terms of whole life carbon and there had been a third-party review in line with the City's adopted carbon options planning advice note. The scheme had been subject to a rigorous transport assessment including emergency vehicle and car park access and the removal of a traffic underpass. The scheme incorporated consolidation and off-peak deliveries. Cycle parking provision exceeded the London Plan targets. The scheme would deliver significant heritage benefits through the opening up of the Roman Fort Gate as a public destination enhancement, enhancement to the setting of Ironmongers' Hall, enhancement to the setting of the scheduled ancient monument in Barber-Surgeons' Gardens and the provision of new views to St Paul's Cathedral. The amenity impacts of the scheme on local residents had been rigorously assessed and subject to the recommended conditions were acceptable. The Officer stated that as set out in the Officer's report, the scheme would result in some degree of minor harm to heritage assets but the setting of other heritage assets would be substantially enhanced. The scheme was considered to be high-quality, well considered and very substantially compliant with local plan policies and in some cases exceeding policy aspirations. The Officer stated that the proposal was recommended for approval.

As a point of order, a Member asked for Officers to provide more detail on servicing, the new road layout and floor plans. The Chairman stated that this could be covered during questions to Officers.

As a point of order, a Member raised concern about a second addendum being sent to Members the previous afternoon and Members now being informed there was a third and fourth addenda to be considered with Members to be sent these during the meeting. He asked for clarification on what the Sub-Committee should take into account. He also commented that in the second addendum there was an Officer comment about alternative schemes and he asked whether there was a cut off time for representations. The Chairman asked the legal officer to comment. She stated that whilst some planning protocols at other local planning authorities operated a strict cut off for submissions e.g. 24 or 48 hours before the committee meeting, this was not in the City's planning protocol. It had always operated more flexibly based on advice given historically about risk and last-minute submissions could include material planning considerations so if the local planning authority was not flexible, these could be missed. The legal officer stated that if Members were amenable, it would be best to put the last-minute submissions before the Sub-Committee and give Members the opportunity to consider them. She stated that there had been three rounds of consultation, a robust report had been prepared and it was unlikely that the new submissions gave rise to material planning considerations that had not already been taken into account, but it had not been possible to consider this level of detail. The legal officer advised that the Sub-Committee could take a decision on how they wanted to proceed.

The Chairman thanked the legal officer for her advice and stated that the Sub-Committee would now continue to hear the application.

The Town Clerk explained that there were two registered objectors to address the meeting and she invited the objectors to speak.

Ms Estelle Dehon stated that she was speaking on behalf of Barbican Quarter Action (BQA). She stated that the scheme was proposed in 2021 as a regeneration opportunity to help achieve the Corporation's most exciting aspirations including the challenge of climate change. She raised concerns that the scheme did not focus on climate change and had become an office-led overdevelopment, more than tripling the square metres of office floorspace in the north of the City, an area where the local plan did not envisage such distribution.

Ms Dehon stated that the Officer's report had found the scheme would cause heritage harm to two Grade I listed churches and a conservation area, triggering the presumption against permission which must be overcome by the benefits of the scheme. Ms Dehon added that the Officer's view differed from Historic England's assessment, which was a higher level of harm to the churches and the conservation area and additional harm to the significance of assets it emphasised were of the highest heritage significance: the Barbican Estate, its Grade II\* Registered Landscape, St Giles and St Paul's. She added that the 20th Century Society and the independent heritage report found an even higher level of harm to more heritage assets. Ms Dehon stated that the Officer's report played down the level of heritage harm, both to individual assets and the cumulative harm. She encouraged the Sub-Committee to take a

conservative, prudent approach and rely on Historic England's assessment, resulting in a strong presumption against the granting of planning permission.

Ms Dehon raised concern that no design review had been carried out when the GLA strongly encouraged the use of the London Review Panel service. She added that none of the prevailing qualities of good design of replacement buildings in other parts of London Wall could be seen in the scheme. She stated that the position, proximity and imposing bulk and massing of the three blocks did not respect the local built environment. Ms Dehon stated that the BQA commissioned Anstey Horne to review of the assessment submitted in relation to daylight, sunlight, overshadowing and solar glare. They concluded that there would be a significant impact to a number of rooms with a living element.

Ms Dehon stated that Local Plan Policy CS15 applied a presumption against demolition, but this had been ignored. She stated that the first whole life carbon assessment, dated May 2022, only considered two options; part demolition and full demolition. She added that by then the applicant had been working closely with architects and designers since 2021 which suggested that a retrofit scheme had been ruled out early on, long before the carbon options and impacts were assessed. Concern was raised that the carbon optioneering study was dated just three days before the application was made. Peer reviews by leading carbon expert Simon Sturgis showed the study and the WLC assessment were flawed by failing to assess retrofit alternatives. She added that the peer review the Corporation obtained from Arcadis did not have the benefit of seeing Simon Sturgis's reports, despite them being available.

Ms Dehon stated that the applicant's own figures showed the scheme would result in the overall whole life-cycle carbon emissions of 98,674,620kg CO<sub>2</sub> being emitted over a 60-year period and that the scheme would release 40% of its total 60-year carbon within the first six years, the time of demolition and construction.

Ms Dehon stated that the optioneering study described the proposal as a carbon investment that would unlock the greatest amount of strategic and public benefits. She stated this was incorrect and pollution was not an investment, neither was a large and immediate carbon hit. She stated the proposal would cause harm, the force of which would be felt in this crucial decade when rapid decarbonisation was needed. The harm would be environmental harm, harm to people, economic harm from the high cost of climate impact and reputational harm.

Ms Dehon stated that the option favoured by the soft market test was major refurbishment, but this had not been assessed. She added that major refurbishment was viable from an engineering perspective and that this was addressed by structural engineers Conisbee & Associates and then abandoned by the applicant who considered it would be prudent to reinforce if there were alterations or extensions. Ms Dehon stated that Option 2, Major Refurbishment, performed far better than any other option in relative (per square metre) and overall terms. She stated that it would produce around 60 million kg CO<sub>2</sub>, so

38.6 million kg CO<sub>2</sub> less than the scheme and the scheme did not overcome the presumption against demolition.

Ms Dehon stated that the scheme lacked compliance with a large number of development plans policies, referred to in the letter from BQA's planning consultants, Carney Sweeney. She commented that the claimed benefits of the scheme were overstated, particularly the office, cultural and public realm benefits, and did not overcome the presumption against grant arising from heritage harm or the presumption against for overall lack of compliance with the development plan.

In conclusion, Ms Dehon stated that on the correct planning analysis, the application stood to be refused, for robust reasons and would re-establish the City of London Corporation as a responsible steward of world-famous heritage assets and an international leader in preventing climate change.

Mr David Rees stated that he was a long-leaseholder of a flat in Thomas More House and he was speaking for leaseholders, residents and families from the Barbican and the wider community whose properties and homes would be adversely affected by the development.

Mr Rees stated that the development was ill-considered and the Officer's report did not properly address the effect of the application on residential amenity. He stated that there was not adequate engagement on the numerous objections on this point. He added that the proposals would extend the height and footprint of Bastion House, and would introduce a new high-rise tower on the Rotunda site, taller than the surrounding parts of the Barbican Estate. Mr Rees commented that this would reduce the open sky visible from Thomas More and Mountjoy Houses with a corresponding reduction in sunlight. He raised concern that this would lead to flats being overlooked by offices and the 11th floor restaurant proposed for the Rotunda Tower facing directly into the living rooms of Thomas More House.

Mr Rees commented that the use of the Thomas More car park ramp and service yard to provide access for construction traffic was dangerous. He stated that the proposed alternative access route for residents was impractical and too small and narrow to be used by delivery vans or emergency vehicles. He stated that there was no other vehicle route into this part of the estate. Mr Rees raised concern that in practice, residents and visitors would be required to share the existing ramp with construction traffic. He stated that the applicants should be required to provide a viable and safe alternative route for construction access away from the existing ramp.

Mr Rees stated that the proposal to base the site offices during the construction period, close to flats in Mountjoy House, would affect residential amenity in this part of the estate and residents would be required to endure six years of construction noise and disruption.

Mr Rees raised concern about the proposals for access after the completion of the development. He stated that the Thomas More car park ramp and service yard was currently a shared space used by vehicles, cyclists and pedestrians.

The car park attendant was the concierge and therefore residents collected packages from their cabin. He added that the ramp provided convenient step-free access to the flats and was regularly used by those with children and buggies. Concern was raised that the applicant had not properly studied the existing use of these spaces and yet was proposing that they should be the sole means of service vehicle access to the completed development. Mr Rees commented that limiting the servicing hours, as suggested in the Officer's report, would prove unenforceable in practice and did not adequately address the dangers inherent in the proposed arrangements.

Mr Rees stated that the removal of the roundabout would make access to the Barbican Estate significantly more difficult, increasing congestion and pollution. He stated that westbound vehicles on London Wall wishing to gain access to Wood Street and Andrewes House car park would not be able to do so without a significant diversion and similar issues would arise for vehicles leaving Thomas More House car park heading north.

Mr Rees raised concern about misinterpretation of impact. He stated that the Officer's report stated that the images in the Design and Access Statement were for illustrative purposes and were not accurate visual representations. He stated that carefully selected viewpoints made spaces look bigger and could minimise the impact of the scheme on the existing built environment and on wider views of the Barbican and St Paul's Cathedral. Mr Rees commented that the proposed planting would not thrive on northbound walls or at higher levels and the reality of the proposed development would be that its north faces would be unsoftened by any viable planting above ground level.

Mr Rees stated that the application contravened the vision set out in the existing Local Plan. He commented that his written objection identified a number of policies which were contravened by the application including CS5, CS12 and DM12. He stated that the application did not meet residents' needs, did not protect residential amenity and did not respect the significance, character, scale and amenities of the surrounding heritage assets.

Mr Rees stated that the application focussed exclusively on extracting maximum profit from the site and failed to give proper consideration to its best use or the Corporation's own planning policies. He suggested that the public benefits of the scheme had been overstated and could equally be secured within a less harmful retrofit scheme. He stated that the conditions of access to, and the use of, much of the proposed cultural space was left vague, while elements of this space would negatively affect the amenity of neighbouring flats. Mr Rees stated that there had been a failure to undertake a sequential assessment in relation to cultural floorspace and the Officer's report recognised that the National Planning Policy Framework stated that where an application failed to satisfy this sequential test it should be refused.

In conclusion, Mr Rees stated that the proposals would turn a meaningful public and cultural space into another high-rise private office development which would result in heritage harm, as recognised in the Officer's report, and a significant loss of residential amenity. He stated that great vision had been

shown in the commissioning of the Barbican Estate and the cluster of Powell and Moya buildings whose demolition was now sought. He asked that Members think critically about the development of the special site and reject the application.

The Chairman explained that Deputy Elizabeth King and Naresh Sonpar would address the meeting as Ward Members.

Deputy King informed the meeting that she had a disclosable pecuniary interest as she overlooked the site and she had consulted the City Solicitors and received a dispensation to speak as a Ward Member.

Deputy King stated that finding extra sources of income to fund operations was not a valid consideration in planning decisions and that the scheme should be considered on its own merits. She stated that the scheme would take 6-10 years to complete. It was at the heart of the cultural quarter and would in no way enhance, but would instead blight, the aspirations for Destination City for many years. Deputy King stated that the proposal failed to offer the option to retain some of the site and retrofit even though retrofit first was a key policy. Deputy King raised concern about the implications for carbon emissions of demolishing and rebuilding. She raised concern that alternatives had not been presented and added that retrofitting the site would save carbon, time, resources, risk and reputation.

Members were informed that the scheme aimed to create more than triple the office space target in the City Plan 2015. Deputy King stated that this was not a priority zone for tall office buildings. The application fell outside the Eastern Cluster and the proposed Holborn and Fleet Valley Cluster in the emerging City Plan and therefore Members should not be being asked to approve tall buildings here.

Deputy King raised concern that there had been no independent peer review contrary to London Plan Policy D4 and good practice in other London Boroughs. Deputy King referred Members to the comments of Professor Frampton CBE and stated that he was a renowned architectural historian for a peer critique of the design quality of this scheme. She stated that the Officer's report claimed that the application process had adhered to the intentions of the London Plan design policy however it also stated that there was non-compliance with the policy requirement to have an independent carbon review. Deputy King added that the applicant had admitted that a demolition and new build option would frontload in the next four years the release of almost 40,000 of the total of 56,000 tonnes of CO2 emissions. This was not consistent with local, London or national policy which all prioritised retention and retrofitting.

Deputy King stated that it was claimed that the structure of the building was not sound, however this was not the case and in the brief soft market test, several credible offers for retrofitting the existing buildings had been received. Deputy King considered that retrofitting could have saved significant disruption, carbon and money. She added that Simon Sturgis, leading advisor to the government, demonstrated that major refurbishment performed better than any other option

in relative and overall terms with only a small amount of embodied carbon released by a major refurbishment, there would be a radical reduction in operational carbon emissions.

Deputy King stated that demolition and construction would impact workers and residents over a minimum of a six-year period. She stated that demolition was estimated to take 19 months and piling a further 17 months that would make living and working nearby intolerable. Construction was then estimated to continue for a further 36 months until August 2033 with noise and a large increase in vehicle movements. Deputy King asked Members to reject the application.

Naresh Sonpar stated that he was a resident of Lauderdale Tower and his flat did not directly overlook the site. Mr Sonpar stated that this was a complex and contested application. He stated that the Officer's report acknowledged the application would cause harm and this was reinforced by the St Paul's objection. Historic England had stated that this harm would need to be weighed against the public benefits of the proposal as part of the decision-making process. He added that the benefits were overstated and the application was caveated by over 100 conditions, and that many of these matters should have been resolved before the application was brought to the Sub-Committee.

Mr Sonpar stated that the public realm offer was weak and uncertain and could easily be value engineered out of the scheme at a later date, even with conditions. He stated that the scheme would cause significant harm to a number of the City's most important heritage assets including St Paul's Cathedral, St Giles and St Botolph's churches, Postman's Park and the Barbican and Golden Lane Conservation Area. Members were informed that the surveyor of the fabric of St Paul's stated the applicant's rebuttal of these concerns appeared to be unduly dismissive. He stated that these changes would cause a material degree of harm in the significance of the Grade I listed heritage asset. He also stated that there had to be a clear and evidenced demonstration that a no harm option had been drawn and evaluated. Mr Sonpar stated that there was no public benefit delivered as part of the scheme that could justify the damage to the heritage assets and he added that given the removal of the public benefit elements of the 81 Newgate Street development there was little guarantee that any public benefit conditions would remain.

Mr Sonpar stated that Bastion House and the Museum of London were on the 20th Century Society's top 10 at risk register. He stated that Bastion House would be more than 2.5-3 times the volume of the current Bastion House and the applicant stated that it was only slightly larger. Mr Sonpar also stated that the proposed Rotunda building would be more than twice the size.

Mr Sonpar stated that the scheme was not sympathetic to the surrounding area. He added that examples such as London Wall Place demonstrated that volume could be added to a site whilst remaining sympathetic. Mr Sonpar raised concern about the impact on local transport and traffic with neither the modelling nor the scheme agreed by TfL or the London Fire Brigade with the

Officer's report stating that at the time of writing, discussions were ongoing with the TfL modelling team.

Mr Sonpar stated that there were over 300 homes located within 15 minutes of the boundary of the London Wall West site plus Liveries, a nursery and the City of London School for Girls. He stated that the massing, height and vehicle access to the proposed new buildings would result in serious and permanent loss of amenity of these residents.

Mr Sonpar stated that all servicing to the proposed new buildings, which were 230% larger than the current buildings, would be via a single in-out route using the ramp from Aldersgate Street. He stated that this would lead to vehicles backing up on to Aldersgate Street, with an increase in noise, air pollution and danger to pedestrians and vehicles. In addition, this access route was used by the emergency services so emergency access would be impeded. Mr Sonpar stated that this could cause a danger to life and added that the fire brigade and ambulance service had not approved the proposed access to all residential areas. Mr Sonpar stated that no meetings had taken place between the applicant and the London Ambulance Service and questioned how the nearby school would be safeguarded. He stated that prior to building the school, the school did not consider safeguarding to be an issue but it subsequently revised its view and was aware of the issues the design had caused. Mr Sonpar asked Members to reject the application.

The Chairman asked if Members of the Sub-Committee had any questions of the objectors.

In response to a Member's question as to why concerns, apart from the embodied carbon concerns, could not be resolved by conditions, an objector stated that heritage, sunlight, daylight and glare were all impacts that could not be resolved by conditions. Another objector stated that overlooking could not be addressed by condition and highlighted overlooking issues with the building next to the Tate Modern where there had been overlooking from the viewing gallery. Also, currently the Thomas More House ramp was currently not used by the current occupiers of Bastion House or the Museum of London site. In the proposal, this would become shared and would be used by service vehicles and construction traffic as there was no other suitable vehicle access. The objector added that unless there was an entirely different means of access, associated dangers could not be addressed by condition.

A Member asked objectors to outline the reasons for justifying refusal. An objector stated that she had set out the potential reasons for refusal to Members drawn up in conjunction with the BQA and planning specialists Carney Sweeney. The first reason related to just the heritage assets that Historic England identified as harmed. The second reason dealt with the non-heritage assets of Bastion House and the Museum of London which the Officer's report stated were non-designated heritage assets but the 20th Century Society and the heritage expert for the BQA took a different view. The third reason was based on the design points, the scale and massing and the domination of the forms of the surrounding area and the tall buildings issue.

The fourth reason was the solar glare issue and the fifth reason was the whole carbon life cycle emissions issue. The objector stated that all of the reasons were within the context of their policy ramifications and the policies that were considered to be breached by the relevant harms.

In relation to a Member's question about scale and grain and context, an architect for the BQA stated that the area was bombed in World War II and an evolving master plan for the central Barbican area and South Barbican area was applied to the whole area with new buildings on a perpendicular grid. Four of the six original buildings had been replaced with newer office blocks of a much larger scale in density. One London Place continued on the perpendicular grid and the building was comparable in size to the Barbican building with the actual mass broken down into smaller segments which all related to the smaller scale and the finer grain proportion of the immediate neighbours. None of the elements were any larger than one of the six original towers so they all fitted into the context. 88 Wood Street was comparable to Bastion House in size however it was also broken down into smaller segments and it was tiered down towards the neighbour on Wood Street. The new buildings would not mediate and would not fit within the grain. They did not step down to the neighbours and were not specific to the site. He stated that this should be a main consideration being next to two conservation areas and so many heritage assets.

The Chairman stated that that the hard copies of the third and fourth addenda were currently being circulated to Members.

A Member referred to the second addendum and stated that he was not aware whether the objectors had seen this. He asked whether the objectors considered that the alternative schemes should be taken into account. In response, the objector stated that the short timescale made it difficult for Members to take the information into account. She also stated that unlike in other planning applications where planning policy did not require the consideration of alternatives, there was a combination of policies in the local plan with the carbon policy and the planning advice note which made it clear that in planning terms, when considering whether the presumption against demolition had been overcome, alternatives became relevant as a planning consideration. There was therefore a planning link between viable alternatives of major retrofit or major refurbishment and the planning policy that required the applicants to demonstrate that they had overcome the presumption against demolition and that they had properly addressed the whole life carbon impacts of the scheme and therefore there was a carbon optioneering process before the Sub-Committee. The objector stated that a significant difficulty for this scheme, as raised in her submissions, was that the main retrofit and Option 2 - Major Refurbishment that was indicated to be a market viable option, was not taken forward for full carbon assessment. The objector stated that she had not seen the second addendum.

The Chairman asked the Town Clerk to confirm that all the addenda had been uploaded to the public website. The Town Clerk stated she would check and report back.

A Member noted the large amount of documentation for this application. She asked for the objector to provide insight into why they considered the Officer's view differed from the views of Historic England, the 20th Century Society and other independent heritage experts.

An objector stated that Officers had fairly pointed out that it was possible for professionals to disagree in their judgement in relation to heritage harm. She stated that although the report covered in detail the various heritage assets, the difficulty was that it did not necessarily engage in a clear way with why the professional assessment differed in particular from that of Historic England. She added that with Historic England being the statutory body consulted with the greatest experience in relation to heritage harm, this was relevant. She also stated that it was unusual for there to be such a degree of difference in professional terms between the Officer's assessment and that of Historic England without a third-party peer review. She stated that there was a difference on many of the heritage assets and in particular, on some of the highest protected heritage assets that were relevant and in these circumstances, it seemed prudent to take into account Historic England's assessment. The objector also stated that there was cumulative harm and less than substantial harm covered the majority of heritage harm. Historic England had not stated it objected in principle to the idea of this type of development. She stated that she considered that Historic England and others would take the view that there were ways the site could be capable of redevelopment for an office use that might not cause the extent of heritage harm and stated that objectors would say that part of that, would be a proper assessment of a retrofit analysis.

A Member referred to an objector's points that the applicant and the application focused exclusively on extracting maximum profit for the site but failed to give the proper consideration to its best use in terms of planning policies and that the public benefits had been overstated. She asked the objector to expand on this and provide more detail and examples and their view on this in terms of grounds for refusal.

In relation to maximising value, an objector stated that the Corporation on a number of occasions throughout the process had emphasised that it was considered it was bound statutorily to achieve best consideration or best value. She stated that this applied if there was going to be a sale of land to obtain best value for the land. It was not a legal obligation to maximise financial return from a planning scheme and there was no analysis before the Sub-Committee about the extent to which major refurbishment would increase the land value in a way that was different from a scheme e.g. that would retain and majorly retrofit. She added that best value or best consideration was not a material planning consideration.

The Chairman stated that the Town Clerk had confirmed that all the addenda were online and he thanked Officers for circulating and uploading the papers.

Another objector stated that it was clear from the scale and massing of the buildings that were proposed and the size of the site, the amount of office

space that could be contained within the site was driving the proposal. He stated that in terms of the public benefits and the cultural space, there were areas that might or might not be galleries or studios and the proposals were vague as to the conditions of use or the access that would be granted in due course. He raised concern that if permission was granted and the development progressed, they might not remain in the plan. The objector also stated that the viewing gallery with free but limited access only for those with tickets would retain the views that everybody could currently see from Thomas More House highwalk. The objector stated that the restaurant in the Rotunda was stated to be a public benefit and was part of the cultural offering. He raised concern that this would overlook directly into the flats on Thomas More. He added that the City was not short of restaurants and therefore this was not a public benefit.

A Member referred to objectors' concern about access for emergency vehicles via the Thomas More access road and asked objectors to explain why they considered the proposal to be dangerous. An objector stated that what was currently proposed was that the Thomas More car park ramp should be used solely for construction purposes and that effectively, all other access should be down another side ramp into the Lauderdale car park from Aldersgate Street which went through a small roll up gate. An Objector stated that delivery vehicles, ambulances and fire engines would not be able to use it and if a fire engine did get down it, there was then a hair pin bend to get towards Thomas More or Mountjoy Houses. The objector stated this was impractical and even the Officer's report accepted this. The Officer's report suggested as a condition that there should be further engagement with Barbican residents as to how access during construction should be promoted but there was only one way in to Thomas More, Mountjoy and Seddon Houses and that was down the existing ramp and fire engines and ambulances would need to go down this ramp. In addition, it was stated that there were 73,000 tonnes of demolition to come up the same ramp by lorry at the same time as residents were going to school and work and with six years of substantial construction traffic there would be very real safety issues for residents. Members were informed that there had been no real study of the current use of Barbican residents of the service yard and the views and needs of residents had not been taken into account at any stage.

A Member stated that he had listened with sympathy and interest to the objections. He asked if the objectors were not fundamentally opposing the scheme because they lived in the crowded environment of the City. He stated that the City had always been crowded and in reference to objections about the six year construction period, he stated that nothing would have been built in the post war period if there had not been long and lengthy construction periods. He stated that there had been objections to views but there were no rights to a view, and on certain occasions views were lost or there were view degradations of historical and special sites and people had lived with this since the beginning of the major construction in the northeast of the City. He stated that these types of discussions were often a result of people feeling that development should not be taking place near them and added that this was inevitable in a crowded City.

An objector stated that the City forefathers built the Barbican as a residential area . He stated that it was therefore a special part of the City and residential amenity was a matter the Sub-Committee needed to consider. He added that his submission on residential amenity had not mentioned views, they had related to the disruption to residents' lives during the construction period and in the period thereafter. He accepted there had to be construction within the City but stated that these buildings could be retrofitted with the existing buildings being left on the site. He stated that the proposal sought to put new buildings on sites where tall buildings did not currently exist and these tall buildings would affect residential amenity.

A Member asked an objector for her professional opinion and clarification on Article 31 and whether the recent high court judgement on Marks and Spencer, Oxford Street had any bearing on this application.

The Objector stated that the Article 31 direction did not prevent the Sub-Committee from considering the application and indicating a view either opposing or granting permission, she stated that this was a holding position so the Secretary of State could consider whether to call in the application. The recent Marks and Spencer decision was not only based on embodied carbon. The refusal was recently quashed by the high court. The objector outlined the case and stated that the application being considered was very different as there was a local plan that in policy terms had a presumption against demolition and a planning advice note which required the applicant to undertake optioneering analysis and consider alternatives.

The Chairman stated that there would be a 20-minute break during which the third and fourth addenda could be read.

*There was a 20 minute pause in proceedings between 10.40am and 11.00am.*

When the meeting resumed, the Chairman invited the applicants to speak.

Paul Wilkinson, City Surveyor and Executive Director of Property at the City of London Corporation, stated he was representing the applicant team behind the London Wall West project. He stated that the Museum of London moving to a new home in West Smithfield and Bastion House being vacant, created an opportunity to consider the future of both purpose-built buildings, neither of which met the needs of modern occupiers. The Surveyors Department had therefore been set the objective to find a long-term solution for this site that would bring maximum benefit to the City of London, its businesses, residents and visitors. Mr Wilkinson added that the proposed scheme would deliver the required regenerative and transformational benefits that would positively respond to this objective and importantly the City Corporation's strategies and policies.

Members were informed that the planning application had been developed over five years by lead designers Diller Scofidio and Renfro and collaborating architects Sheppard Robson. During this time, feedback from the considerable pre-application process and formal public consultations had been listened to

and responded to where possible. Mr Wilkinson added that following continued dialogue with the Ironmongers' Company through presentations and discussions on the design and merits of these scheme, they were now able to support the scheme. Mr Wilkinson stated that the result was a scheme that was capable of delivering a world class destination for business and one that was rich in public and cultural benefits.

Mr Wilkinson stated that there were no other commercially led schemes coming forward in the City of London that had as much floorspace dedicated to culture and offer to improve public access to historic assets, such as the Roman Gate. Members were informed that the planning application would deliver approximately 12,500 square metres of public realm. Those who lived, worked and visited the area would enjoy a softer and greener environment, better connected to its surroundings.

In addition, Mr Wilkinson stated that the proposal would help with the ongoing demand for high quality offices by delivering approximately 56,000 square metres of office space, which would provide nearly 3,100 new jobs. He stated that these world class architectural buildings were designed to perform to the highest environmental standards and were the most efficient option in whole life carbon terms per square metre.

In conclusion, Mr Wilkinson stated that it was strongly believed that the application scheme would meet and deliver on the City's strategies and policies and would give the City Corporation a viable option, presenting a fantastic opportunity for this important site.

*At this point, the Chairman sought approval from the Sub-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.*

Ben Gilmartin, stated that he was a partner at Diller Scofidio and Renfro, the London Wall West lead designers, who collaborated with Sheppard Robson. He informed Members that Diller Scofidio and Renfro brought deep experience creating transformational public realm and cultural projects such the Highline elevated park and the redevelopment of Lincoln Centre for the Performing Arts, while Sheppard Robson had a proven track record of mixed-use and office projects in the City.

Mr Gilmartin stated that the team knew the site's complex conditions and tremendous assets very well e.g. its history, the highwalks, nature, and proximity to the Barbican and stated that it also exhibited a legacy of 1960's vehicle-centric design that was hostile, inaccessible and disorienting for pedestrians.

Mr Gilmartin stated that the team acknowledged there were strong calls for the re-use of the existing buildings and that the whole-life cycle carbon optioneering study would be discussed separately. He stated that the applicant team believed that, through a redevelopment approach, there was a huge opportunity

to transform the site into a welcoming, inclusive environment with generous gardens and public spaces accessible for all.

Mr Gilmartin advised that the design had evolved considerably over five years through many dozens of meetings with Planning Officers, consultees and stakeholders. In particular, the massing was reduced through sculpting bulk and height relative to townscape views and consultation feedback. Mr Gilmartin stated that all inputs had improved the proposal. He commented that at the north end of the St Paul's gyratory project, the revised highway layout would create a safer pedestrian junction and allow for movements along desire lines, connecting key cultural institutions and public destinations. To ascend to the Highwalk, there would be multiple intuitive new stairs and lifts, plus a gently sloped garden route, while retaining a pedestrian bridge over London Wall. These would provide easy flowing vertical access while negotiating the transitional character of the site between the London Wall commercial corridor and the Barbican's quieter green courtyards. The unrealised Highwalk link to Mountjoy Close would be made good.

Mr Gilmartin stated that the design focused on the spaces buildings could make around them with the architecture creating a green valley and public spaces being at the heart of the scheme. He stated that the masterplan imagined a rich network of landscape, heritage, cultural and open spaces and that the active central plaza was bordered and animated by cultural and food offers. In addition, new and improved gardens provided quiet moments on the north and east edges of the site, expanding green space and biodiversity. Mr Gilmartin stated that the proposal would provide enhanced access and views to the historic City Wall, revealing the currently forgotten Roman Gate. He added that the setting of Grade II listed Ironmongers' Hall, currently hemmed in behind the museum, would be granted breathing room, with increased visibility from Aldersgate Street as would befit its importance. Mr Gilmartin stated that the scheme's prominent cultural offer at street level, would provide flexible and ample space, supplemented by the cultural cap and public rooftop terrace with new public vantages of St Paul's.

Mr Gilmartin stated that the architecture was developed around the public and cultural spaces. Flanking the plaza would be green terraced facades with the planting extending up the sides of the two main buildings and these facades had a deliberate residential scale and feel. He stated that, in contrast, the outer facades of the main buildings were calmer with a more vertical expression, related to the scale and character of London Wall. Mr Gilmartin stated that the material of the solid cladding elements and fins recalled the bush-hammered concrete and details of the Barbican Estate. He added that the smaller North building had a contrasting approach formally and materially, reinterpreting the brick arches present in Ironmongers' Hall and the Barbican Estate south-west turret.

In conclusion, Mr Gilmartin stated that the applicant team were very confident that the design solution would deliver the optimal transformation of the site and public realm, capitalising on the heritage and landscape assets, while offering flexible, grade A office space and amenity to meet the demands of modern

occupiers. He added that this was all a vibrant, rich and varied mix of uses that would bring together culture, public realm, workplace and historic fabric.

Ms Anna Woodeson, Director at Buro Happold outlined the optioneering process to look at whole life carbon. She stated that initially two options were analysed: 1) a refurbishment and extension; and 2) full demolition and new build. After the publication of the Planning Advice Note in 2023, the optioneering process was extended to include 11 options in agreement with officers and Arcadis who had independently reviewed the work and compliance with the Planning Advice Note and from the 11 options, 6 were chosen to be developed in more detail. One option was a minor refurbishment which incorporated a major refurbishment after 15 years, Options 3a, 3b, 5 and 6 were major refurbishment options with extensions, and Option 9 was a complete redevelopment proposal. The embodied carbon of each option was measured in detail alongside operational energy.

Ms Woodeson stated that the overall conclusions were that the full redevelopment option maximised the site potential and delivered in the region of double the floor area of the existing buildings so, as expected it would have a higher upfront carbon spend. However, over the 60-year evaluation period as prescribed by planning policy, the cumulative carbon emissions per metre squared were the lowest in Option 9 as overall, the redevelopment option provided superior operational performance. It was concluded that the carbon investment in the full redevelopment would unlock the greatest amount of strategic and public benefits from the site and broader opportunities for sustainability across the site.

Ms Woodeson stated that the application scheme, developed from Option 9, was designed to deliver an exemplar development, adopting industry leading embodied carbon and operational energy targets, which were all locked in through the robust planning conditions proposed by Officers. It supported a connection to the Citigen district energy network, which allowed it to actively contribute to the decarbonisation of the local network through its onsite energy centre. Ms Woodeson also stated that the development would be industry leading and planning policy compliant in terms of its approach to sustainability and circularity within the design aiming for BREEAM Outstanding and WELL platinum for its offices. Ms Woodeson stated that wider sustainability benefits included improved biodiversity, with new habitat types proposed including extensive green roofs, a rain garden, a new pond and 100 trees to be planted across the site.

Ms Woodeson stated the public realm would be increased by nearly 50% opening up the area, improving accessibility, removing roads and prioritising pedestrians and cycles. She added that the evaluation of urban thermal comfort concluded that the proposed development significantly improved the urban environment, mitigating discomfort and enriching the public experience.

The Chairman asked Members if they had any questions of the applicants.

The Chief Commoner asked why a third-party review had not been undertaken. The applicant asked for clarification on whether this was in respect of the carbon optioneering or the design. The Chief Commoner stated it was in respect of the entire scheme. The Chairman suggested that this question be asked of Officers during the questioning of Officers.

A Member asked for clarification on how the conclusion that the overall carbon intensity of Option 9 - Redevelopment was less than that of the refurbishment options over the lifetime of the building. The applicant stated there were a number of components to establishing the cumulative carbon intensity. There was an analysis of the upfront carbon emissions of all the options as outlined in the carbon optioneering report. In this, Option 1 was the lowest and Option 9 was the highest per square metre. Then, as the 60 years progressed, the operational energy of the building and the maintenance and replacement cycles had to be added in. New build options often ended up reducing in intensity as they were more efficient. Option 9 reduced in intensity over the 60 years and was overtaken by the other options which concentrated more on refurbishment and retrofit.

In response to a Member's question about the level of interest in the soft market test, the Chairman stated this was not a planning consideration.

A Member referred to the spatial distribution policy of the north of the city and the local plan which did not permit tall buildings in the proposed area unless they were suitable and had regard to the character and amenity of the surroundings, including the significance of heritage assets and their settings and the effect of historic skyline features. She asked the applicant how the proposals met these policies. The applicant stated that the buildings were carefully studied in relation to distant views and regulated views, monuments and townscape considerations. New Bastion House was the same height as the existing Bastion House, although larger in bulk and the Rotunda was three storeys shorter and was placed at the southern end of the site where its impact on the surroundings was minimised. The placement of views was intended to preserve a sense of openness through the heart of the site and for views to St Paul's Cathedral to be preserved to the maximum extent. In terms of the context and character of the buildings, the design took a significant amount of its architectural character and expression in thinking about a contemporary reinterpretation of elements and qualities that existed on the site at the Barbican Estate so that it picked up and was contextually sympathetic in a contemporary fashion.

A Member stated there appeared to be no public toilets and no changing places and asked if the applicant could provide these. The applicant stated that public toilets had been identified throughout the lower parts of the buildings and they would principally be associated with the cultural elements and the office receptions. A planning condition related to the identification of a changing places toilet. The precise location had not been identified but this would be delivered under condition. The Member stated that if toilets were only open during office hours, they would not be a public benefit outside of office hours. The applicant stated that the cultural provision was expected to operate beyond

traditional office hours and this was also where the applicant was looking to locate the changing places toilet so it was expected that both would be available into the evening.

A Member asked for the applicant to comment on how the Ironmongers' Livery who had written a strongly objection on 30 January 2024, had changed their mind. The applicant stated that the Ironmongers and the applicants had continued dialogue throughout the process and a conclusion had been reached.

The Chairman asked for more detail on the service arrangements in the car park and how these would interact with users of the car park on a regular basis. The applicant stated that a traffic light system would be introduced and would be operated to give priority to users of the car park as opposed to servicing access. The servicing vehicles were being reduced by using an offsite consolidation facility. There would also be a condition restricting when servicing could take place to limit it to daylight, normal hours. The service yards were designed to have extra capacity in case there was a need to hold vehicles in the service yards to avoid queues on the ramps. It would be a very managed facility when it was developed in the future.

The Chairman asked applicants to outline the discussions with TfL on the gyratory and their views on the new road layouts and the impacts on traffic. The applicant stated that the team had been liaising with TfL throughout the project. A highway design had been developed to accommodate the existing traffic flows through the site without undue delay or excessive queuing and provide significant improvements to pedestrian crossings, particularly for vulnerable pedestrians. The applicants were not aware of any objections from TfL in terms of their strategic road network.

A Member asked about the details around the provision of a banksman at the Thomas More ramp. The applicant stated this would be covered by condition but it was anticipated that there would be a person present there 24 hours a day and they would also have access to cameras and be operating the traffic light control system within the service yards so there would not be a need for a banksman.

A Member asked how the conclusion to have a tall building on the museum site had been reached if maximising profit had not been the driving force. She stated that if it was a lower building, it would not have impinged so much on views and residential amenity. The applicant's representative from the townscape heritage and visual impacts consultants for the scheme, stated they had been working with the applicant and had been in close dialogue with Officers throughout pre-application discussions. A detailed and thorough assessment of heritage assets within the surrounding area had been undertaken. This included those which were closest to the site such as the Barbican and the associated heritage designations which covered the area, St Paul's Cathedral and other key Grade I listed buildings. The height, massing and design had changed throughout the pre-application process to respond to those heritage assets e.g. the key views of St Paul's Cathedral from bridges

and the south bank of the river were a significant driver in maintaining the height of Bastion House and ensuring the roof line where visible would just be a small sliver and would not cause undue harm. The Cathedral had raised comments in relation to St Paul's and the views from the south bank but not an objection in terms of the Barbican. The height and scale of the new Bastion House and the Rotunda building were comparable with the established setting of tall commercial buildings to the south of the estate and amendments were made to the height and massing of both of these to mitigate impacts on the Barbican. The materiality drew on reference to the Barbican buildings such as the bush hammered concrete. The greening and staggered design of the elevations drew upon the balconies which were present in the Barbican. There were also heritage benefits of the scheme for the Barbican, in particular, repairing the highwalk connection with the truncated area of Mountjoy House which was never realised as part of the original master plan for the Barbican, as well as the opening up of the Fort Gate, the scheduled monument in the car park. There would be significant public realm enhancements to the settings of the listed buildings and scheduled monument. In terms of strategic policy, the London Plan policy required the maximisation of the potential of sites. This was undertaken having regard to the full suite of policies set out in the London Plan and the local plan, having regard to environmental, social and economic considerations.

In response to a Member's question about consultation and issues raised in consultation that had not been responded to, the applicant stated that developers' guidance that was published in May 2023 was followed and was exceeded throughout the consultation process. There had been an informative consultative and collaborative engagement process and the applicant took on board the feedback that was received and responded to this where possible. Consultation took place over a 31-month period. Prior to the application being submitted, there was a phase of understanding priorities and aspirations for the area and then there were two phases of consultation where plans were presented to the public. Feedback was invited throughout the period. Six public meetings were attended by 503 members of the public, 190 feedback forms were completed and 116 meetings were held across the scheme with local stakeholders and members of the community. A public consultation website was visited over 14,000 times and statistics were captured in the statement of community involvement document submitted as part of the application. This document stated the feedback that was received and how it had been taken on board.

A Member asked the applicant to state what would happen in relation to operational carbon savings if the district heating network was not decarbonised. The applicant stated that the energy strategy incorporated a Citygen plant room within the development which would help decarbonise the network by 4.2%. It was acknowledged that the district heat network would not be fully decarbonised for many years, however a fully electrified strategy would require much more plant to be installed within the development which would result in much more embodied carbon. By connecting the district heat network as outlined, less plant was required within the development and it would be used

more efficiently than it would be if designed to meet the peak demand of the building.

A Member asked if TfL had approved the traffic and access plans. The applicant stated they had been consulted and provided some initial feedback but they had not provided formal approval. The proposal had not yet been through the TfL model audit process which was undertaken in the detailed stage so TfL could understand the modelling.

A Member commented on the duration of the project being six years and lifetime of the proposal being 60 years. He asked how long refurbishment and renovation would take to reach a good outcome and how long it would last. The applicant stated they had not looked at this so were unable to comment. They had instead focussed on the construction and operational arrangements for the development scheme.

A Member asked for more detail on the servicing of the building and detail of the building in terms of capacity on each floor. She raised concerns that consolidation would not be enough, that traffic could back up and she also raised concerns about number of crossings being reduced with more concentrated crossing points. She asked what would happen if TfL did not agree to the traffic and access plans and the impacts on residential amenity.

The applicant stated that consolidation and possible land uses had been taken into account in terms of servicing vehicles and numbers and those had all be used in the analysis. Priority would be given to people accessing via the service ramp and therefore it was not anticipated that there would be a queue back onto Aldersgate Street. If a queue did start to build, leaving vehicles would be held back. Consolidation would allow controlled times for vehicles so they would have to book a time to arrive and peak times would be avoided. Robust conditions would limit the service vehicle movements to 60 in any 24-hour period restricted to a 5-hour window. The existing position provided for in the region of 83 service vehicle movements so it was expected that there would be a betterment over the existing situation.

Following a question from a Member, the applicant confirmed that the service vehicle movements would be 120 as the ramp would be two-way but there would be resilience in the service bays as they had space for vehicles to be held to allow the free flow of traffic.

The Chairman suggested that the Sub-Committee now move to any questions that they might have of Officers at this stage.

A Member, following on from the Chief Commoner's earlier question asked if the proposed design had been reviewed by an independent body. An Officer stated that there was a Mayor's design review panel for the GLA for any referable cases. This case was not a referable case. The GLA stated that it was of no strategic interest. Part of the site was within a conservation area and Officers considered this item could be considered by the Conservation Area Advisory Committee (CAAC). This was an independent body set up by the City,

made up of architects, planners and conservation specialists. They reviewed the proposals on 7 March 2024 and concluded that there was a significant improvement in their view on the existing situation and they raised no objections. The scheme had therefore been reviewed by an independent body.

The Chief Commoner asked that, in consideration of the City of London Corporation being both the applicant and local planning authority, if there had been the type of independent review that objectors had requested. The Officer reassured Members that the CAAC was an independent body. He also stated the intense scrutiny that this application had been subject to from statutory stakeholders. He reminded Members that Historic England had not raised an objection to the scheme and neither had St Paul's Cathedral and added that the proposal had been subject to rigorous and comprehensive external scrutiny.

A Member asked Officers for clarification on the public toilets and changing places toilet and how this would be embedded into conditions and whether they would be 24 hour toilets. An Officer stated that as part of the condition, plans would be provided along with details of the changing places and accessible toilet and details on the hours of opening. Officers could look to secure 24-hour access for an accessible toilet through the condition and details would have to be approved in writing.

A Member asked Officers to outline how they came to recommend for approval a non-refurbishment scheme given the retrofit first policy. An Officer stated that the emerging City Plan had a retrofit first approach but did not include a presumption against demolition. It did require development to minimise whole life cycle carbon, to robustly explore retention and to seek the most suitable and sustainable approach. The City Plan 2040 was a material consideration but was not part of the adopted development plan. It was clear in the local plan that there was a need for robust consideration of sustainability matters in all development. Core Strategy Policy CS15 was about avoiding demolition but this had to be understood in the wider context of the policy and the plan as a whole which included detail on redevelopment proposals and the need for meeting the quality and quantity of new development, particularly office floor space. There was also the carbon options guidance which was adopted in 2023 and set out a process for considering different options for any scheme. This scheme had been through that process. Another Officer stated that six options had been assessed robustly and had also been third-party reviewed by an independent reviewer. The outcome was that there would be potential to retain Bastion House especially if there was a change of use e.g. to a hotel, due to the constraints of the building but the redevelopment option would have wider benefits. It was not just the building sustainability that had to be considered but also the wider context and the way the site would be accessible and connected to the rest of the City, support sustainable transport modes and support short distances so it was future-proofed as a sustainable location in the City. In the wider context of the region all these elements had to be considered. The redevelopment option provided the most benefits.

A Member asked for clarification on the carbon impact of the scheme. An Officer stated that the square metre figure for redevelopment was the lowest of

all the options and was used to assess compliance with GLA policies. It would achieve the aspirational benchmark of the GLA.

In relation to Members' questions about highways, an Officer stated that they considered the highway design to be a betterment to road users. The existing highways arrangements were considered unsafe when accident data was checked. TfL had not highlighted any concerns with the proposals. The detail of the highways work would be part of the Section 278 works. As part of this highways work, detail design work would be undertaken and there would be liaison with TfL regarding the final arrangements and the modelling.

A Member stated that there were early concerns that retrofit might not be viable due to the Bastion House structure but she understood these concerns had been clarified and a reuse or retrofit approach would be possible. The Member stated she did not understand there to be safety concerns for the former Museum of London site. The Member asked if any remaining safety concerns could be addressed and put into context. An Officer stated that as part of the carbon optioneering, structural problems were not part of the second optioneering exercise so no option had been discounted for that reason. The applicant had applied a carbon contingency to any works that would be required to adapt Bastion House or to remodel the buildings if they were reused and this had been reviewed by a third-party. Works could include new lifts, extensions and strengthening works. The Officer confirmed that none of the options presented structural safety concerns.

A Member also asked if Option 3 was classed as a major refurbishment and stated that in the case of 81 Newgate Street, public amenities such as retail space and public roof garden had been removed without this being considered by Committee. She asked for assurances this would not happen on this site. An Officer stated that Option 3A was a major refurbishment but it did replace the Museum of London buildings with a rotunda building that was smaller and also replaced the northern building but Bastion House would be retained along with a large part of the podium structure. The Officer stated that 81 Newgate House had two objections which was fewer than the threshold of nine the scheme of delegation required for an application to be considered by the Sub-Committee. There were also no policy non-compliance issues to that application and it was not considered there was broader interest in that case. The Officer added that in the application currently being considered, there were a significant number of objections which indicated very wide broad interest and even though the scheme was very substantially compliant with policy, there were policy non-compliance issues. For these reasons, any diminishment in the public benefit of any significant would be returned to the Sub-Committee.

A Member asked for clarification of the operating hours and maintenance of the new lifts. An Officer stated that there was an existing lift on the highwalk over London Wall which would be remodelled. There would be a new lift down to the scheduled monument and Barber-Surgeons' Gardens, improving access significantly. There would also be a lift adjacent to Ironmongers' Hall and there was a further lift at the base of the new Bastion House. Condition 94 would look

at the public realm including the lifts and accessibility regarding management and operations and this would include opening times.

A Member asked if the reports from Simon Sturgis were considered when the different options around carbon were considered. An Officer stated that although there were many graphs and tables about the refurbishment option, it was not known what the underlying assumptions were. She stated that the major refurbishment option outlined in the Officer's report was an amalgamation of scenarios one and two and that had been calculated and reviewed and although similar to the option from Simon Sturgis, the assumptions underlying these options were declared.

A Member stated that Bastion House was an example of important historical architecture and he asked Officers to outline the efforts made to try and retain the building and why Officers considered on balance that the wider benefits of the scheme meant that the proposal was appropriate. An Officer stated that in relation to aesthetic or architectural qualities of the existing Bastion House, the Officer report set out in detail why it was not concluded to be a non-designated heritage asset, chiefly on account of its simple elevation, simple cuboid form and underwhelming detail. From this basis it was deemed acceptable in principle to move to a new design aesthetic and one which took different design cues and employed different materials to arrive at a different kind of character and identity for this scheme.

A Member asked a number of questions and the Chairman asked Officers to address the material planning considerations. In relation to the suitability of the site for an office, the Officer stated that paragraph 111 of the Officer report detailed the adopted local plan and the emerging City Plan and the London Plan all supporting the delivery of new office floor space in the City. Paragraph 122 of the Officer report summarised the key policies. Strategic Objective 1 of the Local Plan was to maintain the City's position as a world leading financial and business centre. Policy CS1 of the Local Plan aimed to increase the amount of City's office floor space during the period of the plan. Local Plan Policy DM 1.2 promoted the assembly and development of sites for large office schemes in appropriate locations. The Officer stated that the local plan was not prescriptive about the specific uses that should come forward on this site. The plan identified at the north of the City area in which this site was located, there would be significant office growth of 10%-20% of the total office growth envisaged in the City Plan. There was an expectation set out that offices in the local plan would be acceptable development across the City. The Officer also stated it was important to note that the site was an existing office location alongside its current cultural use and the wider area that had a mixed character, parts of which were the large-scale office buildings that sat nearby. The Officer added that Point 2 of the emerging City Plan stated that office growth would be encouraged in all parts of the square mile.

In relation to a question about the level of debate amongst Officers, Members were informed that Officers considered that this was a very good planning scheme in all respects, it was very substantially policy compliant and Officers were completely behind the recommendations.

In response to a Member's question about the number of objections received, an Officer stated that the number received was not typical of many major applications in the City but it was not unprecedented. The Officer stated that the current Liverpool Street Station application and the previous Bury House scheme had comparable numbers of objections. Officers took into account all representations received. They set out the details in the consultation section of the Officer report with individual Officer responses to each and also addressed these through the main body of the report.

In response to a Member's question about the scheme being changed, an Officer stated that when schemes were granted permission, there was a general expectation that the scheme would be implemented as approved but there was scope to submit further amendments to any scheme. All subsequent applications were fully assessed on their merits and were subject to consultation. It was not known whether there would be any amendments to this scheme but if there was, they would be fully assessed and any material changes would be brought back to the Sub-Committee.

In relation to a Member's question about carbon release and what would happen in the next decade, an Officer stated that the development, if approved, would go through an extensive detailed design process during which all the details to satisfy the conditions would be worked up. This would take a number of years so it was not expected there would be significant carbon impact before the end of this decade. The main impact was likely to be in the 2030s.

In terms of a Member's concern about the climate, an Officer stated that the major refurbishment options would also result in two-thirds of the carbon emissions of the redevelopment scheme. In relation to policies including the National Planning Policy Framework approach, all environmental, social and economic sustainability issues had to be weighed and balanced against each other for each planning application. The Officer stated that this application had done this and this was the reason why Option 9 - the redevelopment option was proposed. This was important to deliver wider sustainability benefits. Sustainability could not just be reduced to carbon; biodiversity, greening and climate resilience all had to be considered and the City had to be future-proofed as a whole.

An Officer stated that the words climate emergency had been mentioned and he reminded Members that this was not the position of the City of London.

A Member stated she had a question relating to cyclists and the public realm. She stated that with the removal of the highwalk level and access points to the southern end, it would be necessary for pedestrians to use the street level. She asked who would be policing the dismount and conduct of cyclists and stated that this was already a problem on Aldersgate Street and across the City, especially in relation to dockless electric bikes and scooters being abandoned in the public realm. An Officer stated that dockless bikes would be considered during the detailed design. There was wider debate about the management of dockless bikes.

In relation to a Member's question about the figure of 3,000 jobs stated in the Officer report, an Officer stated that the figure was based on the floor space delivered on the site. There was substantial demand for new office floor space within the square mile. Evidence commissioned independently from Arup and Knight Frank last year, stated that a minimum of 1.2 million additional square metres of office floor space was required in the City to accommodate substantial job growth of upwards of 60,000 new jobs up to 2040 within the square mile so there was substantial demand for jobs. These job projections were taken from the GLA's figures which were long-term job projections based on robust assessment of the future long-term growth of the UK's economy so rather than being based on short-term economic cycles, they were based on the long-term projections. A site such as this one would take years to develop. Another aspect to the economic benefits were the cultural aspects and retail which would help with the seven day a week economic life of the City and contribute to Destination City.

In relation to a Member's question about traffic modelling and concern about u-turn movements, an Officer stated that this would be part of a thorough highways design which would take into consideration all road users. There was currently an outline design which had been verified and there were very few u-turn movements so this was not anticipated to be a problem. Members were informed that the removal of the roundabout would be a benefit to many road users. The project would address accidents and provide better routes for pedestrians. Surveys would be undertaken as part of the detailed design.

In response to a question about the Jewish cemetery, an Officer stated that the precise boundaries of the cemetery were subject to debate but had been rigorously looked at by scholars. Over the course of the application, several amendments were made to the design to remove any impacts from the zone of the Jewish cemetery. Conditions were secured to monitor work around the area to ensure that no further disturbance would be caused. The Officer confirmed that there would be no changes to the size or shape of the building.

A Member asked if it would be possible for Conditions 10, 12, 18 and 57 to be amended to state that details had to be provided prior to demolition and Conditions 14, 16, 22, 59 and 73 should trigger demolition after they had been approved. In addition, the Member asked that Conditions 88 and 89 should clearly state that no demolition would be undertaken before details were provided. She stated that it was important for Destination City that there were not years of having a demolished site. The Member also asked that there be further consultation with the residents on Condition 12. The Chairman asked Officers if it would be possible to amend these conditions. An Officer stated that any pre-commencement conditions should be discussed and agreed with the applicant. He also stated that in relation to the Jewish Cemetery proposed amendment to the conditions, the intention with the existing conditions was that no work would be carried out until those safeguards were in place.

A Member referred to Paragraph 822 of the Officer's report and asked for confirmation that there was a condition in place to the effect that no demolition

would take place before the London Wall West site had been marketed, a legally binding contract had been entered into with a successful developer and the developer had appointed a principal contractor. She stated that if not, she would like a condition on this to be included.

A Member asked for clarification on the peer review had been carried out by the City of London Conservation Area Advisory Committee (CAAC) and the members present at the meeting where this item was discussed, including whether the Chairman and Deputy Chairman of the Planning and Transportation as ex-officio Member were present.

A Member raised concern about the second addendum, circulated the afternoon before the meeting, with the amendment to a condition which extended the time limit for the development to begin from three years to five years and asked Officers for clarification on this.

A Member stated that the car park would be truncated as one of the entrances would be taken away. She raised concern about the difficulty of getting into and out of the car park and asked if this would mean it would be sacrificed as an income generator or would become infeasible.

**MOTION:** - A Member stated that the Sub-Committee had heard from the developers, the objectors and Officers and had had ample opportunity to ask them a series of searching questions. Whilst he recognised this would be advancing proceedings, he proposed that the Sub-Committee now move to vote on the recommendations.

As a point of order, another Member stated that as this was a City of London Corporation application and the Sub-Committee was the City of London's Planning Applications Sub-Committee, it had a duty to ensure that every Member had the ability to ask questions of Officers.

The Chairman asked if there was a seconder and a Member seconded the proposal to move to the vote.

The Chairman ruled the motion to be premature at this juncture and stated that the Sub-Committee would finish questioning Officers as there were still new points emerging, and then might reconsider this course of action should it be put again after this section.

The Officer stated that in relation to the question about CAAC membership, this was a mixture of ward club members, architects, planners, heritage specialists and other organisations by invitation. The Chairman and Deputy Chairman were ex-officio members but did not vote. The Chairman and Deputy Chairman stated they were not present at the meeting where this item was considered.

An Officer stated that the government advice was that written agreement of the developer must be secured in relation to pre-commencement conditions and he suggested that the Sub-Committee leave this with Officers to discuss with the applicant, if the planning permission was granted. In respect of the change to

the five-year time limit, the Officer stated that this was requested by the applicant following sight of the conditions. Officers considered this was reasonable in this instance, given the scale of the scheme and the number of details that would need to be given careful consideration prior to implementation. In respect of the details on the transport matters in Paragraph 822, there were conditions covering construction and deconstruction logistics and there was a scheme of protective works condition for the construction and demolition phases of the development.

A Member asked Officers for the proportion of applications within the City of London that received Article 31 holding directions. The Officer stated they were very common-place on high profile schemes. They were triggered by a third-party or other request to call-in and they normally enabled the Secretary of State some time to consider the request. The Officer stated that the advice given by the Department of Levelling Up, Housing and Communities was not to issue a decision until after the political sensitives of the London Mayoral Elections.

In reference to a point made by an objector about the Tate modern viewing platform, a Member asked what implications this case would have for the viewing platform in this application. The Officer stated that the viewing gallery in the proposal was directed away from residents and looked southward so there would not be issues of overlooking. The design mitigated and avoided any sense of overlooking.

The Chief Commoner asked why the GLA recommended Mayoral Review Panel had not been used for this application. An Officer stated that this was not considered to be a referable case by the GLA as it was not considered to be of strategic interest, it did not impact on views of Londonwide significance and as such was considered to be a local issue. The panel was used in instances where the application was so substantial that it was referred to the Mayor and it then went to the Mayoral Design Review Panel but this was not triggered in this instance.

Seeing no further questions, the Chairman asked that Members now move to debate the application.

**MOTION:** - The Member who had earlier proposed that the Sub-Committee move to vote on the recommendation, proposed the motion again. This was seconded and the Sub-Committee therefore proceeded to vote on the motion.

Votes were cast as follows: IN FAVOUR – 15 votes  
OPPOSED – 9 votes  
There was 1 abstention.

The motion to move to the vote was therefore carried.

*[Deputy Dawn Wright who had left the meeting, did not vote.]*

*\* In accordance with Standing Order No. 38, Ian Bishop-Laggett, Deputy Anne Corbett, Deputy Marianne Fredericks, Dawn Frampton, Steve Goodman,*

*Jaspreet Hodgson, Deborah Oliver, Alderwoman Susan Pearson, having voted against the motion, asked that this be recorded in the minutes.*

A Member raised a point of order. She asked for clarification on whether the holding notice affected Members voting on the application. The Officer stated that the holding notice did not preclude Members for making a resolution. The legal officer stated that often the Secretary of State would not make a decision on whether or not to call the item in until they were aware of the decision reached by the Local Planning Authority so the Secretary of State would be informed of the decision taken by the Sub-Committee and this would be taken into account.

The Sub-Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 16 votes  
OPPOSED – 8 votes  
There was 1 abstention.

The recommendations were therefore carried.

*[Deputy Dawn Wright who had left the meeting, did not vote.]*

*\* In accordance with Standing Order No. 38, Ian Bishop-Laggett, Deputy Anne Corbett, Deputy Marianne Fredericks, Dawn Frampton, Steve Goodman, Jaspreet Hodgson, Deborah Oliver, Alderwoman Susan Pearson, having voted against the recommendations, asked that this be recorded in the minutes.*

## **RESOLVED -**

1. That the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule, as amended by the addenda, subject to:
  - (a) The City as landowner giving a commitment (through a resolution or delegated decision) that it will comply with the planning obligations in connection with the development if it implements the planning permission (and that it will ensure that the obligations are binding on any future purchaser or development partner) and a Unilateral Undertaking being signed in respect of those matters set out in the report, the decision notice not to be issued until the commitment/resolution has been given and a Unilateral Undertaking has been signed.
2. That it is noted in principle that land affected by the building which is currently public highway and highway over which the public have a right of access, including Shaftsbury Place may be stopped up to enable the development to proceed and, upon receipt of the formal application, officers may proceed under delegated authority with arrangements for advertising and making of a stopping-up order for the various areas, to the extent that such stopping-up order is unopposed. If there were to be any unresolved objections to the stopping-up order, a report would be taken to the Planning and Transportation Committee for decision;

3. That your Officers be authorised to provide the information required by regulation 29 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (information to be provided to the developer post determination of the application), and to inform the public and the Secretary of State as required by regulation 30 of those regulations.

4. **LISTED BUILDING CONSENT REQUESTS**

The Sub-Committee considered a report of the Director of Planning and Development concerning the demolition of Ferroners' House alongside external alterations to the facade and roof level of Ironmongers' Hall, internal reconfiguring to cores and back of house areas and associated works in association with the development proposed at London Wall West (140 London Wall, 150 London Wall, Shaftesbury Place, and London Wall Car Park, London, EC2Y).

The Sub-Committee also considered a report of the Director of Planning and Development concerning external alterations to existing highwalks at the Barbican Estate including to the John Wesley Highwalk and Mountjoy Close to allow for the integration of new highwalks, hard and soft landscaping, and works associated with the construction of new buildings with the development proposed at London Wall West (140 London Wall, 150 London Wall, Shaftesbury Place, and London Wall Car Park, London, EC2Y).

The Sub-Committee voted on these recommendations alongside those set out under Agenda Item 3.

The Sub-Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 16 votes  
OPPOSED – 8 votes  
There was 1 abstention.

The recommendations were therefore carried.

*[Deputy Dawn Wright who had left the meeting, did not vote.]*

*\* In accordance with Standing Order No. 38, Ian Bishop-Laggett, Deputy Anne Corbett, Deputy Marianne Fredericks, Dawn Frampton, Steve Goodman, Jaspreet Hodgson, Deborah Oliver, Alderwoman Susan Pearson, having voted against the recommendations, asked that this be recorded in the minutes.*

**RESOLVED -**

That Listed Building Consent be granted for the above proposals in accordance with the details set out in the attached schedule as amended by the addenda.

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

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

**RESOLVED** – That the report be noted.

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

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

**RESOLVED** – That the report be noted.

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

There were no questions.

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

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

**The meeting ended at 12.37 pm**

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Chairman

**Contact Officer: Zoe Lewis**  
**[zoe.lewis@cityoflondon.gov.uk](mailto:zoe.lewis@cityoflondon.gov.uk)**

**PLANNING APPLICATIONS SUB-COMMITTEE**  
**Tuesday, 30 April 2024**

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery  
Hall - Guildhall on Tuesday, 30 April 2024 at 10.45 am

**Present**

**Members:**

Deputy Shравan Joshi MBE (Chairman)  
Graham Packham (Deputy Chairman)  
Deputy Randall Anderson  
Mary Durcan  
Deputy John Edwards  
Deputy Marianne Fredericks  
Deborah Oliver  
Alderwoman Susan Pearson  
Deputy Henry Pollard  
Ian Seaton  
Hugh Selka  
Shailendra Kumar Kantilal Umrada  
Jacqui Webster

**Officers:**

Zoe Lewis	- Town Clerk's Department
Fleur Francis	- Comptroller and City Solicitor's Department
David Horkan	- Environment Department
Samuel James	- Environment Department
Tom Nancollas	- Environment Department
Rob McNicol	- Environment Department
Gwyn Richards	- Environment Department
Robin Whitehouse	- Environment Department

**1. APOLOGIES**

Apologies for absence were received from Ian Bishop-Laggett, Deputy Michael Cassidy, Deputy Simon Duckworth, Deputy John Fletcher, Anthony Fitzpatrick, Alderman Hughes-Penney, Jaspreet Hodgson, Amy Horscroft, Alderman Robert Hughes-Penney, Deputy Edward Lord, Deputy Brian Mooney, Deputy Alastair Moss, Eamonn Mullally, Alderwoman Jennette Newman, Judith Pleasance, Alderman Simon Pryke and William Upton.

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

There were no declarations.

3. **MINUTES**

**RESOLVED** – That the public minutes of the meeting held on 9 April 2024 be agreed as a correct record subject to Deputy Natasha Lloyd-Owen being added as an attendee.

4. **9A - 9B CRUTCHED FRIARS, EC3N 2AU**

The Sub-Committee considered a report of the Planning and Development Director concerning the change of use of Arches 9A and 9B to Class E (Commercial, Business and Services), and Sui Generis drinking establishment, drinking establishments with expanded food provision, along with external alterations, front and rear facade treatments and associated works.

Officers presented the application, highlighting that the original submitted proposal was for a change of use to include a nightclub and a music venue use with opening proposed until 2.00am for six nights a week. Members were informed that the application had been significantly amended in response to objections received from residents.

The Officer stated that the applicant was advised to amend the proposal to remove the nightclub and music venue uses as these would not be supported by Officers. Furthermore, the applicant had agreed to a restriction on hours of operation to no later than 11pm and this would be a condition of development.

The Officer stated that the application site was located within the railway arches beneath Fenchurch Street station, within the Fenchurch Street Conservation Area.

Residential properties that joined the site were 1 Pepys Street and 25 and 26 Savage Gardens. The site's demise included part of the ground floor and the entire first floor, and there was a service yard to the rear. Previously, the ground floor was used as a betting office accessed from Crutched Friars and the first floor was previously used as a licenced restaurant, accessed from Savage Gardens. This ceased trading in 2016.

The adjacent property located within these arches was operated by Munich Cricket Club, which was a drinking establishment with expanded food provision. Members were reminded the committee granted permission for a drinking establishment at the current application site in October 2019. Although this permission was not implemented, it did however remain a material consideration in determination of this planning application.

Members were informed that a large majority of the objections received related to the original proposal for nightclub and music venue uses as well as the late-night opening beyond 11pm.

The view of Officers was that, the recommended conditions and the amendments described, would ensure there would be no harmful impact to the amenity of neighbouring residents from a drinking establishment use.

Members were shown images of the site and were informed that the proposed external alterations included the installation of a new main entrance from

Crutched Friars and new glazing within the arches at first floor level on Crutched Friars and Cooper's Row. The new glazing was to be similar in appearance to that of the existing Cheshire Cheese Pub opposite the site.

The Savage Gardens side entrance was proposed to be retained and would provide a level accessible entrance as well as an emergency exit only. It would not form a main customer entrance or exit, and no deliveries were proposed to be taken from this entrance in the outline servicing management plan. This was to protect the amenity of neighbours and conditions were recommended to this effect. No customer access was proposed to the rear of the site and this was also recommended as a condition. Conditions were also recommended to prohibit the use of the rear doors except in an emergency and to require self-closing mechanisms to be applied to these doors.

The Sub-Committee was shown the existing ground and first floor plans. Members were also shown the proposed floor plans. The internal fit out was proposed as a shell only for the unspecified end user. A set of stairs would be provided internally to connect the ground and first floor. As an end user had not been identified, in order to retain flexibility, the location for a future lift and accessible toilets was not specified at this time. A condition requiring submission of an accessibility management plan detailing how the end user would ensure the premises was suitably accessible for disabled people or others with specific access requirements was recommended. This would need to be approved in consultation with the City's Access Officer prior to first occupation.

Members were shown the existing and proposed elevations. They were informed that there was a new entrance proposed to Crutched Friars and new windows within the arches at first floor level were proposed. These were consistent with the character of the site and would improve the appearance of the arches and the surrounding area.

To the rear, the arches would be infilled, with block and render with an emergency escape door and a small amount of obscure frosted glazing proposed. The first floor walkway would also be removed and a new fire escape staircase added. The proposed rear arch infill was of a simple design and had been amended during the assessment of the application in response to objections, in order to minimise the impact to amenity. It was originally proposed as fully glazed but would now be mostly solid with just a small amount of frosted glazing to ensure no overlooking issues. Full details of materials would be submitted as part of Condition 2, including details of the obscure glazing. The Officer stated that the proposals were considered to have a positive impact on the appearance of the building and wider surrounding area in general.

In summary, the Officer stated that the proposed use had been amended significantly during the assessment period to protect the amenity of surrounding residents. This was in response to objections that were received. The original proposed nightclub and music venue uses had been removed from the proposal. Furthermore, several conditions were recommended to ensure the

proposed drinking establishment use did not result in harm to residential amenity. These included:- 1) a closing time of 11pm; 2) details of an operational management strategy to be submitted and approved; 3) no use of the rear yard, nor spill out onto surrounding streets by customers; 4) no promoted events; 5) no music that could be heard outside the premises; and 6) restricted hours on servicing. Therefore subject to the recommended conditions, Officers considered the proposal to be in line with the aims of the development plan. The proposed uses were considered acceptable and, if approved, would bring a derelict and underused building back into commercial use, providing facilities for the city's workforce, enhancing vibrancy and improving active frontages. Officers recommended granting planning permission subject to the conditions in the Officer's report.

The Town Clerk explained that there were two registered objectors to address the meeting and she invited the objectors to speak.

Ms Carol Hall stated that she was speaking as one of the original objectors to the planning application. She and Mr Adrian Taylor owned Flat A, Savage Gardens which adjoined the site. Ms Hall stated that whilst the removal of the nightclub use, music venue use and the restriction of the hours of operation no later than 11pm were appreciated, there were still a number of concerns which had not been addressed by this application. Ms Hall stated that she, Mr Taylor and the other 37 objectors would have appreciated it if the applicant had consulted residents in the area. She added that if they had carried out this consultation, the whole process would have been quicker, more cooperative, more constructive, and less adversarial.

Ms Hall stated that the applicant had the opportunity to propose a use which would have contributed positively to the amenity of the area, such as a shop or restaurant, rather than simply adding another drinking establishment and she raised concern about possible law enforcement issues.

Ms Hall informed Members of the recent intrusion of two revellers into 1 Pepys Street shocking residents with their attendance and causing disruption.

Ms Hall also stated the objectors were not looking to hold back the tides of change and with Officers recommending the application for approval, she asked that the following issues, to be outlined by Mr Adrian Taylor, be addressed by conditions.

Mr Taylor outlined his request for additional conditions. The first condition related to the large arched window and the door at the rear of the building. Mr Taylor asked that the window be bricked up because it looked directly into the bathroom of a neighbouring resident, could emit smells and noise. Mr Taylor stated that with the door there, if patrons entered onto his flat roof, they could fall into his bedroom as there was a glass roof there and this was right next to the side of the building. He asked that the door therefore be removed. Mr Taylor stated that these measures would go some way to restoring the privacy previously enjoyed by the residents.

The second requested condition related to the restriction in the operation hours. Mr Taylor asked that this be strictly enforced, so that no delivery was permitted in the early hours of the morning or late at night, as this would create noise and impact the quality of life of the residents.

The third requested condition related to the applicant being required to maintain the property. Mr Taylor stated there had been a long-standing issue whereby the applicant had refused to remove refuse that had built up behind a parapet. This had prevented water from draining away and had caused water ingress in his flat and damage which Mr Taylor had to pay for. He stated on that occasion he had removed the rubbish but the problem was now occurring again. He also requested that the rear of the property was not used by the applicant as a dumping area as it was currently.

The fourth requested condition related to the rear of the property. Mr Taylor stated that access was required to carry out repairs and maintain the air conditioning condensers as required by Network Rail who owned the freehold. Without access the legal obligation could not be met. He stated Network Rail were now involved but the applicant had requested money be paid to gain access. In addition, the applicant had refused access to undertake emergency repairs. Mr Taylor asked that there be a key safe outside the entrance from Savage Gardens into the building with waste collection services and other suppliers and the management companies given the code to access the site through the passage.

Mr Taylor concluded by asking that any conditions attached to the planning permission be rigorously enforced.

The Chairman asked if Members of the Sub-Committee had any questions of the objectors. As there were no questions, the Chairman invited the applicant to speak.

Mr Abraham Laker, Rapleys LLP stated he was speaking on behalf of the applicant, Arch Company. He stated that the applicant purchased approximately 5,200 arch spaces from Network Rail in 2019 as part of Project 1,000 whereby the applicant planned to invest £200 million to bring 1,000 empty and derelict spaces into use by 2030. Project 1,000 would create space for 1,000 businesses, support approximately 5,000 jobs and adding to the 25,000 people already employed in Arch businesses. The proposal would form part of this plan.

Mr Laker stated the applicant had worked collaboratively with Officers and considered that measures incorporated within the scheme would mitigate any material impact on neighbouring residential amenity, and this was reflected in the recommendation to grant planning permission.

Mr Laker outlined the overall benefits of the proposal. He stated that the proposal would seek to bring back into use vacant arches, making effective use of existing brownfield land, as supported by Section 11 of the NPPF. He also stated that the principle development had been established through the

previously granted permission. Whilst this application was never fully implemented, the principles of the permission were reflected in this proposal. Mr Laker explained that this application had a different applicant. The current applicant sought to improve on the previous planning permission by mitigating any overlooking to adjoining properties using frosted glass, restricting the use of the external rear yard area for bin storage and servicing only and not for outdoor seating, smoking or for the parking of long stay bicycles. He informed Members that the applicant had also accepted noise and customer management conditions to further mitigate any impact on residential amenity.

Mr Laker stated that the comments received on the application mainly related to night club and music venue uses and as these had been removed, these comments were no longer relevant. He stated that the comments also requested a more positive contribution to the community for uses such as a restaurant, cafe or convenience shop. He commented that the proposed open Class E use and drinking establishment with expanded food provision encompassed the uses requested by local residents. Mr Laker stated that such proposed uses within arches were very common across the City of London, with many examples of the reuse of arches with flexible E Class uses and drinking establishments allowing smaller businesses to thrive in sustainable locations with minimal impact on the surrounding area, which was evident within the immediate surrounding area of the site.

The Sub-Committee was informed that existing internal layouts which remained from the partially implemented previous permission would be completely gutted to allow for a more effective and modern layout to attract a wide range of end users who would have the opportunity to provide their own bespoke fit out. He stated that the front elevations would maximise the amount of natural light to ensure efficiency with lighting the space.

Mr Laker stated the double glazing would meet the thermal standards required on the building regulations. He added the rear facing elevations were currently timber framed, glazed windows, boarded up with timber whilst the site was not being used. It was proposed to replace the timber frames with aluminium frames and reglaze the windows to improve the thermal and sound performance. The style would match the existing frame arrangement and the glazing would be frosted to ensure privacy to residents who overlooked the rear yard.

Mr Laker stated the overall shop front and elevation treatment would be in keeping with the surrounding arches and sought to improve the street scene and enhance the character and appearance of the Fenchurch Street Conservation Area. He added that there were no objections from the conservation area officer and that the proposed alterations to the rear elevation, with frosted glazing, would protect the amenity of the surrounding residential properties.

Members were informed that an air quality assessment had been prepared by acoustic consultants. The assessment indicated that the impacts associated with the proposed development would be insignificant. In line with the EP UK

and IAQM 2017 guidance, a noise assessment was undertaken and potential construction impacts had been considered based upon the nature and scale of the proposed development. Appropriate mitigation measures had been given in relation to noise which could be controlled by appropriately worded planning conditions. Furthermore, adequately worded noise conditions had been agreed in relation to end users.

Mr Laker stated the site fell entirely within Flood Zone One which translated to a low probability of flooding. He stated the proposal for a change of use, with minimal external alterations to the arches should not impact the flood risk area. He also stated that the site had a PTAL score of 6b and the development would be car free apart from six long stay cycle parking spaces provided internally.

Mr Laker informed Members that the applicant had provided the necessary technical reports, i.e. noise impact assessments, design access statements, transport statements and air quality assessments, which had all been produced to prove a robust justification that the proposed development would not have a material impact on amenity, noise, highways and design. Where necessary, adequately worded planning conditions had been proposed, which had been agreed in advance with the applicant. Mr Laker stated that considering this, it should be agreed that the application would revitalise the area and contribute to flexible employment floor space for a mixed end user.

The Chairman asked Members if they had any questions of the applicants. He stated he had a question. He commented that residents considered that there was an adversarial relationship with the applicant and asked for an explanation of the consultation and engagement that had taken place. Mr Laker stated that after the application was submitted, Officers consulted local residents, their objections were considered and a response to these objections was provided to residents. The scheme was amended to remove the nightclub and music venue uses, the plans were updated and then there was a reconsultation. He added that given the scale of the development and the fact that the proposal put in was amended to address the majority of the issues that were raised with the previous application, the applicant's view was that this was sufficient to go through the actual planning process. The applicant considered that any additional consultation could be undertaken after that and that it was not necessary to undertake a consultation beforehand in this case.

A Member asked if the Sub-Committee could be assured that the applicant would be a responsible steward and ensure that a future operator showed due consideration to neighbours. Mr Laker stated the applicant had a rigorous letting process in terms of vetting their end users, end users would be made aware of the planning conditions that must be adhered to and enforcement could take place if there was a breach. The applicant ensured end users were compatible with the units and would not have a significant impact on the residential community.

A Member raised concern about the lack of consultation from the applicant and she suggested that the rear elevation should be boarded up and sound insulation provided to ensure there was no sound leakage from the premises.

She added that prior to the applicant buying the premises, the then occupier refurbished the premises without building control and replaced the rear wall with glazing. She asked if the applicant would consider the boarding up of the rear elevation and sound insulation being conditioned. Mr Laker stated that the fit out would be for the end user to undertake. It was considered that the frosted glazing would be sufficient. The wording of any condition on noise insulation would need to be agreed with the applicant but they would be willing to review wording and acceptability.

The Member stated that residents should be provided with the required access to the rear yard to maintain their air conditioning units and their properties going forward. The Member stated the previous use was a fish restaurant, which was a lunchtime restaurant and it usually closed by 7pm. She added the kitchen was between the restaurant and bar area and the courtyard so this acted as a noise buffer and the rear of the building was boarded up apart from the fire exit which was solid. She stated there was less than 2m between a bedroom window and the premises and asked what insulation would be provided. She raised concern that without boarding up the rear elevation and providing sound insulation, it could not be guaranteed there would be no leakage of sound. Mr Laker stated that much of the glazing had been performance assessed in terms of sound.

In response to a Member's question about plant, Mr Laker stated there was no plant proposed as there was currently no end user. There were however conditions to mitigate noise transfer from plant installed by an end user.

The Chairman suggested that the Sub-Committee now move to any questions that they might have of Officers at this stage.

In relation to points made by the objectors, a Member asked if Officers were confident that the conditions would protect the residents or if they considered more should be added. An Officer stated that there were an extensive number of conditions for a modest application in relation to the level of control and restrictions on the application, Many of the conditions required details of further submissions e.g. refuse storage and collection, sound attenuation and mitigation, details on servicing times and deliveries. Members were informed that these were robust conditions and there was also a further condition in terms of an operational management plan. This would provide another opportunity for the applicant to submit detailed plans in terms of how the operator would occupy the premises and ensure there were no adverse impacts on surrounding residents. These conditions were agreed by environmental health officers who would be tasked with enforcement if necessary.

In response to the Chairman's question as to whether the operational management plan was similar to that of the previous 2019 application, an Officer stated it had not yet been received as an end user had not yet been identified. However, the condition related to this was similarly robust or possibly a little more robust than the one used in 2019.

A Member commented that unlike with noise, which could be calculated scientifically, there was no such measurement for frosting. He asked if there was a way to ensure the level of frosting was appropriate to maintain the privacy of residents. An Officer stated that an example of the proposed frosted glazing would be submitted for Officers to examine. In response to concern about how the appropriate level would be judged, the Officer stated that there was a condition that Officers discharge details of the frosted glass but this was mainly in terms of appearance and to avoid overlooking. He suggested adding a reason to suggest that this was also to mitigate noise to ensure the frosted glass had acoustic properties.

In response to a Member's concern that there was not sufficient detail in the application e.g. in relation to toilets, kitchens and air conditioning, and her suggestion that the fit out should come back to the Sub-Committee, an Officer stated that a condition could be added in relation to the submission and approval of the details of the layout and arrangement although this would largely be covered in the operational management plan. Members were informed that all discharges of conditions were generally dealt with under delegated authority by Officers. The Member raised concern about this being conditioned and not brought back to the Sub-Committee. An Officer stated that the conditions were thorough enough to be able to control the issues raised. Also if works were required e.g. in relation to ventilation, they were likely to require planning permission so would be assessed as part of a separate planning application. The Officer added that the view of Officers was that the conditions were robust enough and they were standard conditions on a change of use application to ensure the design, appearance and the acoustic nature could be controlled. He added that the application was a detailed planning application and the number of conditions was not untypical and Members were entitled to make a decision on the application on this basis.

In response to a Member's query as to whether further detail of the application would come back to the sub-committee, an Officer stated that if the applicant or end user needed to introduce plant or ductwork etc, that would require a fresh planning application. It would be consulted on in the same manner and could potentially require consideration by the sub-committee.

A Member raised concerns about impact on flats at 25 and 26 Savage Gardens as well as 100 flats surrounding and looking down at the courtyard. She stated there had been no noise or light issues when the premises was previously a restaurant and had the rear elevation boarded up. She raised concern that the previous owners put in windows before applying for retrospective planning consent. She asked if a condition could be added to require these windows to be boarded up to prevent leakage of noise and light and the privacy loss of residents. She also queried if the doorway would be accessible and stated that, if not, needed to be addressed before the fit out. An Officer stated that the frosted glass was to prevent overlooking. In relation to light spillage and the disturbance to amenity, he stated that the condition was sufficiently worded to enable Officers to ensure that there was not light spillage which would cause amenity issues. The acoustic glazing would be sufficient to avoid noise percolating outwards. Also, there was the condition on attenuation within the

building. Officers were satisfied that these conditions would address amenity concerns.

The Chairman drew Members' attention to Condition 78 which stated that audible noise was not permitted outside of the property. He asked if that gave Officers sufficient protection to determine the technical solution without Members needing to suggest technical solutions at the meeting. An Officer confirmed that it would and this was a condition that was routinely applied and enforced. There was also a plant noise condition. An Officer confirmed that Officers were satisfied the conditions in place would be sufficient to ensure there would not be noise and light leakage from the premises. There were fixed levels which would have to be met.

A Member stated there were alternatives to frosted glazing e.g. by having material between double glazed or triple glazed glass which would let natural light in without impacting on privacy. An Officer stated that the reason for Condition 2 could be amended to include light spillage.

A Member asked about the status of the rear elevation infills and asked if enforcement action could be taken to require them be returned to their original condition as this could address concerns about noise and light spillage. An Officer stated he was not aware of any subsequent planning application to approve those works, and Officers could look into the circumstances around any works that were undertaken without planning permission. An Officer also reminded Members that a scheme was granted permission in 2019 for more glazing on that elevation. He added that the current proposal was an improvement on the scheme that was previously granted by committee as the glazing had been reduced to a minimum to address issues which Members had raised. Although the 2019 consent had lapsed, it was considered on the same planning merit and planning policy framework as the application currently being considered.

A Member commented that when the planning consent was granted for Savage Gardens next door, it was granted with air conditioning units and at this time, the rear elevation of the arches was completely boarded off.

The Member outlined the level of lighting in other premises in the arches where the rear elevations were boarded up. She raised concern that without a condition requiring the boarding up of the rear elevation, there was a risk of having to deal with problems once they had occurred and residents being impacted. The Member asked if this condition could be added. An Officer stated that this could be added if agreed by the Sub-Committee however Officers were satisfied that the conditions in place, which had been agreed by Environmental Health, would address the issue of light spillage. The Officer also did not consider that a condition was necessary in terms of a satisfactory appearance.

A Member asked Officers to advise on the extent to which Members were bound or should give regard to the 2019 decision. The Legal Officer stated that it was a material consideration, but the 2019 permission had not been implemented. Members could have regard to it but were not bound to it. The

Member also asked if this applied to the glazing as well. The Officer stated that this was approved in 2019 and could be taken into regard as a material consideration.

The Legal Officer stated that the suggested condition on boarding up the rear elevation would be a lawful condition, but Members had to be satisfied that this was necessary to make the application acceptable. In planning terms, the advice that Officers had given was that in their view, they had attached conditions that should address the concerns. She added that Members could come to their own judgement on whether such a condition would be necessary.

A Member stated that a condition that the rear elevation be boarded back up would be necessary and relevant to protecting residential amenities with 100 flats around the courtyard. She added that the previous application was never implemented and the only prior use to that was a restaurant which had the rear elevation boarded up and a kitchen between the rear elevation and the customers area, and there were no noise issues then. Adding the condition would put the boarding back to ensure that the residential amenity was not impacted by this application.

An Officer suggested that Members add a condition that the glazed elements at the rear be solid rather than boarded up because there was a fire escape which had to be open. The glazing could be replaced with solid elements to address those concerns. The Officer confirmed that the drawings in the application showed obscure glazing.

Seeing no further questions, the Chairman asked that Members now move to debate the application.

The Chairman stated that whilst the application lacked some detail, he considered there were broad enough conditions in place to give both the planning and the environmental health team enough powers to make an agreement with the applicant that would satisfy concerns raised.

A Member stated she considered the application to be an outline application and that she considered that the detail should come back to the Sub-Committee. She stated that if the number of objections to a further planning application was high enough, this would be brought back to the sub-Committee.

The Member stated she welcomed the arches being used and was happy with the front elevation. She was, however, concerned about the lack of detail on servicing and layout but considered that there were strong conditions in place.

A Member welcomed the amalgamation of the two units as this allowed the main activity to take place on Crutched Friars and not through the door directly next to residents. The 11pm cut off time and the removal of nightclub and music venue were also welcomed. She stated that the upper floor was large and would be able to hold a substantial number of people and if it was a bar, there would be music played even if just background music or recorded music. It was therefore important to ensure that there was no sound leakage. She suggested

adding a condition that the rear elevation be solid would simplify the conditions, allowing the removal of triple glazing and frosted glass conditions and would prevent issues from occurring. It would also apply to the fire exit. She added that this condition would provide assurances to residents.

**MOTION:** - A motion was put and seconded that notwithstanding the plans referred to in Condition X which was the list of plans that are submitted with the planning application, the window or opening elevations and fire exit should be wholly solid, with plans to be submitted for approval by the local Planning authority prior to commencement.

Officers confirmed that this would take place under delegated authority.

A Member stated there were technical solutions to the noise and light issue including ones which allowed natural light through without visibility. He stated that Members should specify what was required but not the solution. He stated he therefore did not support the motion.

A Member stated that privacy and noise concerns were both dealt with by conditions. He stated that replacing the frosted glazing with a solid wall would detract from the design quality of this scheme and that natural daylight was a valuable commodity in the city. He therefore did not support the removal of these windows.

A Member spoke in support of the motion. He stated that previously this elevation was bricked up and the business operated without any problems. The hardcore was removed illegally. He added that by requiring the arches to be put back as they were before, Members could be confident that the premises could operate without disturbing the residents. He stated that the arches were atmospheric, that premises in arches did not rely on natural lighting and modern lighting could be atmospheric, required little energy and was therefore more carbon friendly and he considered that the embedded carbon of reinstating the arches to what they were, would be less than other solutions such as obscure glazing.

A Member stated she would support the motion based on light spillage, with it being a simple solution to make a solid panel and fit out being easier without the windows.

The Chairman referred to a point about overengineering and stated that he considered rather than overengineering, the motion would simplify the conditions.

A Member stated she would not support the motion as she considered the Planning Department was responsible for the technical details.

Having debated the motion, the Sub-Committee proceeded to vote on the motion that notwithstanding the plans referred to in Condition X which is the list of plans that was submitted with the planning application, the window or

opening elevations and fire exit should be wholly solid, with plans to be submitted for approval by the local Planning authority prior to commencement.

Votes were cast as follows: IN FAVOUR – 8 votes  
OPPOSED – 3 votes  
There were no abstentions.

The motion was therefore carried.

Having debated the application, the Sub-Committee proceeded to vote on the recommendations before them.

Votes were cast as follows: IN FAVOUR – 11 votes  
OPPOSED – 0 votes  
There were no abstentions.

The recommendations were therefore carried unanimously.

*[Deborah Oliver and Deputy Henry Pollard were not present for the whole item and did not vote.]*

**RESOLVED:** - That subject to the recommended conditions as set out in respect of the matters set out under the heading 'Schedule 1' the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule as amended by the addendum and motion outlined above.

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

The Sub-Committee received a report of the Chief Planning Officer and Development Director providing a list detailing development applications received by the Environment Department since the last meeting.

A Member asked for clarification on the two applications for Tenter House. An Officer stated that the first application was for the discharge of a condition of the previous granted planning permission approved by the sub-committee. This development had commenced, so the applicants were entitled to implement it in full and they had discharged most of the conditions, with the discharge of any remaining conditions being progressed. The applicants had submitted a separate application for an amended scheme. This would come before the sub-committee in due course. If planning permission was granted, the applicants would have the option of implementing either consent.

**RESOLVED** – That the report be noted.

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

The Sub-Committee received a report of the Chief Planning Officer and Development Director providing 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 the last meeting.

**RESOLVED** – That the report be noted.

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

In response to a Member's question about possible incorrect wording of one of the London Wall West conditions, an Officer stated that the wording of the condition was correct but there was a disconnect between the reason and the condition and this had been corrected. The Officer thanked the Member for drawing this to the attention of Officers and stated that he had responded to the Member. At another Member's request, the Officer confirmed the response would be sent to all the Member's copied into the original email.

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

**The meeting ended at 12.15 pm**

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Chairman

**Contact Officer: Zoe Lewis**  
**[zoe.lewis@cityoflondon.gov.uk](mailto:zoe.lewis@cityoflondon.gov.uk)**

**PLANNING APPLICATIONS SUB-COMMITTEE**  
**Thursday, 9 May 2024**

Minutes of the meeting of the Planning Applications Sub-Committee held at Livery  
Hall - Guildhall on Thursday, 9 May 2024 at 11.00 am

**Present**

**Members:**

Deputy Shравan Joshi MBE (Chairman)  
Graham Packham (Deputy Chairman)  
Deputy Randall Anderson  
Mary Durcan  
Deputy John Fletcher  
Deputy Marianne Fredericks  
Amy Horscroft  
Deputy Charles Edward Lord  
Judith Pleasance  
Deputy Henry Pollard  
Luis Felipe Tilleria  
Jacqui Webster

**Officers:**

Zoe Lewis	- Town Clerk's Department
Fleur Francis	- Comptroller and City Solicitor's Department
Gemma Delves	- Environment Department
David Horkan	- Environment Department
Tom Nancollas	- Environment Department
Rob McNicol	- Environment Department
Gwyn Richards	- Environment Department
Peter Wilson	- Environment Department

**1. APOLOGIES**

Apologies had been received from Ian Bishop-Laggett, Deputy John Edwards, Anthony Fitzpatrick, Alderman Robert Hughes-Penney, Jaspreet Hodgson, Deputy Brian Mooney, Deputy Alastair Moss, Eamonn Mullally, Alderwoman Jennette Newman, Alderwoman Susan Pearson and Shailendra Umradia.

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

There were no declarations.

**3. MINUTES**

**RESOLVED:** - That the consideration of the minutes of 17 April 2024 be deferred until the next meeting of the Sub-Committee.

4. **ALBAN GATE, 125-130 LONDON WALL**

The Sub-Committee considered a report of the Planning and Development Director concerning an extension, refurbishment and alterations to Alban Gate, 125-130 London Wall including: creation of a connection from the office reception to the Wood Street north escalator; reconfiguration of Class E uses and spaces at podium level to include extension of the office floorspace; formation of new seating areas at podium level; installation of new planters; refurbishment of the escalator surrounds (Wood Street south and north); formation of feature and art walls; re cladding of columns; alteration of the Alban Highwalk City Walkway and declaration of new areas of City Walkway; and provision of new lighting and wayfinding.

The Town Clerk referred to those papers set out within the main agenda pack as well as the Officer presentation slides and an addendum that had been separately circulated and published.

Officers presented the application and stated that the application related to the ground and podium level of Alban Gate, a postmodern office building that spanned across London Wall, with the Barbican Estate to the north of the site, residential development on Monkwell Square to the west and commercial development surrounding the site on the remaining sides. Members were informed that the site was not within a conservation area and the building was not listed. It was recently granted a certificate of immunity from listing by the Secretary of State.

Members were shown an image of the existing building looking north along Wood Street. The Officer highlighted the building's publicly accessible escalators on its north and south sides, in addition to a lift and stairs. Members were informed that these were important for providing routes between ground and podium level for pedestrians. The Officer also highlighted the walkway with retail units.

Members were shown an existing image of the entrance to the building on the Wood Street north side. In addition, they were shown an existing image of the podium level which included one of the retail units and an additional entrance into the building. Members were informed that the existing retail units at podium level were all vacant, despite the applicant's attempt to market them.

The Officer stated that the existing building would be retained and minor refurbishment and extension works were proposed to enhance the ground and podium level of the building. The proposal sought to address some of the constraints with the existing site, i.e. reception areas across multiple levels, and the public routes lacking wayfinding and vibrancy.

Members were informed that at ground floor level, the works proposed included the recladding of the existing columns in aluminium and new backlit feature walls along the London Wall and behind the escalators on the Wood Street north side of the building. Part of the steps on the Wood Street north side would be removed and replaced with a planter. The escalator surrounds on the Wood

Street south side of the building would be refurbished with a new art wall incorporated.

The Officer stated that the most significant element of works would take place at podium level. It was proposed that the reception office entrance would be extended. At present, it was considered that the entrance at this level was small in relation to the scale of the building. In order to enable the extension to take place, one of the existing retail units would be demolished and the loss of the retail unit was considered to be acceptable in policy terms.

A new seating area and planting were proposed at podium level in place of the retail unit and further opportunity would be sought for greening and planters. A new feature wall was proposed adjacent to the extension.

Members were shown existing elevations and sections along London Wall which showed the areas of the building to be removed. Some existing glazing would be removed at ground floor level to make way for the new feature wall and the retail unit would be demolished along with a gantry area at podium level.

Members were also shown proposed elevations and sections, which included the refurbished escalator surrounds and the new office extension and new planting. The existing sections and elevations of the Wood Street north side of the building showed the areas to be removed, the existing retail unit and the current glazing that formed the backdrop to the escalators. The proposed images showed the new greening and the new office extension. Members were informed that it was also proposed that a small part of the office floor plate at podium level would be extended, but this would not impact on the functioning of the escalators.

The Officer stated that in order to make way for the extension, approximately 200 square metres of existing city walkway at podium level would need to be rescinded for the extension and planters. This was considered by Officers to be acceptable in principle as it would be offset by approximately 220 square metres of city walkway that would be newly dedicated in place of the retail unit that would be removed.

Members were shown images of the existing and proposed routes within the city walkway and an image showing the impact that the extension would have on pedestrian walking routes. While some of the routes around the podium would be extended, this would not be to a significant degree where people would need to walk around the extension. The podium would still be spacious and accessible and the extension would be glazed as well to allow sight lines through the built form. New signage, details of which would be provided by condition, would aid wayfinding around the site. Members were informed that at present, the site lacked greening, so new opportunities were sought, with planters to create a more welcoming and softer environment.

Members were shown a number of CGI images of the key entrance and arrival points onto the podium. An image looking south along Alban High Walk showed one of the new planters and the new office extension. An image looking south

into the podium showed it would maintain a spacious feel and that the walkways through would be unobstructed. Members were shown an image of the new extension, new planters and seating looking east across the podium, which would be provided by condition. Members were also shown images of the greening on the podium and the new office extension and the seating areas. They were also shown images of the refurbished escalator surround and the location of the new wall art, the details of which would be provided by condition.

Members were shown an image of the new feature wall that would form a backdrop to the escalators on the Wood Street north side of the building, and were informed this would be much brighter, with the greening enhancing the environment, than the existing black tiling. Members were also shown a view from the ground floor level.

The Officer stated that the works were quite minor. There would be no impact on the overall appearance of the building and as a result, there would be no harm to the setting or impact of any of the surrounding designated heritage assets.

In summary, the Officer stated that the proposed works would enhance the ground and podium level through new greening, lighting, wayfinding and finishes to public routes. The proposed podium level extension would create a prominent and clear arrival point for the building. The Officer stated that the applicant had developed the proposal in consultation with local residents and matters relating to final details and construction arrangements would be required by condition. The alterations to the city walkway were considered acceptable in principle, as the rescinded walkway would be offset by the dedication of new walkway. Officers therefore recommended that the application be approved.

The Chairman stated that there were no speakers registered to address the Sub-Committee in objection to the recommendations.

The Chairman stated there were two speakers registered in support of the application and invited them to speak.

Mr Fred Rodgers, a resident of the Barbican Estate stated he was surprised in view of recent complaints in relation to delegated authority, that the application was being considered by the sub-committee. He requested that step free access to Barber-Surgeons' Hall gardens should be provided as those in wheelchairs or with buggies could not get into and enjoy the garden.

He added that step free access was not only vital, especially for Destination City, but also for the compliance with the CLC statutory obligations. Mr Rodgers stated that City Gardens were continuing with their own master plan for the site, which would include step-free access.

Mr Rodgers showed images of the current means of public access to the gardens and the point adjoining the applicant site. He stated that the installation of an access ramp there, would be feasible. He also stated that alternative

access to the north of Barber-Surgeons' Hall was also feasible, but would involve the laying of a path around Bastion 13, which would require listed building consent and being outside the city wall would infringe on the site of the former Jewish cemetery. Mr Rodgers stated that the Officer report claimed, without evidence, that such works would be outside the scope of this application and could not be secured as part of it. He added that whilst the Officer report stated that the applicant had been made aware of the request, it seemed that this had not been followed up and Members could be unaware if the applicant was amenable to this request. He stated that the option of requesting the applicant agreed to a commitment being secured as a planning obligation should be taken at the meeting.

Mr Adam Draper from Arax Properties, stated that he was representing the applicant. He informed Members that Alban Gate was a unique site on London Wall, comprising two connected commercial buildings, one of which bridged over London Wall. Designed by Sir Terry Farrell, the building was in the post-modernist style. To the north, was Monkwell Square and the Barbican Estate.

Mr Draper stated that the proposals, designed by award winning architects TP Bennett, sought to capitalise on the opportunities to address the existing shortcomings of this early 1990s building, at ground and podium levels. The existing height and massing of the building would remain unchanged, and the scheme proposed very limited deconstruction. The proposals would have no impact beyond the immediate vicinity of the lower levels of the building and would not adversely impact residents.

Members were informed that one of the key shortcomings of the building was the lack of legibility across the ground and podium levels and the lack of a primary, meaningful office reception for a building of this size. The retail units at the podium level also lacked any real street presence and had largely failed following the pandemic, despite active marketing.

Mr Draper stated that the application proposed an enhanced office reception at podium level and a legible, muted design, that complemented the existing post-modernist design, but would enhance wayfinding through the site. It would also provide significant enhancements to the existing environment and general aesthetics through hard and soft landscaping improvements.

Members were informed that the enlarged office reception and optimised retail accommodation would provide vibrancy and natural surveillance at podium level. The existing escalators would be serviced and refurbished as part of the scheme. The revisions at podium level would also increase the aggregate area of the City Walkway by 20 square metres compared to the existing arrangement. The proposals sought to optimise the functionality and design of the existing lower levels of the building, whilst maximising fabric retention and prioritising the principles of repurposing and reuse wherever commercially possible.

Members were further informed that the planning application had been carefully considered following extensive pre-application discussions and wider

stakeholder engagement. A substantial consultation exercise was undertaken prior to, and during the consideration of an earlier refurbishment application, which was later withdrawn. These discussions, and feedback from residents, had directly informed the design of the current proposal, which had received no objections from local residents, with only six comments made which generally related to construction and operational matters. Mr Draper stated the applicant was aware of the location of the building and its proximity to residents, and would ensure that these comments were addressed with the appointed contractor.

Mr Draper advised Members that the applicant considered the proposed works were essential in order to address a major shortcoming of the existing asset and to ensure that Alban Gate could continue to operate as a Grade A office building in the heart of the City of London. He added that these proposals struck the right balance of respecting the embodied carbon intrinsic to the buildings, whilst creating the changes needed to ensure ongoing relevance and appeal to the ever-evolving occupational market.

Mr Draper welcomed the recommendation by Officers and asked Members to support the proposals.

The Chairman asked Members if they had any questions of the supporter and applicant.

Members commented that some of the steps would be removed but some would remain and raised concern about the accessibility issue of steps having to be used in order to access the escalators. Mr Alastair Paterson from TP Bennett architects stated that the applicant was not changing the current situation and that an extremely long ramp would be needed to make the escalators accessible.

In response to Members' questions about whether the escalator could come down to street level, or a platform lift be installed on the steps to help people access the escalator, Mr Patterson stated there were no proposals to replace the escalator or install a platform lift. He stated that there was a lift on Wood Street south which could take people from ground to podium level.

A Member asked if the applicant had considered the proposal from the objector and the applicants stated they had not been briefed on the suggestion.

A Member commented that all the retail units along the high walk had been vacant for some time and asked if this was a post-pandemic problem or if there was an issue with a lack of passing trade. The applicants stated that retail agents had been engaged in marketing the asset throughout the period. A number of businesses had failed during the pandemic and there was a lack of passing trade with the building not being in active use day-to-day. Occupiers had struggled to see the opportunity to operate a viable business in that location, partly due to the quantum of retail space there versus the way the building was now occupied with certain occupiers employing hybrid practices. Under the proposals, the intention was to try and right size the retail provision

to provide a single space within the podium area, providing positive amenity for the building, nearby residents and other users of the space.

In response to a Member's question, Jeremy Randall from Gerald Eve stated that a previous iteration of the scheme had been presented to the City of London's Access Group. They provided detailed comments and the revised application responded to many of the comments that were received.

A Member raised concern about the large gap where the building joined the high walk and asked if the applicant, when undertaking the refurbishment, could ensure any large gaps between the building and the railing on the high walk were plugged. Mr Randall stated the applicant would need to discuss this with Officers as it would be an amendment to the proposal and the applicant would need to ensure this was acceptable to Officers.

In response to a Member's question about escalator reliability and servicing, the applicants stated that the leasing history of the building meant that until June 2023, the escalators and the maintenance and repairing obligations of those escalators sat with the maintenance of the building. The tenant was not in physical occupation of the building day-to-day and the building was sublet to a number of other occupiers. Since June 2023, direct responsibility for the day-to-day property and facilities management of the building had been taken back by the applicant and all the escalators were put back into a state of operation. The reason for the delay in getting to that point was a long lead in time for ordering certain components. Members were informed that one escalator had recently suffered a failed part and that part was on order with an expected two to three-week lead in time so it was expected that this would be in operation again by the end of May 2024.

Members were informed that a key part of the proposal was to seek to establish the podium level as the dominant reception space for the building and so having reliable continuous access up to that podium was of fundamental importance to the applicant. A robust management strategy had been put in place to ensure that the escalators remained operational and any faults or issues were quickly addressed.

The Chairman suggested that the Sub-Committee now move to any questions that they might have of Officers at this stage.

The Chairman asked Officers how well Officers considered the reliability and maintenance of the escalators was secured within the conditions put forward. An Officer stated that, at present there were no conditions to cover the escalator maintenance and operation as the actual operation of the escalators was not included within the application and no works to the escalators were proposed as part of the application. As there were only changes to the escalator surrounds proposed, it was not considered reasonable to condition this. Officers had discussed with the applicant the operation of the escalators and the applicant had provided details of the maintenance arrangements and the maintenance plan.

In response to Members' questions, the Chairman stated that there should be clarity on who was responsible and who could be contacted if the escalators were not in operation. An Officer stated that it would be unreasonable to put a condition on the maintenance of the escalators as conditions could only relate to the proposal but Officers could include in the conditions a requirement for contact details and a phone number to be provided.

A Member asked if the objector's suggestion that there should be a condition that the applicant would provide step-free access to Barber-Surgeons' Gardens, was reasonable. An Officer stated that at present, this was not within the scope of the application. Officers had discussed this access point with the applicant who had considered it. However, in order to carry out some of those works that were suggested, part of the area that would be required to undertake those works was outside of the application site. It was therefore not within the scope of the application and was not considered reasonable and proportionate to request such an access on an application of this scale.

A Member stated that in order to achieve an accessible city, partnership with developers was required. She asked if the maintenance of the escalators could be included in the Section 106 agreement. Officers stated that they would continue discussions with the applicant but it would be unreasonable to impose such an obligation as the applicant was not replacing the escalators.

Seeing no further questions, the Chairman asked that Members now move to debate the application.

A Member spoke in favour of the application and stated the proposal would be an enhancement.

A Member stated she was supportive of the application and hoped developers would consider the discussion in relation to developers going beyond what they had agreed to.

Having fully debated the application, the Committee proceeded to vote on the recommendation before them.

Votes were cast as follows: IN FAVOUR – 10  
OPPOSED – 0  
There were no abstentions.

The recommendations were therefore carried.

*[Luis Tilleria, who had not been present for the whole item, did not vote.]*

**RESOLVED: -**

(1) That the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule as amended by the addendum, subject to:

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

5. **\* VALID PLANNING APPLICATIONS RECEIVED BY THE ENVIRONMENT DEPARTMENT**

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

**RESOLVED** – That the report be noted.

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

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

**RESOLVED** – That the report be noted.

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

There were no questions.

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

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

**The meeting ended at 11.45 am**

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Chairman

**Contact Officer: Zoe Lewis**  
**zoe.lewis@cityoflondon.gov.uk**

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# Agenda Item 4

<b>Committee:</b>	<b>Date:</b>
Planning Applications Sub Committee	11 June 2024
<b>Subject:</b> 1-8 Long Lane, London, EC1A 9HF Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.	<b>Public</b>
<b>Ward:</b> Farringdon Within	<b>For Decision</b>
<b>Registered No:</b> 23/01417/FULMAJ	<b>Registered on:</b> 18 <sup>th</sup> January 2024
<b>Conservation Area:</b> No	<b>Listed Building:</b> No

## Summary

The site is located on the north side of Long Lane, west of Aldersgate Street and the Barbican Estate, east of the Smithfield Market south of the London Underground rail lines and it comprises two office buildings (1-5 and 6-8 Long Lane) that are six and five stories high, respectively, dated from the 1960s and 1970s.

The application proposes the demolition of existing office buildings at 1-8 Long Lane to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with provision of cycle parking, associated servicing, plant, amenity terraces, pocket garden with landscaping and other associated works.

It is noted that an application (ref no.: 18/01020/FULMAJ) proposing the demolition of existing buildings and structures at 1-12 Long Lane to basement level and construction of a eight storey office (Class B1) building with basement and lower basement with retail (Class E (a-c)) at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works was approved at committee and a decision was thereafter issued on the 21<sup>st</sup> July 2021.

Objections have been received primarily focusing on impacts from the increased massing and height of the development, including daylight and sunlight impacts, impacts generated by the introduction of terraces, such as noise and overlooking impacts, as well as impacts on the free flow of traffic and the pedestrian and cyclists safety. Other concerns raised also relate to the visual impact of the proposed development, which is considered being out of keeping with the wider area. It is noted that additional and correcting information has been provided by the applicant during the process of the application in relation to the daylight and sunlight assessment. Discussions have also been focused on highways and transport issues to address the concerns around traffic and safety. Representations supporting the proposed hotel use have also been received.

An objection has been received from the Barbican Association. Responses to the objections raised regarding massing, height, impact on the nearby conservation area, impacts on residential amenity and highway safety are addressed in the relevant sections of the report.

No representations from Statutory Consultees objecting to the proposed development have been received.

The Applicant has justified the loss of office floorspace at the site by the submission of a Viability Assessment which was independently reviewed. It is considered that the loss of office floorspace, and the proposed hotel use, in this location, would not compromise the primary business function of the City. Hotels are supported as a strategic function of the Central Activities Zone (CAZ) and the London Plan states that 58,000 rooms for serviced accommodation will be required in London by 2041. The need for visitor accommodation is also reinforced in the CoL Visitor Accommodation Sector Commercial Needs Study, dated January 2023, which identifies a demand capacity for an additional 350 rooms per annum in the City of London to 2037. It is therefore considered that the hotel would contribute to the balance and mix of uses in the area and would offer complimentary facilities to be accessed by the public.

The proposed development would also provide a total of 167sqm GIA of flexible retail floorspace (Class E(a)/(b)). Active retail frontage would be retained across the ground floor along Long Lane. The application site is located within a retail link. It is therefore considered that the proposed retail provision, would provide a better-quality retail provision which would enhance the environment of the Retail Link and would provide retail units enabling an active frontage in an area which currently lacks animation.

A number of cultural initiatives and provision of public art are proposed to be delivered on site. The site is located between the future Museum of London and the Barbican and it is therefore considered to be in a nodal point to assist in providing visitor accommodation and also a meaningful culture offer. On that basis, subject to obligations, these provisions would maximise the benefits of the scheme.

Overall, it is considered that the proposed hotel use would make the best use of land, following a design-led approach that optimises the site capacity to accommodate growth and would assist in the rejuvenation of the North of the City, enhancing the distinctive and mixed character of the Smithfield area.

The disposition of the final massing and bulk has followed a design-led approach considering macro and local townscape impacts with multiple pre-application negotiations to mitigate adverse impacts. The stepped massing, highly articulated design, materials, varied tones of colour and curved form would introduce a well-considered, refined, neighbourly architectural set piece. The proposals would also enhance the overall quality and character of this key pedestrian space, providing enhanced landscaping and greater areas of greening and seating.

Overall, it is considered that the proposed hotel use would make the best use of land, following a design-led approach that optimises the site capacity to accommodate a high-quality hotel development alongside a ground floor retail use in close proximity to several cultural attractions which would contribute to the Destination City objectives and would assist in the rejuvenation of the North of the City, enhancing the distinctive and mixed character of the Smithfield area.

In terms of heritage impacts, the proposals, by way of impact on setting, would preserve the significance of heritage assets and slightly enhance the setting of the Smithfield Conservation Area.

The building has been designed around the delivery of optimal microclimatic conditions, as well as creating opportunities for urban greening and accessible amenity spaces, such as the pocket garden to the east of the building. The scheme would deliver an enhanced public realm, enhancing convenience, comfort and attractiveness.

A step free access throughout the development would be provided along with 10% accessible bedrooms.

The proposed development will be car free. An allocated space on site has not at this point been made for the provision of disabled motor vehicle parking. However, the provision of one blue badge parking bay in the vicinity of the site with associated valet service to secure movement to that from the site would be secured within the S106 as an obligation.

In term of public transport provision, the site has the highest level of public transport accessibility level (PTAL) of 6B. The proposals would result in a reduction of servicing vehicles of 5-7 vehicles per day. In terms of drop-off and pick-up activity, it is noted that following discussion with the applicant, no pick up / drop-off activity would be permitted in front of the site. Segregation of cycle facilities would be installed along the frontage of the site to assist with the safety of cyclists. These highway improvements would be secured through Section 278 works.

The proposed development would provide London Plan policy compliant cycle parking facilities for both staff and visitors, namely 10 long stay and 6 short stay cycle parking spaces.

With regard to impacts on daylight and sunlight, of the buildings assessed, the majority of the surrounding properties would not experience any noticeable reductions. The properties that would experience noticeable reductions in daylight are those that are closest and to the north of the application site; 41-43 Charterhouse Square. The impacts on these properties are mainly attributed to the presence of existing obstructions to windows and the depth of the rooms that the windows serve. Considering that these properties are dual aspect, having windows fronting Charterhouse Square and the taking into account the urban nature of the City it is considered that the impacts of the development would not be detrimental to the amenity of the nearby residential occupiers to such an extent that would warrant refusal of the application on these grounds.

The development by reason of its sufficient separation distance to the nearest residential properties is not considered to result in unacceptable overlooking or overshadowing. In terms of noise impacts, residents have raised concerns that the proposed terraces would give rise to increased noise nuisance. It is noted that the terraces, with the exception of two that would be accessible by any guest of the hotel, albeit not publicly accessible, would be terraces to individual rooms. Conditions are imposed restricting the hours of use to those terraces that would be accessible to all hotel guests. However, by reason of their nature, the proposed terraces to the individual rooms are not considered being different to a residential balcony and they are not considered to give rise to a risk of unacceptable levels of noise.

The scheme would provide benefits through CIL for improvements to local training, skills and job brokerage, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to general planning obligations there would be site specific measures secured in the S106 Agreement.

Whilst the proposed development would result in full redevelopment of the buildings and therefore, in higher whole life-cycle carbon emissions compared to retention scenarios, alternative light and major refurbishment options were explored and they were also reviewed by a third-party expert, who confirmed that the optioneering has been carried out in compliance with the City of London Corporation's ("CoL") Carbon Options Guidance. It is considered that the redevelopment option would have the opportunity for greater floor to ceiling heights and an optimised structural grid layout throughout the whole development which would provide greater spatial and operational efficiency and offer higher quality and more flexible commercial space, and it would result in the most effective use of the land. The redevelopment would also be able to offer additional, wider environmental benefits including significant uplift in greening and biodiversity, end of trip facilities supporting active travel, and greater climate resilience including reduced risk of overheating and flood risk, it would be fully electric utilising air source heat pumps and PV panels and it would achieve BREEAM 'Excellent'. Therefore is considered to be the preferred long-term option.

Currently the site provides very limited urban greening. The proposed development will deliver considered urban greening through a number of soft landscaped terraces and balconies, achieving an urban greening factor (UGF) score of 0.323 / 0.361 (using the London Plan and CoL factors respectively). The Proposed Development will result in a net biodiversity gain of over 13,586%.

Virtually no major development proposal is in complete compliance with all policies and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the development plan when taken as a whole the proposal does or does not accord with it. The Local Planning Authority must determine the application in accordance with the development plan unless other material considerations indicate otherwise.

Paragraph 11 of the NPPF sets out that there is presumption in favour of sustainable development. For decision taking that means approving

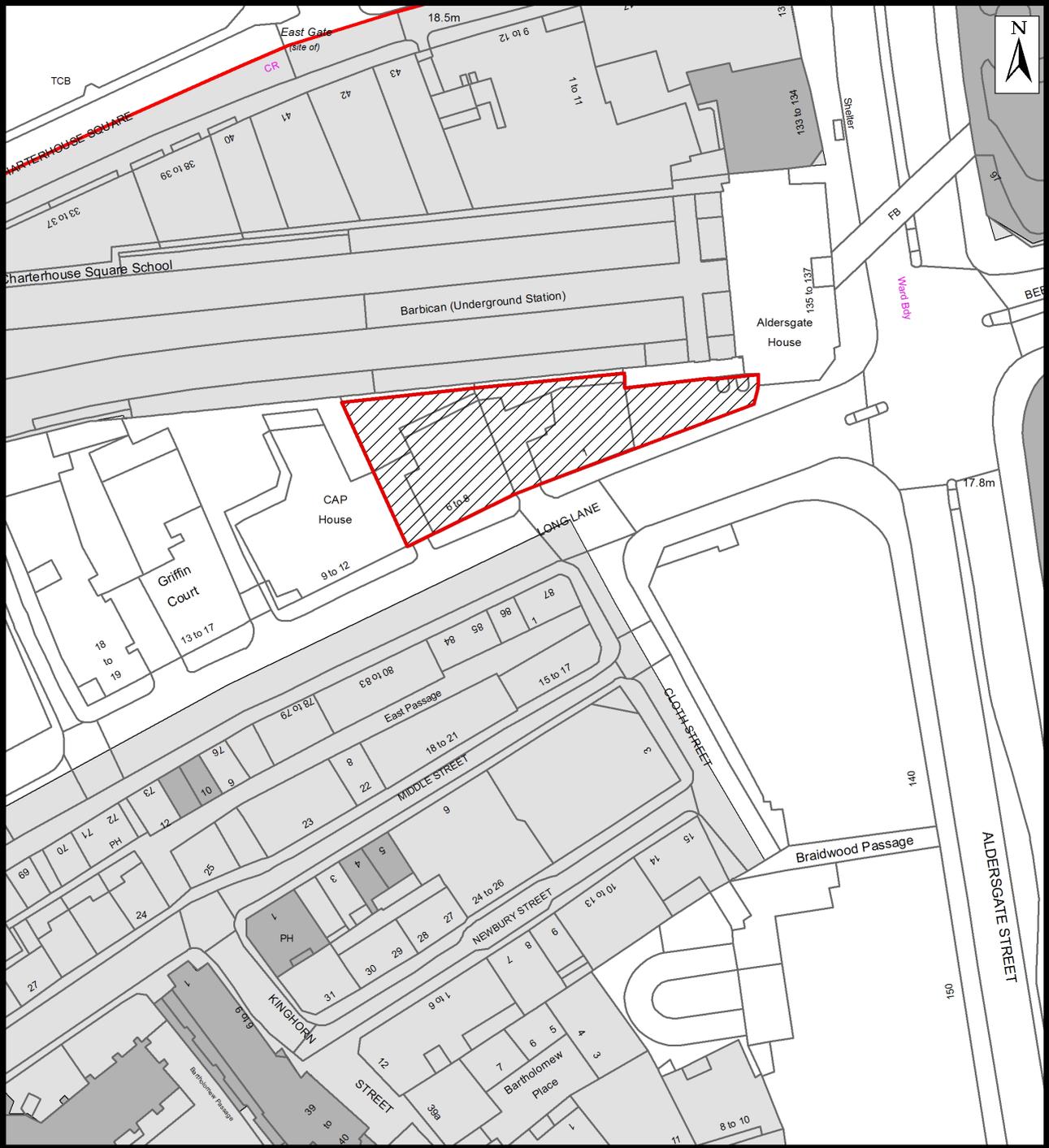
development proposals that accord with an up to date development plan without delay.

It is the view of Officers that as the proposal complies with the Development Plan when considered as a whole. Taking into account all material planning considerations, it is recommended that planning permission be granted subject to all the relevant conditions being imposed and Section 106 obligations being entered into in order to secure public benefits and minimise the impact of the proposal.

### **Recommendation**

1. That, subject to the execution of a planning obligation or obligations in respect of the matters set out under the heading 'Planning Obligations' the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule; and
2. That your Officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 of the Town and Country Planning Act 1990 and any necessary agreements under Sections 278 and 38 of the Highway Act 1980 in respect of those matters set out in the report.

# Site Location Plan



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ADDRESS:  
1-8 Long Lane

CASE No.  
23/01417/FULMAJ

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



ENVIRONMENT DEPARTMENT



# APPLICATION COVER SHEET

1-8 Long Lane, London, EC1A 9HF

TOPIC	INFORMATION			
<b>1. HEIGHT</b>	EXISTING		PROPOSED	
	ADD AOD – 40.39 (highest point across 1-8 Long Lane)		ADD AOD – 51.41 (top of plant screen)	
<b>2. FLOORSPACE GIA (SQM)</b>	USES	EXISTING	PROPOSED	
	Office	2905 sqm		n/a
	Retail	320 sqm		167msq
	Hotel	n/a		5110msq.
	TOTAL	3225msq	TOTAL	5277msq
			TOTAL UPLIFT:	2052msq
<b>3. OFFICE PROVISION IN THE CAZ</b>	Existing: 2,906 sqm (GIA) Proposed: 0			
<b>4. EMPLOYMENT NUMBERS</b>	EXISTING		PROPOSED	
	0 for existing vacant offices. Estimated 250 when occupied.		Approximately 50, comprising 20 Full time within administration, reception and maintenance roles and around 30 in housekeeping and other related roles	
<b>5. VEHICLE/CYCLE PARKING</b>	EXISTING		PROPOSED	
	Car parking spaces	3	Car parking spaces	0
	Cycle long stay	0	Cycle long stay	10 long-stay spaces (London Policy compliant)
	Cycle short stay	0	Cycle short stay	6 short-stay spaces (London Policy compliant)
	Lockers	0	Lockers	34
	Showers	2 (one in each guardian area)	Showers	3 total (1 male, 1 female, 1 accessible)
	Changing facilities	none	Changing facilities	Yes, male and female changing facilities plus separate AD-M compliant changing room
<b>6. HIGHWAY LOSS / GAIN</b>	No Loss or Gain			
<b>7. PUBLIC REALM</b>	<p>The proposals include the:</p> <ul style="list-style-type: none"> <li>- Removal of an existing vehicle crossover and reinstatement of footway</li> <li>- Existing vehicle crossover revisions to include appropriate dropped kerb/raised table finish to allow disabled pedestrian use.</li> <li>- Alterations to Loading and Unloading restrictions within the vicinity of the site.</li> <li>- Repaving of the existing footways fronting the site in Yorkstone paving</li> <li>- Provision of cycle lane improvements to deliver cycle segregation.</li> </ul>			

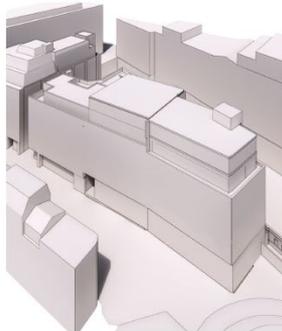
	Creation of an on-site pocket park space featuring greening, trees and seating, as well as Sheffield stand cycle parking.																																													
8. STREET TREES	EXISTING	PROPOSED																																												
	0	6																																												
9. SERVICING VEHICLE TRIPS	EXISTING	PROPOSED																																												
	10-12 deliveries per day.	Up to 5 deliveries per day.																																												
10. SERVICING HOURS	This will follow CoL guidance which permits deliveries to take place outside of peak hours (no servicing between 07:00-10:00, 12:00-14:00 and 16:00-19:00).																																													
11. RETAINED FABRIC	Substructure: 30% of substructure retained by mass - including retaining walls																																													
12. REGULATED OPERATIONAL CARBON SAVINGS	Improvements against Part L 2021: 13.6% GLA requirement: 35 %																																													
13. OPERATIONAL CARBON EMISSIONS	8,955 tCO <sub>2</sub> e over 60 years 1,697 kgCO <sub>2</sub> e/m <sup>2</sup> (GIA) over 60 years																																													
14. EMBODIED CARBON EMISSION	PROJECT LIFE CYCLE EMISSIONS COMPARED TO GLA BENCHMARKS (Residential benchmarks used as currently no hotel benchmarks exist)																																													
	4,610 tCO <sub>2</sub> e (875 kgCO <sub>2</sub> e/m <sup>2</sup> GIA) upfront embodied carbon (A1-A5) 8,330 tCO <sub>2</sub> e (1,580 kgCO <sub>2</sub> e/m <sup>2</sup> GIA) embodied carbon over 60 years (A-C)																																													
	<p style="text-align: center;"><b>Embodied carbon comparison against industry benchmarks (A-C)</b></p> <table border="1"> <caption>Embodied carbon comparison against industry benchmarks (A-C)</caption> <thead> <tr> <th>Category</th> <th>Substructure</th> <th>Frame</th> <th>Envelope (CWCT Method)</th> <th>Envelope</th> <th>Partitions</th> <th>Internal finishes</th> <th>FF&amp;E</th> <th>Building services</th> <th>External works</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>GLA Residential Benchmarks A-C (SHELL &amp; CORE RESIDENTIAL)</td> <td>200</td> <td>270</td> <td>240</td> <td>70</td> <td>140</td> <td>10</td> <td>240</td> <td>20</td> <td>20</td> <td>1190</td> </tr> <tr> <td>GLA Asp Residential Benchmarks A-C (SHELL &amp; CORE RESIDENTIAL)</td> <td>140</td> <td>180</td> <td>160</td> <td>40</td> <td>100</td> <td>10</td> <td>160</td> <td>20</td> <td>20</td> <td>810</td> </tr> <tr> <td>1-8 Long Lane A-C (FULL FIT OUT HOTEL)</td> <td>117</td> <td>300</td> <td>315</td> <td>137</td> <td>232</td> <td>189</td> <td>243</td> <td>92</td> <td>15</td> <td>1580</td> </tr> </tbody> </table>		Category	Substructure	Frame	Envelope (CWCT Method)	Envelope	Partitions	Internal finishes	FF&E	Building services	External works	Total	GLA Residential Benchmarks A-C (SHELL & CORE RESIDENTIAL)	200	270	240	70	140	10	240	20	20	1190	GLA Asp Residential Benchmarks A-C (SHELL & CORE RESIDENTIAL)	140	180	160	40	100	10	160	20	20	810	1-8 Long Lane A-C (FULL FIT OUT HOTEL)	117	300	315	137	232	189	243	92	15	1580
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**15. WHOLE LIFE CYCLE CARBON EMISSIONS**

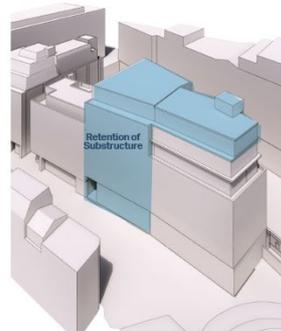
Total whole life-cycle carbon emissions: 17,747 tCO<sub>2</sub>e  
 Whole life-cycle carbon emissions per square meter: 3,363 kgCO<sub>2</sub>e/m<sup>2</sup> (GIA)

**16. WHOLE LIFE-CYCLE CARBON OPTIONS**

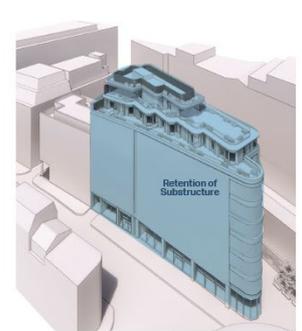
**1. Refurbishment of Existing**  
 Retention of both existing buildings  
 5 Levels + Plant + Basement



**2. Retention of 1 Building**  
 Retention of 1-5 Long Lane only  
 6 Levels + Plant + Basement



**3. Retention of Substructure**  
 Demolition & Re-build  
 8 Levels + Plant + Basement



	<b>Option 1</b> Refurbishment of existing	<b>Option 2</b> Retention of 1 building + extension	<b>Option 3</b> New build
Gross Internal area (GIA) m <sup>2</sup>	3,320	4,423	5,242
Number of keys (rooms)	64	91	131
Substructure % retained by mass	95	40	30
Superstructure % retained by mass	95	45	0
Upfront Embodied Carbon (A1-A5) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	459	585	630
Embodied Carbon (B-C) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) excl. B6 & B7	350	354	355
Life-cycle Embodied Carbon (A1-A5, B1-B5, C1-C4) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	809	939	985
Fuel source	Electricity	Electricity	Electricity
Estimated Whole Building Operational Energy Use (kWh/m <sup>2</sup> GIA per year)	120	120	100
Estimated Whole Building Operational Carbon for building lifetime (B6) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	183.6	183.6	153.0
Total WLC Intensity (incl. B6 & pre-demolition) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) (excl. Module B7)	994	1,135	1,153
Upfront Embodied carbon (A1-A5) (tCO <sub>2</sub> e)	1,525	2,589	3,301
In-use embodied carbon (B-C) (tCO <sub>2</sub> e)	1,162	1,564	1,860
Operational Carbon for building lifetime (B6) (tCO <sub>2</sub> e)	610	812	802
Total WLC (incl. B6 and pre-demolition, excl. B7) (tCO <sub>2</sub> e)	3,300	5,018	6,041

<b>17. TARGET BREEAM RATING</b>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;">Good</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">Very Good</div> <div style="border: 2px solid green; padding: 5px; text-align: center; background-color: #d4edda;">Excellent</div> <div style="border: 1px solid black; padding: 5px; text-align: center;">Outstanding</div> </div> <p>Policy target Excellent or Outstanding</p>
<b>18. URBAN GREENING FACTOR</b>	<p>London Plan 2021: 0.323  City of London draft City Plan 2036: 0.361</p>
<b>19. BIODIVERSITY NET GAIN</b>	<p>Total net % change: +13,586.55%</p>
<b>20. AIR QUALITY</b>	<p>Air Quality Neutral</p>

## Site Photographs



Image 1: View of the site from the south east



Image 2: Open space to the east of the site



Image 3: The site from the south



Image 4: The site, and adjacent building at 9 – 12 Long Lane, from the west

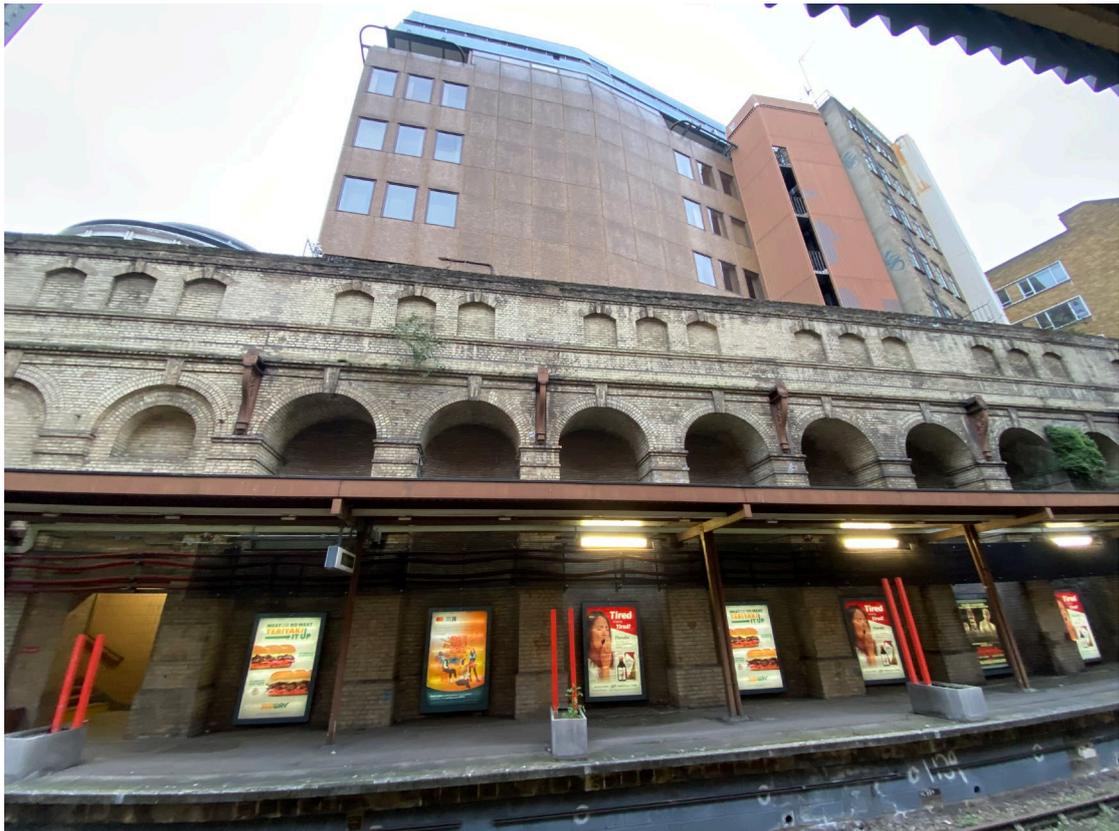


Image 5: The site from Barbican Tube Station platform level



Image 6: The site viewed from the Barbican Podium



Image 7: The north of the site, alongside adjacent buildings, viewed from Hayne Street

## **Main Report**

### **Site and Surroundings**

1. The site is located on the north side of Long Lane, west of Aldersgate Street and the Barbican Estate, east of the Smithfield Market south of the London Underground rail lines.
2. The site itself comprises two office buildings, 1-5 and 6-8 Long Lane that are six and five stories high, respectively. 1-5 Long Lane, at the eastern end of the site, was constructed in the 1970s with basement, ground and four upper floors. A fifth upper floor was subsequently added. The freehold title for the building includes an open space to the east of the building, which forms part of the application site. The space is currently occupied by external seating associated with a café within the ground floor of the building. 6-8 Long Lane was constructed at a similar time with single basement, ground and four upper floors. The total floor area for the site is 3,225sq.m (GIA).
3. The buildings are clad in brick and concrete. They are not considered to be of aesthetic, cultural, historic or evidential significance. The buildings are architecturally unremarkable and are not considered to be non-designated heritage assets or significant contributors to the setting of nearby listed buildings.
4. The surrounding area is mixed in character comprising a variety of uses including offices, retail and residential accommodation. The character of the buildings in the vicinity of the site varies, consisting of a mixture of Victorian masonry buildings or varying plot widths and finishing materials and postwar buildings.
5. The site lies within a Retail Link. Although the site is not located within a conservation area, it is surrounded by three conservation areas, namely the Barbican and Golden Lane to the east, Charterhouse to the north and Smithfield to the southwest.

### **Planning History**

6. An application (ref no.: 18/01020/FULMAJ) proposing the demolition of existing buildings and structures at 1-12 Long Lane to basement level and construction of a eight storey office (Class B1) building with basement and lower basement with retail (Class E (a-c)) at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works was approved at committee and a decision was thereafter issued on the 21<sup>st</sup> July 2021.

## **Proposals**

7. Planning permission is sought for the demolition of existing office buildings at 1-8 Long Lane to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with provision of cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.
8. It is proposed to retain, re-enforce and extend the existing basement levels of the existing buildings. The ground and upper floors of the buildings are proposed to be demolished.
9. The scheme would provide 5,277 sq.m GIA floorspace, comprising:
  - 5,110 sq.m of hotel floorspace (Class C1);
  - 167 sq.m of retail/café/restaurant (Class E(a) and (b))
10. The proposed building will be split into four elements; (a) the base of the building, which would effectively form the ground floor, (b) the main body, which consists of the five upper floors, (c) the attic articulating the top element of the brick building and (d) the crown, the top two metal floors, which set back from the main building line of the south and east elevations. Above the crown there is a further recessed plant enclosure.
11. At ground floor the development would accommodate retail/café/restaurant uses on the eastern section and the hotel lobby/reception on the western area, with back of house facilities located to the north. Two cores are proposed providing two staircases and three lifts, two of which are evacuation lifts and one firefighting lift. A total of 128 hotel rooms will be provided to the upper floors. The two upper floors would be set back providing terraces/roof gardens, as well as a small area on the northern part of the building and a bio solar roof, measuring 310sqm. At roof level an enclosed plant area and lift overrun are proposed, together with a biodiversity brown roof and 237sqm of photovoltaic panels. At basement level there will be back of house functions and hotel staff facilities, together with cycle storage, refuse area, plant, electricity sub-station and a basement level element of the retail unit.
12. In terms of external finishing materials, the development would be finished in rich green colour glazed brick at the base. Red brick has been chosen for the main body, with a lighter variation for the attic storey. The crown of the building would be finished in metal cladding. Decorative elements of brick work have been included in the elevational design and on the eastern section of the building creating a 'tower' effect. Awnings are proposed to be installed at ground floor openings to assist in providing human scale. the lengthy façade of the building is proposed to be articulated with a recessed section above the main hotel entrance.

13. To the east of the building a pocket garden is proposed to be created, which measures 100sqm. The proposed landscaping will introduce trees, planting areas and a green wall along the northern boundary. Timber and natural stone seating will be provided in various locations and the area will be paved in natural stone. There is also opportunity for art installation on the pocket garden and the eastern façade of the building.
14. In terms of urban greening, apart from the pocket garden at ground level, the site incorporates several green roof terraces some of which are accessible, achieving an urban greening factor score of 0.34 when using the GLA factors and 0.381 when using the City of London factors.
15. There is a servicing access point proposed on the west side of the building leading to a service yard to the northwest of the building. The main access route to the bike storage area for staff would be east from the pocket garden.
16. The proposed development would provide 10 long stay cycle parking spaces for the hotel element for both the staff and visitors at basement level. Short stay cycle parking will be made available, by way of 6 short stay cycle parking spaces located on-street adjacent to the proposed pocket garden.
17. In terms of accessibility, it is noted that a step free access will be provided at ground level for both the public area and the back-of-house area. There will be accessible sanitary facilities at ground level and the lifts will be wheelchair accessible. A total of 13 wheelchair accessible guest rooms will be provided.
18. The main amendments incorporated to the current proposal from the previously approved application (ref no.: 18/01020/FULMAJ) are as follows:
  - The development relates to 1-8 Long Lane. The previously approved scheme also included the building at 9-12 Long Lane.
  - The proposal is primarily for a hotel use with ancillary retail uses at ground floor rather than an office building, as previously approved.
  - The current proposal almost follows the same building line as the previously approved scheme. Although the height of the main element of the development is 350mm lower than the approved development, the proposed plant enclosure would be marginally higher (approximately 750mm) than the consented scheme. The building also projects marginally beyond the east elevation of the consented scheme. The eastern core of the building will extend beyond the building line of the previously consented scheme.

## **Consultations**

### **Statement of Community Involvement**

19. The Applicants have submitted a Statement of Community Involvement dated May 2023 outlining their engagement with stakeholders. Public consultation took place via a dedicated project website, virtual meetings, in-person meetings and two in-person exhibitions. A flyer was also distributed to the local area, including a freephone number and email address. The distribution area consisted of 1,847 addresses, comprising local residents and businesses around the site.
20. The applicant has engaged with key stakeholders and has conducted briefings with local stakeholders. Meeting with the Barbican Association, Culture Mile and Charterhouse were held in the summer of 2022. Follow-up meetings were held with the Barbican Association and the Culture Mile BID.
21. Engagement with the Ward members had also taken place on the 7<sup>th</sup> July 2022. Meeting with the neighbouring Members at Aldersgate were held in July 2022.
22. A digital website was created and has been live since 20<sup>th</sup> September 2023. The website has remained live since its launch. On 18<sup>th</sup> October 2023, the website had been viewed 236 times.
23. Two in-person exhibitions have been held on Site. The exhibitions were advertised to the local community in a flyer, publicised on the online consultation website and advertised on the Barbican Association's website. The exhibitions were held on different days of the week and at different times to maximise the opportunity for the local community to engage with us.
24. 36 surveys were completed either in person or online and 49 people attended the public exhibitions.
25. The applicant has also engaged with the City of London Corporation officers through formal pre-application process.
26. The Statement of Community Involvement concludes that the feedback received throughout the consultation period has been positive towards the introduction of a hotel at this location. There was a desire that the building was in keeping with its immediate surroundings, and represented a high quality development. The existing site being empty was a particular concern for people, with the majority welcoming the prospect of the site being used to contribute to the local economy.

Statutory Consultation

27. Following receipt of the application, it has been advertised on site and in the press and has been consulted upon in accordance with article 15 of the Development Management Procedure Order (as amended). Copies of all received letter and e-mails making representations are attached in full and appended to this report. A summary of the representations received, and the consultation responses is set out in the table below.

<b>Consultation responses</b>	
Historic England	Historic England has not commented upon this application. They state that Historic England provides advice when their engagement can add most value. In this case they are not offering advice. This should not be interpreted as comment on the merits of the application.
GLAAS, Historic England Archaeology	<p>Assessment of Significance and Impact</p> <p>The proposed development is in an area of archaeological interest. The City of London was founded almost two thousand years ago and London has been Britain's largest and most important urban settlement for most of that time. Consequently, the City of London Local Plan 2015 says that all of the City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost due to deep basement construction or other groundworks.</p> <p>The site is located to the north-west of the Roman and medieval city walls. An Archaeological Desk Based Assessment accompanied the planning application (MOLA 2023) which identified a high potential for Roman agricultural and quarrying remains, a possibility for Roman burials and a moderate potential for remains of medieval and post-medieval date. Buildings are shown on the site on historic maps and the site is just outside the medieval Charterhouse Precinct.</p> <p>Although the site is currently occupied by a building that has a basement, the basement is only single storey and therefore the site retains a potential for archaeological deposits of Roman and medieval date. The proposed development comprises a new basement slab being constructed in 1-5 Long Lane and the lowering of the existing basement in 6-8 Long Lane. There will also be</p>

	<p>associated piling. The lowering of the basement and the construction of a new slab is likely to have an impact on archaeological remains.</p> <p><b>Planning Policies</b>  NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 200 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.</p> <p>NPPF paragraphs 195 and 203 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.</p> <p>If you grant planning consent, paragraph 211 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.</p> <p><b>Recommendations</b>  It is advised that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.</p> <p>Officer response: This matter is addressed in the Archaeology section of the report below.</p>
<p>Transport for London –  LU/DLR –  Infrastructure  Protection</p>	<p>Though TfL have no objection in principle to the planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. Therefore, it will need to be demonstrated to the</p>

	<p>satisfaction of TfL Infrastructure Protection engineers that:</p> <ul style="list-style-type: none"> <li>- TfL's right of support is not compromised</li> <li>- the development will not have any detrimental effect on TfL structures either in the short or long term</li> <li>- the design must be such that the loading imposed on TfL structures is not increased or removed</li> <li>- TfL offers no right of support to the development or land</li> </ul> <p>It is also noted that the grant of planning permission should be subject to conditions including, but not limited to, the submission of a Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to London Underground (LU), a Risk Assessments and Method Statements (RAMS) for activities scaffolding tall plant use and demolition plant, a ground movement analysis during demolition, a detailed design for foundations, basement and ground floor structures, or for any other structures below ground level, including piling, a detailed design for all superstructure works, details on the erection and use of tall plant and scaffolding, a Tower Crane base design and Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure, jacking up and derigging.</p> <p>TfL has also requested that an informative is attached requiring the applicant to contact the TfL Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant: scaffolding: security; boundary treatment; safety barriers; landscaping and lighting.</p> <p>A Party Wall notice will be required to be served to Transport for London Infrastructure Protection in advance of carrying out any works near or on a party wall.</p>
Transport for London	<p>The site is located on a strategic cycle route, Quietway 11, which passes immediately outside of the site, currently in an advisory on-carriageway cycle lane. This is not acknowledged or mentioned anywhere in the application materials.</p>

	<p>Long Lane is not part of the Transport for London Road Network (TLRN) and TfL is not the highway authority.</p> <p>The submitted Outline Construction Logistics Plan (CLP) shows no drawings or proper proposals for how access by construction vehicles will actually work. These may be proposed to access via the existing crossover onto Long Lane.</p> <p>The proposal mentioned vaguely for construction access vehicles to use existing on-street bays across the street does not sound safe or workable, although very little detail has been provided on it to enable proper assessment. Specifically, it may be unsuitable and cause unacceptable highway safety risk to cyclists using Quietway 11 during construction.</p> <p>The existing on-street parking and loading bays across the street on Long Lane should be surveyed for existing levels of occupancy prior to determination. As many of them as possible should be reduced/removed in the final local highway arrangement.</p> <p>Drawings in the Design &amp; Access Statement show new on-street cycle parking stands on Long Lane close to its junction with A1 Aldersgate Street. The City Corporation should secure these and other improvements via a Section 278 (S278) agreement for local highway works. However, no drawings have been provided for a proposed package of S278 works to support the scheme, which is unacceptable.</p> <p>Further information is required regarding the location of the cycling access to cycle parking within the scheme.</p> <p>Overall, TfL currently object to the scheme due to a lack of sufficient information and because no enhancements are proposed to Quietway 11 immediately adjacent to it. Specifically TfL would strongly recommend production of drawings to show a workable proposed arrangement for construction access, which should be subject to a Stage 1 Road Safety Audit (RSA) and Designer's Response prior to determination. In the absence of</p>
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	<p>such drawings TfL currently object to the outline CLP due to highway safety concerns.</p> <p>TfL also recommend schematic or concept design drawings are produced to show a package of Section 278 (S278) works to support the scheme, enhancing Quietway 11 as required by London Plan policy T5 (Cycling). This should cover both sides of Long Lane between its junctions with Cloth Street and A1 Aldersgate Street. The carriageway should be resurfaced at least. A traffic survey, which can be a spot check, should also be carried out in order to enable assessment of this stretch of local highway against the TfL Cycle Route quality criteria.</p> <p>The current advisory cycle lane is only acceptable as a Quietway on parts of London's highway network with certain features and traffic flows, as application of the criteria Check can show. Should the Check demonstrate that more significant highway works are needed outside the development site to make necessary improvements to Quietway 11 (e.g. enhanced segregation), those works should be secured from this development proposal. This may be achievable at relatively low cost, for example using wand or armadillo cycle lane separators. We would also recommend that the City Corporation considers requesting and having designed up carriageway narrowing and footway widening and replacement wherever possible at this location, in addition to the reduction i.e. removal of on-street vehicle bays referred to above.</p> <p>Subject to further clarification being provided on construction access and an acceptable package of S278 works enhancing Quietway 11, the cycle parking quantum and access arrangement proposed could be deemed acceptable on balance, even despite the proposal to limit general access to the basement by hotel guests, so they would be reliant on hotel staff to take their bikes there, which is undesirable.</p> <p><b>Officer Response:</b> Noted – these comments are addressed in the Transport section of the report below.</p>
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<p>Barbican Association</p>	<p>The Barbican Association has written to object to the proposed development. They have objected on three grounds, which are summarised below:</p> <p>1) its unacceptable height and mass</p> <p>This application represents a substantial overdevelopment of the space with an increase in total floorspace of a hefty 64% compared to the footprint of the existing buildings. Whilst they are aware that the previous office development scheme was consented for the site at 1-12 Long Lane, we remain of the opinion that the height and massing of the revised proposals for this smaller site at 1-8 Long Lane are still inappropriate for this setting and hence that reductions to both are necessary.</p> <p>This suggests that the proposed scheme is actually one floor higher than the previously consented scheme and may help to account for at least part of the 64% increase in the massing. The submitted documents are unhelpful in clarifying this issue.</p> <p>The proposed height and volume of the building will clearly be at odds not only with the historic character of the area but also and more significantly with the height-line of the other buildings in Long Lane. As such it will set an unwelcome precedent for other potential developments in the area. The building will be higher than the Kaleidoscope Building OSD at the Elizabeth Line station and will continue to overshadow both neighbouring properties and the historically significant Charterhouse and Smithfield Conservation areas.</p> <p>As we pointed out in our objection to the previous application, the Elizabeth Line OSD set a new reference height for buildings at the other end of Long Lane, and we are concerned that the increasing height of new developments along Long Lane will just continue to be perpetuated. We would remind that Policy HS3 of the Draft City Plan 2040 states that <i>“the cumulative impact of planning applications for individual developments on the amenity of existing residents will be considered”</i>. This is clearly not the case here. Our view remains that the height of this proposed development</p>
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	<p>should be restricted either to its existing height, or to that of the Kaleidoscope Building, whichever is the greater.</p> <p>2) loss of residential amenity on the grounds of loss of light, overlooking and noise pollution and</p> <p>Roof terraces and balconies</p> <p>We are concerned that the existence of the outside spaces put forward in this application are in potential contravention of these policies and will cause significant harm to the amenity of residents in the near vicinity. The Planning Statement states at Point 7.94 <i>“On upper floors of the Proposed Development, guest rooms include a private ‘garden’ for guests to use. The depictions of this “private garden” show its location to be at the Eastern end of the building ie. the closest point to the many residential flats both in the Barbican Estate and the wider locality. The same issues arise with the proposed use of the “pocket park” at street level.</i></p> <p>Given the obvious concerns that the existence of these outside spaces would raise, it is disappointing that the applicant has provided no accompanying details as to the timing and scale of their proposed use – an important omission indeed. What is meant by <i>“performance within the landscape setting”</i>? How many guests will be able to use these outdoor spaces? Will the general public be able to use them? At what times? Will parties/groups be allowed? Are outside events planned here? If so, what type? Will music be played? These are significant omissions from the application.</p> <p>We note that the prior planning application was consented in 2021 but, significantly, with conditions attaching to it which restricted, inter alia, the use of the terraces on the office development to between 8am-9pm on weekdays only. No live, amplified or other music was to be played on the roof terraces and no promoted events were to be allowed on the premises. These conditions were imposed in order to <i>“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.”</i></p>
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Should this current hotel application be approved, we would suggest that such conditions – but with stricter time limits - should also be applied to this application in order to protect the amenity of the many residential flats in the near vicinity.

#### Loss of light

In terms of loss of light, overshadowing etc, the Daylight and Sunlight analyses throw up the usual conclusions. For Seddon House, Lauderdale Tower and John Trundle Court the effects of the proposed building on daylight and sunlight are all deemed to be “*within the recommendations of the BRE guidelines. The effects are therefore considered negligible*”.

They would point out however that what developers deem to be “negligible” losses of light are clearly not the same as what is considered negligible to the property occupants impacted by the overdevelopment of this space. Policy DE8 of the emerging Draft City Plan 2040: Daylight and Sunlight states that “*Development proposals should have regard to the daylight and sunlight levels of historic interiors and should seek opportunities to improve daylight and sunlight levels where this would be achievable and appropriate*”. This is clearly not the case in this application.

3) the dangerous impact on traffic flow and cyclist and pedestrian safety.

We would remind that Long Lane is a busy, narrow and already congested road, with eight short stay car parking bays (seemingly always fully occupied) on the opposite side of the road to the hotel and with a narrow cycle lane on the same side (ie. eastbound towards Aldersgate Street) and directly in front of the proposed entrance to the hotel. The increased traffic generated during construction, then continued by guests and hotel service vehicles will inevitably worsen the already poor air quality in the area, increase noise pollution and endanger motorists, pedestrians and cyclists.

Part 10 of the Design & Access Statement - SITE ACCESS & ENTRANCES confirms that “*The main*

*guest access to the hotel is off Long Lane. The retail unit will also be accessed from Long Lane". They note that "Delivery access will be the south of the site on Long Lane with goods in to the rear of the building at GF level". It continues "Some guests, visitors and staff may utilise taxis and minibuses to arrive to the Site. These vehicles accessing the Site will be required to make use of the section of single yellow line kerbside adjacent to the Site on Long Lane to pick-up/drop-off guests, also being able to make use of parking bays on Long Lane for set down purposes. Due to the spatial constraints of the Site, it is not possible to afford taxi set-down areas on-site. Note that black cabs and other vehicles rely on a kerb on which to deploy their built-in ramps, and community transport vehicles often have a large wheelchair-platform lift at the rear".*

It is pointed out that the "single yellow kerbside adjacent to the site" is a narrow cycle lane. Cyclists facing stationery taxis dropping off passengers to the hotel will have to swerve into oncoming traffic to avoid these – which is both unacceptable and highly dangerous.

The Transport Statement confirms that "*Taxis undertaking pick-up/drop-off activity to the Site will be able to make use of the single yellow line kerbside adjacent to the Site....*" "*The hotel reception will be located directly opposite this location and will be able to monitor taxi activity at this frontage to ensure that vehicles do not dwell on-street and utilise this kerbside location for short set-down/collection purposes only.*"

In theory this may sound just about plausible but how on earth can this work effectively in practice? What if the receptionist is busy? Will a taxi driver really take notice of someone with no authority to move them on? This is clearly unworkable and has not been properly thought through. As for the possible arrival of guests by coach, "*The hotel will advise upon bookings being taken that there is limited opportunity for coaches to unload guests and will advise visiting coaches to utilise larger loading locations such as the significant provision of loading bays on West Smithfield circa 120m west of the Site...*"

	<p>It is noted that there is NO opportunity for coaches to unload guests in such a restricted and narrow road in a location in a cycle lane just ahead of traffic signals at the busy junction with Aldersgate Street rather than “limited opportunity”.</p> <p>In the consultation meeting with residents, the developers said that they did not envisage that many guests would need to use taxis given that so much public transport was available in the near vicinity. It is understood that this is not the case.</p> <p>The applicant seeks to justify this lack of safe and dedicated taxi drop off point in the Transport Statement by comparing rates of drop off and pick ups at two so-called comparable hotels in London. However, the statement then goes on to admit that “While it is noted that the sites selected are not within the CoL (due to a lack of comparable recent hotel survey data on the TRICS database), the sites selected are in highly accessible locations. 1-8 Long Lane is NOT a highly accessible location and hence these comparisons are worthless.</p> <p>The Society are not against the redevelopment of the site per se but the problems of access do cause us some concern. They do agree that hotel guests will be likely to use the excellent nearby transport links, but that is most likely once they have arrived. They believe that many guests, particularly those from overseas, will prefer to take a taxi or similar on arrival and departure so as to avoid having to carry luggage on public transport with which they may be unfamiliar. Long Lane is a narrow street that already carries a high volume of pedestrians, cyclists and motor vehicles on an important through route in the City. A hotel will inevitably add significantly to traffic volumes and the prospect of taxis blocking the cycle lane and part of the carriageway while guests load/unload baggage and pay the driver will surely bring about traffic chaos.</p> <p>It is also note that a hotel, by its very nature, will have more people and servicing movements than an office development which will inevitably increase traffic volumes. In addition, the location is also in close proximity to the Smithfield gyratory system and could disrupt key deliveries and market operations to this essential business area. As is the case with the use of outside spaces, the</p>
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previously approved office scheme had conditions regarding servicing attaching to the consent. These conditions stated that no servicing of the premises were to be carried out between the hours of 23.00 on one day and 07.00 on the following day on weekdays, with more restrictive times applied at weekends and Bank Holidays. This servicing condition “includes the loading and unloading of goods from vehicles and putting rubbish outside the building. We would expect similar such conditions to be attached to any consideration of this application.

#### Summary

In summary, the Barbi Society object to the revised plans and would request that the height of the development be further reduced, at least to match the height of the Kaleidoscope Building and neighbouring properties, in order to prevent unacceptable levels of overshadowing and loss of residential amenity in what are significant and historic Conservation Areas. They also have concerns over the potential use of the external spaces and request that, should this current hotel application be approved, conditions over their use and timings be applied in order to protect the amenity of the many residential flats in the near vicinity. We also have severe misgivings over the access plans for guests to the hotel, with the lack of a dedicated drop-off point in the service road at the rear of the property suggesting not only traffic chaos in this narrow lane but also significant danger to cyclists and pedestrians.

**Officer Response:** Noted. Comments around massing, height and impact on the nearby conservation area are addressed in the Design and Heritage section of the report. Comments regarding the impact on residential amenity are addressed in the Environmental Impact of Proposals on Surrounding Area, including impacts on daylight and sunlight, as well as noise impacts. Comments regarding the impacts of the development on highway safety and highway network are assessed in the Highways and Transportation section of the report.

<p>Thames Water</p>	<p>Thames Water have raised no objections and given that the site is located within 15 metres from a strategic sewer have requested conditions to be included to require a piling method statement.</p> <p>As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer.</p> <p>Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like an informative attached to the planning permission regarding Groundwater Risk Management Permit from Thames Water.</p> <p>Thames Water would advise that with regard to the COMBINED WASTE WATER network infrastructure capacity, they would not have any objection to the above planning application, based on the information provided.</p> <p>Water comments If mains water is planning to be used for construction purposes, it's important that the applicant let Thames Water know before you start</p>
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	<p>using it, to avoid potential fines for improper usage.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, Thames water would not have any objection to the above planning application. Thames Water recommends the an informative be attached to this planning permission regarding minimum pressure at the point where it leaves Thames Waters pipes.</p> <p>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 works are planned near Thames Water mains (within 3m) we'll need to check that the 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.</p>
Lead Local Flood Authority	Conditions are recommended requiring further details of SuDs system, including a Lifetime Maintenance Plan, a Maintenance Inspection Checklist/Log and a Maintenance Schedule of Work and flood prevention measures.
Crossrail Safeguarding	The application relates to land within the limits of land subject to consultation by the Crossrail Safeguarding Direction. If the Local Planning authority is minded to grant planning permission, conditions regarding detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level. An informative regarding assessing and mitigating the possible effects of noise and vibration arising from the operation of the Elizabeth line is recommended.
Network Rail	No comments.
District Surveyor	The fire statement is acceptable and the proposal is considered to generally comply with policies D5 and D12. However, there is no information regarding provision of fire hydrants and it is recommended dealing with this by way of condition.

	<b>Officer Response:</b> Comment noted and the suggested condition is imposed.
Environmental Health	<p>Environmental Health have suggested a number of conditions regarding restricting access and music to roof areas and terraces, restricting opening hours to the ground floor uses, imposing requirements around doors at ground floor, restricting noise levels, imposing requirements for fume arrangements and cooking, managing freight vehicle movement, securing scheme of protection of nearby residents during demolition and construction, submitting a Lighting Strategy, controlling sound and vibration from mechanical plant, protecting from contamination and ensuring odour control from ventilation and extraction systems.</p> <p><b>Officer Response:</b> Noted – these comments are addressed in the Noise and contamination sections of the report below. Conditions have been imposed as suggested.</p>
Waste storage and collection facilities	<p>The waste storage and collection facilities indicated in the Delivery, Servicing and Waste Mgt Plan, December 2023, and Drawing No. 11246-EPR-ZZ-00-DR-A-TP-0200 Rev P01 comply with their requirements. This Division will, therefore, raise no objections to this application.</p> <p><b>Officer Response:</b> Noted</p>
London Borough of Islington	No comments.

### **Letters of Representation**

In accordance with the SCI, notification letters were sent to residential properties in the vicinity in addition to the site and press notices as set out above. Responses received can be summarised as follows:

### **Objections**

Letters of representation – A total of 31 representations have been received. 29 letters objecting to the proposed development have been received, of which two have been signed by multiple objectors, in particular one has been signed by 15 objectors and the second one by 17 objectors.

<p>One of the submitted objection letters is from the Smithfield Market Tenants' Association.</p>	
Objection Comment	Officer Response
<p>Lack of trust to the data, methodology and conclusions of the Daylight and Sunlight Assessment submitted by the applicant. This is due to reliance on information included in the previously submitted Daylight and Sunlight Assessment as part of application 18/01020/FULMAJ, lack of information, choice of alternative target values, and land use and internal floor plan layout inconsistencies.</p>	<p>The comments raised are noted. Impacts from daylight and sunlight are assessed in the relevant section of the report. It is also noted that following the submission of the objection, the applicant has submitted a Daylight and Sunlight Addendum providing additional information and clarifications to address the concerns raised. With regard to the used choice of alternative target values, it is noted that the Local Planning Authority has commissioned a third party review of the Daylight and Sunlight Assessment and no objection has been raised in that respect from the reviewer.</p>
<p>Several comments and concerns have been raised around the quality of the Daylight and Sunlight Report accompanying application 18/01020/FULMAJ.</p>	<p>Although it is understood that this report was produced from the same consultancy, it is noted that it was produced and assessed as part of another application. A new report accompanies the currently assessed application and only comments relevant to this report would be considered relevant for the purposes of the assessment on the application.</p>

<p>Rather than reviewing the desktop analysis from the applicant's consultant, City of London Planning should insist on the appointment of a verifiably independent surveyor to conduct a verifiably independent D&amp;S Assessment.</p>	<p>It is noted that it is common practice for the independent reviews to evaluate the submitted reports/assessments that commissioning new studies.</p>
<p>Some of the affected windows will serve a school and this has not been addressed on the consultant's report.</p>	<p>It is noted this comment has been brought to the applicant's attention and an addendum report has been submitted assessing these windows. The impacts are further discussed in the Daylight and Sunlight Section.</p>
<p>The proposed development would result in greater impacts with respect to (1) Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (APSH), although there is a marginal improvement in terms of No Sky Line (NSL) in comparison to the consented scheme at 1-12 Long Lane (18/01020/FULMAJ).</p>	<p>Comments noted. The impacts on Daylight and Sunlight are assessed in the relevant section of the report below.</p>
<p>The criteria have not been applied consistently in the Daylight and Sunlight report. Assessments, with and without balconies have been considered, as well as reductions in the VSC.</p>	<p>Although the impacts on daylight and sunlight are further discussed below, it is noted that, it is the BRE guidance that advises to assess the impacts with and without existing obstructions (i.e. balconies) when they are existing. Similarly reduced VSC is suggested in urban areas, where the built environment is very dense.</p>
<p>Concerns have been raised in relation to the daylight and sunlight impacts of the development on a nearby residential property.</p>	<p>The impacts on daylight and sunlight are assessed in the relevant section of the report.</p>
<p>The objector disputes that the daylight and sunlight consultants had access to the objectors flat.</p>	<p>The matter was brought to the applicant's attention, and it has</p>

	<p>been advised that the flat was accessed in January 2016 before the submission of the previous application (18/01020/FULMAJ). It is understood that the current owner of the flat purchased the property later than that date.</p>
<p>Concerns have been raised regarding the comparisons drawn in the submitted Daylight and Sunlight submitted between the consented and current schemes. The loss of Daylight and Sunlight from the proposed scheme is more significant than in the previously approved scheme.</p>	<p>The comparison of the two schemes in terms of their impact on daylight and sunlight are assessed below in the relevant section of the report.</p>
<p>Without contractual undertakings restricting the development of 9-12 Long Lane, the prohibited combined loss of amenity rests only on a future application.</p>	<p>It is noted that the officers and decision makers can only assessed the proposed development in front of them and not speculative development. Should an application be submitted for the redevelopment on the site at 9-12 Long Lane, the Daylight and Sunlight assessment would have to take into consideration the cumulative impacts, including the current development, if approved.</p>
<p>Given that the applicant has confirmed that the consented scheme will not be built, it is questionable whether any representations with cite the precedent scheme (18/01020/FULMAJ) are valid.</p>	<p>Although the consented scheme is a material planning considerations, any representations shall relate to the currently assessed scheme than the one that was previously consented, as this is no longer the matter of assessment.</p>
<p>Unclear difference between the height of the consented scheme and the current proposal.</p>	<p>It is noted that the development would be</p>

	largely within the envelop of the consented scheme in terms of height and massing. Although the height of the main element of the development is 350mm lower than the approved development, the proposed plant enclosure would be marginally higher (approximately 750mm) than the consented scheme.
The increase in height is consistent with the negative impact on Daylight and Sunlight presented by Point 2 with regard to the South side of Charterhouse Square, when 18/01020 is compared with 23/01417.	As noted above the height difference of the two buildings will be limited and localised in the plant enclosure are, which is also recessed from all sides. The impacts on Daylight and Sunlight are assessed in the relevant section of the report below.
The LPA can revisit the visual impact of the height of the development, given that the consented scheme will not be erected.	The consented scheme is a material planning consideration. Officers have negotiated the proposed scheme at pre-application stage taking into consideration the consented scheme.
The view points in the Heritage, Townscape and Visual Impact Assessment have been selected to disguise the impact.	The view points in the TVIA have been agreed with the Officers and are selected on the basis of the strategic and locally protected views. It is considered that they offer a fair assessment of the anticipated views and have not been selected to disguise the impact. An additional viewpoint has been provided by

	the applicants following public consultation comments.
Concerns have been raised regarding the use of terraces in the night hours and weekends. The terraces of the consented office scheme were conditioned to be used only during restricted hours.	Comments noted. The impacts of the development on noise are assessed in the 'Noise' section below. Matters relevant to overlooking are assessed in the 'Overlooking, Privacy, Outlook and Overbearing Impact' section of the report.
Concerns around overlooking and loss of privacy.	The overlooking impacts are assessed in the 'Overlooking, Privacy, Outlook and Overbearing Impact'.
The applicant has deliberately divided the site to maximise planning gain.	The submission of an application relating to the two buildings at 1-8 Long Lane, rather than the three buildings at 1-12 Long Lane previously approved for an office development, does not raise any material planning concerns (i.e. deliberate subdivision of a planning unit to avoid affordable housing provision) in this instance, given the nature of the proposed use. Should the redevelopment of the building at 9-12 Long Lane be brought forward, then any cumulative impacts of this considering the development at 1-8 Long Lane, if approved, would be taken into consideration. This

	would include daylight and sunlight impacts.
The applicant has moved View Point 7 (Cloth Street) within the TVIA to provide a favourable comparison and additional views from the south should be provided.	Officers have reviewed the TVIA and are satisfied that View Point 7 has not been significantly relocated. The TVIA contains verified views, and since submission View No. 7 has been updated with a full rendered image in addition to the wire line providing further detail of the proposals in this view. As such, Officers are satisfied with the information submitted in this regard and an assessment is provided within the Design & Heritage section of the report.
The TVIA does not include a view from directly north of the site – the views provided are not representative.	The applicants have used the same locations within the TVIA as the previous submission at the site. Nonetheless, at the request of Officers an additional wireline image has been provided by the applicants from the north of the site by Florin Court. This has been taken into consideration within the assessment in the Design & Heritage section of the report.
The proposed development no longer includes the stepping back of the upper storeys on the northern elevation, which were part of the previously consented scheme.	It is acknowledged by Officers that the setback of the upper storeys on the northern elevation would be reduced, owing to the

	<p>reduced size of the development site. However, the proposed development is still considered to have a sufficient setback from the northern building line at the upper floors, and the impact on neighbouring dwellings and designated heritage assets has been assessed as acceptable with details in the relevant sections of the report.</p>
<p>Omission of cross section drawings showing neighbouring buildings.</p>	<p>This is not a validation requirement, and as such the applicant is not required to submit this information. Nonetheless, Officers consider the submitted details sufficient to undertake an informed assessment on amenity and visual impacts as set out within the Heritage and Environmental Impact sections of the report.</p>
<p>Concerns have been raised regarding the Construction Logistics Plan. In particular it is requested that construction traffic should be restricted between 8am and 6pm Monday to Friday. If this is secured there will be no adverse impact on the Market. It is important the route through the Market is maintained during operational hours. Concerns are raised regarding loading and unloading areas or the suggestion of any road closures.</p>	<p>Comments noted. The details of construction will need to be secured via condition within the detailed Construction Logistic Plan. The highway inspectors are familiar with the market hours and can ensure there is no impact on trading.</p>
<p>Concerns have been raised in relation to dust and pollution.</p>	<p>It is noted that a securing scheme of protection works during demolition and construction will be secured by condition.</p>

<p>Although in favour of the proposal in principle, as the development would replace two existing unappealing buildings and the alternative to an office use, concerns are raised regarding the height of the proposed development.</p>	<p>The visual impact of the proposed development, including its height are assessed in the 'Desing' section of the report. The impacts from the increased height in terms of daylight and sunlight are addressed in the 'Daylight and Sunlight' section of the report.</p>
<p>Concerns have been raised regarding the safety of the cyclists, due to the narrow roads and high traffic levels. Taxi pick-up and drop-off will cause further issues.</p>	<p>Comments are noted. Following discussion with the applicant, an extended loading/unloading restriction and extended cycle lane segregation will be secured via 278 works. Further details are discussed in the 'Highways and Transportation' section.</p>
<p>Concerns regarding lighting impacts.</p>	<p>This matter is further assessed in the 'Light pollution' section.</p>
<p>Concerns are raised regarding the height and massing of the development. The building is disproportionate with the buildings in the wider area.</p>	<p>The visual impact of the proposed development, including its height and massing are assessed in the 'Desing' section of the report. The impacts from the increased height and massing in terms of daylight and sunlight are addressed in the 'Daylight and Sunlight' section of the report. The overbearing impacts are assessed in the 'Overlooking, Privacy, Outlook and Overbearing Impact' section of the report.</p>
<p>Concerns are raised regarding pick up and drop off to the hotel premises.</p>	<p>This matter is addressed in the 'Highway and</p>

	Transportation' section of the report and in particular the section addressing 'Pick-up and Drop-offs'
Given the proximity of the site to residential properties, working hours during construction should be restricted.	This is secured by condition.
There are concerns regarding traffic flows, which will also impact pedestrian traffic.	These impacts are assessed in the 'Highways and Transportation' section.
Concerns regarding monitoring and control of air quality and noise levels throughout the demolition and construction process.	These matters are assessed in the 'Air quality' and 'Noise' sections of the report. Relevant conditions are imposed to secure monitoring and control of air quality and noise.
If an annual daylight simulation video was provided the daylight effect could easily be observed.	Comment noted; however, this is not common practice for such video to be produced by the application and not a validation requirement to assess the proposed development. A Daylight and Sunlight Assessment has been submitted by the Application and independently reviewed by the consultant appointed by the LPA.
Not suitable location for a hotel.	Comment noted. The provision of a hotel use is assessed in the 'Proposed Uses' section of the report.
Concerns are raised regarding impacts from trucks.	Impacts during demolition and construction, as well as servicing and deliveries are secured by conditions.
The building is not architecturally in keeping with the area.	Noted. The architecture of the building is discussed in the

	'Design' section of the report.
The proposal represented overdevelopment of the site.	Comment noted. The scale and massing of the building are assessed in the 'Design' section of the report.
Increased risk of accidents. The location's proximity to the Smithfield gyratory presents a hazard as eastbound traffic will suddenly encounter standing vehicles servicing the hotel.	It is noted that servicing of the building will take place off road. Further details and assessment of the servicing impacts can be found in the 'Highways and Transportation' section of the report.
No details of the traffic assessment during construction have been submitted.	It is noted that the details of the Construction Logistics Plan will be secured by condition.
Objections are raised regarding events taking place on the site due to the potential noise issues.	Although this has been highlighted in the planning statement as a potential cultural offer, details of such events have not been agreed with the LPA. Although the details of the cultural plan will be secured in the S106 agreement, it is considered that outdoor space is restricted in size and therefore, this limits the number of people on site.
The development would result in loss of view from a nearby property.	It is noted that loss of view from a private property is not a material planning consideration.

### **Support**

Two letters of support and one commenting have been received which are summarised below.

<b>Support Comment</b>	<b>Officer Response</b>
Supportive of the proposed high quality hotel accommodation.	Comment noted.
Hotel accommodation is required in the area.	Comment noted. The provision of a hotel use is assessed in the 'Proposed Uses' section of the report.
The proposed development would enhance the area for tourism and cultural engagement, increase footfall and support the objectives of Destination City.	Comment noted.

28. It is noted that all material planning consideration raised in the representations above are addressed within this report.

### **Policy Context**

29. The Development Plan consists of the London Plan 2021 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 B to this report.
30. The City of London (CoL) is preparing a new draft plan, the City Plan 2040, which will be published for Regulation 19 consultation in the Spring of 2024. It is anticipated that the City Plan will be submitted to the Secretary of State in Summer 2024. Emerging policies are considered to be a material consideration with limited weight with an increasing degree of weight as the City Plan progresses towards adoption, in accordance with paragraph 48 of the NPPF. The emerging City Plan 2040 policies that are most relevant to the consideration of this case are set out in Appendix B to this report.
31. Government Guidance is contained in the National Planning Policy Framework (NPPF) December 2023 and the Planning Practice Guidance (PPG) which is amended from time to time.
32. The National Planning Policy Framework (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".

### **The NPPF**

33. The NPPF states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
34. Paragraph 10 of the NPPF states that “at the heart of the Framework is a presumption in favour of sustainable development. That presumption is set out at paragraph 11.
35. 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:
    - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    - ii) 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.
36. 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).
37. Chapter 6 of the NPPF seeks to build a strong and competitive economy. Paragraph 85 states that decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.
38. Chapter 8 of the NPPF seeks to promote healthy, inclusive and safe places.
39. Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.

40. Paragraph 97 states that planning decision should provide the social, recreational and cultural facilities and services the community needs.
41. Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 109 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*”.
42. Paragraph 116 states that applications for development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport; it should address the needs of people with disabilities and reduced mobility in relation to all modes of transport; it should create places that are safe, secure and attractive and which minimise the scope for conflicts between pedestrians, cyclists and vehicles; it should allow for the efficient delivery of goods and access by service and emergency vehicles.
43. Paragraph 117 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*”.
44. Chapter 11 of the NPPF seeks to achieve effective use of the land. Paragraph 123 advises that “*Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.*”
45. Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 131 advises that “*The creation of high quality, beautiful and sustainable 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.*”
46. Paragraph 135 sets out how good design should be achieved including ensuring developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities), establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise

the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and create places that are safe, inclusive and accessible and which promote health and wellbeing.

47. Paragraph 136 of the NPPF states that “*Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible...*”.
48. Paragraph 139 sets out that significant weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
49. Chapter 14 of the NPPF relates to meeting the challenge of climate change. Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate. It should help to; shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including conversion of existing buildings.
50. Paragraph 159 states that new developments should avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures.
51. Chapter 15 of the NPPF seeks to conserve and enhance the natural environment. Paragraph 180 of the NPPF advises that planning policies and decisions should contribute to and enhance the natural and local environment by, *inter alia*, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. It is also stated that development should, wherever possible, help to improve local environmental conditions such as air and water quality.
52. Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 201 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 203 of the NPPF advises, *"In determining applications, local planning authorities should take account of:*
  - a) *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
  - b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
  - c) *the desirability of new development making a positive contribution to local character and distinctiveness."*
  
54. Paragraph 205 of the NPPF advises *"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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance."*
  
55. Paragraph 206 states that *"any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*
  - a) *grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*
  - b) *assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional."*
  
56. Paragraph 208 of the NPPF states *"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use"*.
  
57. Paragraph 209 of the NPPF 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"*.

### **Statutory Duties**

58. The Corporation, in determining the planning application has the following main statutory duties to perform:
  - To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
  - To determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).
59. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
60. In exercising planning functions with respect to buildings or land in a conservation area, there is a statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. (S72(1) Planning, Listed Buildings and Conservation Areas Act 1990).

### **Main Considerations**

61. In determining the planning application, consideration has to be taken of the documents accompanying the application, the updated information, the consultation responses, the development plan, and other material considerations including SPGs, SPDs and emerging policy.
62. It is necessary to assess all the policies and proposals in the plan and come to a view as to whether in light of the plan as a whole the proposal does or does not accord with it.
63. The principal issues in considering this application are:
  - a) The principle of development, including the proposed hotel use and associated retail uses.
  - b) The economic impact of the proposal.
  - c) The impact of the development on the character and appearance of the area and the design of the building itself.
  - d) The impact of the development on designated and non-designated heritage assets.
  - e) The impact on strategic views in the London Views Management Framework and on other strategic local views.
  - f) The impact of the development on public realm.
  - g) The impact of the development on ecology.
  - h) The accessibility and inclusivity of the development

- i) The impact of the development on any potential archaeological assets beneath the site.
- j) The impact on the development in highway and transportation terms.
- k) The impact of the development in terms of energy, sustainability and climate change.
- l) The acceptability of the scheme in terms of its environmental impacts, including solar glare, daylight and sunlight, thermal comfort, noise and vibration, air quality and contamination
- m) The impact of the proposed development on the amenity of nearby residential and other occupiers.
- n) The impact of the development on health and wellbeing.
- o) The impact of the development on fire safety.
- p) The acceptability of the proposed security, suicide prevention and fire safety arrangements
- q) The requirement for the development to secure financial contributions and planning obligations.
- r) Duties under the Public Sector Equality Duty (section 149 of the Equality Act 2010) and The Human Rights Act 1998

### **Principle of Development**

#### **Loss of Office Floor space**

- 64. The National Planning Policy Framework places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
- 65. London Plan Policy E1 supports increases in the current office stock. Likewise, Core Strategic Policy CS1 of the Local Plan and Strategic Policy S4 of the Draft City Plan 2040 seek to ensure that the City provides additional office accommodation to meet demand from long term economic and employment growth.
- 66. This application would result in the loss of 2,905sqm (GIA) of existing Class E(g) office floorspace.
- 67. Local Plan Policy DM1.1 and draft City Plan Policy OF2 seek to protect office accommodation. Policy DM1.1 seeks to prevent the loss of existing office accommodation where the building is considered 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:*
  - *prejudicing the primary business function of the City;*
  - *jeopardising the future assembly and delivery of large office development sites;*

- *removing existing stock for which there is demand in the office market or long term viable need;*
  - *introducing uses that adversely affect the existing beneficial mix of commercial uses.”*
68. The supporting text (paragraph 3.1.8) to Local Plan Policy DM1.1 and the Office Use SPD indicate that proposals for the change from offices will normally be refused if the building or site is considered suitable for long-term viable office use. The Local Plan indicates that, exceptionally, the loss of an individual office development to other commercial uses may be acceptable where the proposed alternative use meets the wider objectives of the Local Plan.
69. To address the policy requirements, the applicant has submitted a financial viability assessment. Three office led scenarios have been assessed, as follows:
- light refurbishment – essentially comprising decorative works to minimise capital expenditure. The changes still result in a Grade B office accommodation. The light refurbishment scenario would not affect the existing floorspace.
  - comprehensive refurbishment - assumes an ‘on floor’ Category A refurbishment of the offices to provide Grade A accommodation. The comprehensive refurbishment scenario would not affect the existing floorspace.
  - new build – for this assessment two options were considered, a main scheme and an alternative scheme with different core arrangement. This study excludes 9-12 Long Lane, which formed part of the previously office-led consented scheme (1-12 Long Lane - ref no.: 18/01020/FULMAJ), but broadly respects the consented massing to avoid daylight and sunlight transgressions under BRE guidance. The first option is based on a 1:8 occupancy ratio, with a building extending in 7 storeys, plus plant enclosure, with two main stair cores allowing for a column free space. The alternative design relocated the main core to the western side, allowing for a double fronted floor plate; however, this results in the need for additional columns cost inefficiencies due to a split core, and practical challenges at upper levels, rendering them unviable for lettable space.
70. For the viability assessment the applicant has compared the Residual Land Value with the Benchmark Land Value. The Benchmark Land Value (BLV) has been provided on the basis of Existing Use Value + methodology, which equates to £13.1m. The local planning authority has instructed a third party review of the viability assessment, which found that the applied BLV to be reasonable.

71. In terms of rental values, the applicant has adopted a rental value of £35.00 to £45.00 per sq ft for the light refurbished scenario, with the highest yield applied (6.37%). For the full refurbishment scenario, the rental values adopted were between £65.00 and £75.00 per sq ft and the yield applied was 6.00%. Finally, for the new build scenario, the rental values adopted were between £75.00 and £80.00 per sq ft for the first to fifth floors and a premium of £85.00 per sq ft for the upper floors. A 5.75% yield was applied for this scenario. The independent reviewer considers that the adopted rental values are agreeable.
72. For the construction costs, there appears to be some minor differences between the costs suggested by the applicant and those suggested by the independent advisor, with the advisor suggesting a higher cost for the light refurbishment and lower costs for the full refurbishment and new build. The highest difference is that of the new build. The level of contingency has been agreed at 5%.
73. The advisor considered that the cost the planning obligations will be higher than that suggested by the applicant. Another minor difference between applicant's assessment and the independent reviewer's assessment includes the finance rate, which the reviewer considers to be slightly higher at 8%. All other inputs, including professional fees, legal and agent fees and profit return have been agreed between the two parties.
74. The output of the viability assessment demonstrates that all scenarios assessed will be unviable. The independent review also concurs with the applicant's assessment with very slight differences between the achieved profit returns, being between -36.22%, 4.07% and 28.48% for the light refurbishment, full refurbishment and new build, respectively.
75. The applicant has provided a sensitivity analysis, demonstrating that if the new build scenario rent were to increase by 10% and build costs reduce by 10% the scheme would only produce a profit on cost of 5.81%, below the target rate of return (15%).
76. It has therefore been demonstrated that an office use would not be viable in any three scenarios assessed.
77. The Office use SPD advises that "*Evidence of the marketing of the building for continued office use having regard to the use, condition, quality and location of the building. Information should be provided setting out:*
- *the length of time the property/site has been marketed;*
  - *the number and details of enquiries received, such as the number of viewings, the proposed uses and comments from prospective purchasers or tenants (including as to the suitability of continued office use).*"

78. The applicant has submitted marketing information in relation to 6-8 Long Lane. The building was marketed for rent as a refurbished office space for longer than 2 years, between summer 2021 and November 2023. An agency board was installed outside the building, and it was also listed on several online agencies. A schedule of interest has also been provided by the applicant showing that the site was viewed four times within the marketing period and it was not selected by the intended tenants due to its size, the contract length and quality of space. The building at 1-5 Long Lane was occupied until April 2024, when it became vacant. Due to the lack of interest for the building at 6-8 Long Lane, this building was never marketed. It is noted that the two buildings were constructed almost at the same time period (1970s) and are of similar size (1-5 Long Lane is 1,560sqm and 6-8 Long Lane is 1,625sqm in size).
79. The marketing information submitted for 6-8 Long Lane is considered sufficient evidence to demonstrate that the site was marketed for long enough period and there were limited intended tenants, that decided not to proceed with the tenancy of the building due to the reasons stated above. This information demonstrates that the building was not lettable. Although no marketing evidence for the building at 1-5 Long Lane has been provided, it is considered that by reason of the aforementioned similarities between the two buildings, it is unlikely that the building at 1-5 Long Lane would have progressed to a successful tenancy agreement. As a result, the evidence submitted is considered sufficient to demonstrate that the buildings were not lettable for an office use.
80. Change from offices will normally be refused if the building or site is considered to be suitable for long-term viable office use. Accompanying reports indicate that the buildings are currently unattractive for long term office use, they constitute Grade B office buildings in poor decorative repair, with EPC ratings of C and D. Other issues of the existing properties include the lack of bicycle storage and showers, lack of WCs on the fifth floor of the building at 1-5 Long Lane, limited natural light due to the restricted height of the glazing recessed comfort cooling units and single glazing in parts. Following the global pandemic there is greater demand for cycling facilities and buildings with good air circulation and natural light which may decrease desirability of the current buildings.
81. A City Office Market Overview has been submitted advising that there is currently existing capacity of office floorspace with further floorspace under development. It is also stated that the poorest quality accommodation is taken on very short term or flexible leases prior to occupiers taking permanent better-quality accommodation. If 1-8 Long Lane was removed from the City office market, the impact would be reduction of circa 0.02%. This percentage is negligible, and it is not considered that it would impact

the health of the market, or it would prejudice the primary business function of the City. It is also stated that demand is strongly concentrated on Grade A, modern and best-in-class accommodation. This is also supported by the recently prepared Future of Office Use Summary Report, June 2023, advises that demand for best in class is higher now than pre-pandemic. It is therefore considered that an office scheme would be a poor competitor to other buildings in better locations or of higher quality.

82. The loss of office floorspace on this site is considered to be minimal when considered against the existing and pipeline floorspace in the City of London, including those schemes which this Committee has resolved to permit but which have not progressed yet to full permission. Whilst the Local Plan resists the loss of office floorspace, the scale of the loss on this site would not prejudice the overall supply of office space in the City, nor prejudice the potential for future site amalgamation or result in the loss of existing stock for which there is demand or longer-term viable need.
83. To conclude, although continued office use might be feasible in the short term, the viability assessment demonstrates that in the longer term this is unlikely to be a viable proposition and that alternative uses should be considered. It has also been demonstrated that different scenarios refurbishing the exiting building or even providing a new built are not viable options. It is therefore considered that the loss of existing office floorspace would not have an adverse impact on the overall stock of floorspace in the City or prejudice the City's role as an international business and professional centre. It is considered that the proposed high quality hotel accommodation will contribute towards diversifying the City's building stock and land uses, adding vibrancy and activity for seven days per week and contribute to the achievement of the City Corporation's Destination City ambitions and align with the City Corporation's wider ambitions for a post-Covid City.
84. The loss of office accommodation is therefore considered to be acceptable within the provisions of Local Plan policies CS1 and DM1.1 and emerging policy in the draft City Plan 2040.

#### Proposed Uses

85. The proposed building has been designed to provide primarily a hotel use with secondary retail (Class E(a)/ E(b)) uses at part ground and part basement level. The upper eight floors and part of the ground and basement floors would be used for the hotel use.

#### Provision of Hotel Accommodation

86. The site is within the Central Activities Zone (CAZ). London Plan Policy SD4 states that the strategic function of the CAZ includes tourism and hotels.

87. London Plan Policy E10 states that London's visitor economy should be enhanced through visitor experience and supporting infrastructure, and that a sufficient supply and range of serviced accommodation should be maintained. The Policy states that smaller scale provision should be promoted in the CAZ except wholly residential streets or predominantly residential neighbourhoods and subject to impact on office space and other strategic functions. It states that the intensification of the provision of serviced accommodation should be resisted where this compromises local amenity or the balance of local land uses. The policy also requires accessible bedroom provision. The supporting text of Policy E10 states that it is estimated that 58,000 additional bedrooms will be required in London by 2041.
88. Based on the findings of the City of London Visitor Accommodation Sector Commercial Needs Study, dated January 2023, it is advised that there a positive level of demand for additional hotel and serviced apartments development within the City of London. The area around the Smithfield Market has been considered as an appropriate area for visitor accommodation.
89. Furthermore, the study advises that *"Despite the significant recent growth, the current pipeline of hotel projects within the City is relatively low (and lower than neighbouring boroughs) with 10 schemes identified (including one serviced apartment) representing a potential increase of 1,483 bedrooms. This is likely due to a combination of available sites and the ongoing impact of both Covid-19 and the current economic downturn on funding markets"*. It is also stated that *"future visitor accommodation demand prospects for the City remain buoyant"*. Consideration has been given to the fact that the City has seen a growing shift towards a becoming a leisure destination in its own right in recent years. It is therefore forecasted that *"there is demand capacity for an additional 350 rooms per annum in City of London to 2037, maintaining market occupancy at around 85%. This represents supply growth of 4,012 rooms over 15 years, equating to a 38.6% increase, including those schemes in the planning pipeline."*
90. The applicant has submitted a Hotel Needs assessment, which concludes that the immediate area has relatively little hotel room supply compared to other Central London Areas. Furthermore, there are a considerable amount of demand drivers within the locality, with further regeneration of the area. It is also stated that hotels within the area have seen strong levels of occupancy within recent years demonstrating that demand is strong.
91. The site lies within the North of the City, a Key City Place as defined within Core Strategic Policy CS5 and within a rejuvenation area. Policy CS5 supports implementing proposals for the rejuvenation, intensification and further improvement of this area. Criterion 9 of the policy also requires

further enhancing the distinctive character of the Smithfield area by retaining a range of buildings for accommodating a mix of uses, whilst recognising the particular challenges arising from the 24 hour character of the area. The provision of appropriate new development, suitable for accommodating a mix of uses is also supported by the draft City Plan 2040 Strategic Policy S24. Furthermore, draft Strategic Policy S23 (Smithfield and Barbican) requires improving the area by supporting the provision of additional hotel uses in appropriate locations, where they are complementary to the City's business role. The site is located in the immediate vicinity of the Smithfield Market. The proposed hotel use with ancillary ground floor retail uses is considered to contribute to the distinctive character of the area and it would support the provision of mixed uses.

92. Local Plan Policy CS11 seeks to promote the City's cultural, and visitor offer by allowing hotels where they support the primary business or cultural role of the City and refusing new hotels where they compromise the City's business function or the potential for future business growth. Local Plan Policy DM 11.3 states that new hotel and apart-hotel accommodation will be permitted where they:
- do not prejudice the primary business function of the City;
  - are not contrary to policy DM1.1;
  - contribute to the balance and mix of uses in the immediate locality;
  - do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
  - provide satisfactory arrangements for pick-up/drop-off, service delivery vehicles and coaches, appropriate to the size and nature of the hotel or apart-hotel;
  - are inclusive, providing at least 10% of hotel rooms to wheelchair-accessible standards;
  - ensure continuing beneficial use for historic buildings, where appropriate.
93. For the reasons addressed in the above section (Loss of Office Use) it is considered that the proposed hotel use would not prejudice the primary business function of the City and is not contrary to Policy DM 1.1, as it would not result in loss of viable office floorspace. the development is located in a mixed-use area, comprising office, residential, retail and some hotel uses in the wider area. It is therefore considered that the proposed development would contribute to the mix of uses and it would be compatible with the character of the area, considering its proximity to significant cultural sites (i.e. the future Museum of London and the Barbican) and transport links.
94. The impacts of the development on the highway safety and network are further assessed below in the relevant section of the report. Similarly, the impacts of the development on residential amenity are discussed below. albeit it is noted that the applicant has submitted an Operational

Management Plan to minimise the impacts of the development of the amenities of the neighbouring occupiers, which is further assessed below, and its implementation will be secured by condition. The site is not a historic building and therefore, this criterion is not relevant in this instance.

95. In light of the above, and subject to the ensuring that the development would be acceptable in terms of its impact on the highway safety and network and in terms of securing the amenity of the nearby neighbours, the development would be acceptable in planning terms and complaint with the London Plan policies SD4 and E10 and Local Plan policies CS11 and DM11.3.

#### Retail uses

96. The site is not within a designated Principal Shopping Centre (PSC) but is located within a Retail Link. Policy DM 20.2 (Retail Links) aims to encourage the provision and resist the loss of retail frontage and floorspace within the Retail Links. A mix of shops and other retail uses will be encouraged in the Retail Links.
97. The retail provision within the existing building comprises one retail unit occupied café totalling 320sq.m (GIA). A total of 167sq.m (GIA) of flexible retail floorspace (Class E(a)/(b)) is proposed at ground and lower ground floor levels and would be positioned to the east of the of the hotel reception area along Long Lane and adjacent to the pocket garden. There would be flexibility in utilising the space as one or two retail units. Although the size of the retail area would be reduced, it is noted that at ground floor the retail unit(s) would be larger than the existing retail unit and it would also result in a wider active frontage. It is therefore considered that the proposed retail provision, although smaller in actual numbers, it would provide a better-quality retail provision which would enhance the environment of the Retail Link. It is also welcomed that this stretch in a prominent location on a Retail Link close to Barbican Station and the new Elizabeth Line Station, as well as cultural uses, such as the Barbican centre and the future London Museum, would provide retail units enabling an active frontage in an area which currently lacks animation.

#### Economic Considerations

98. It is stated that the proposed development would create 35 full-time and 30 part-time jobs.
99. The National Planning Policy Framework places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.

100. The City of London, as one of the world's leading international financial and business centres, contributes significantly to the national economy and to London's status as a 'World City'. Rankings such as the Global Financial Centres Index (Z/Yen Group) and the Cities of Opportunities series (PwC) consistently score London as the world's leading financial centre, alongside New York. The City is a leading driver of the London and national economies, generating £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 590,000 people.
101. The National Planning Policy Framework establishes a presumption in favour of sustainable development and advises that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It also states that planning decisions should recognise and address the specific locational requirements of different sectors.
102. The City lies wholly within London's Central Activity Zone (CAZ) where the London Plan promotes further economic and employment growth. The GLA projects (GLA 2022 London Labour Market Projections), that City of London employment will grow by 176,000 from 2016 to 2041. CAZ policy and wider London Plan policy acknowledge the need to sustain the City's cluster of economic activity and provide for exemptions from mixed use development in the City in order to achieve this aim.
103. Despite the short-term uncertainty about the pace and scale of future growth in the City following the immediate impact of Covid-19, the longer term geographical, economic, and social fundamentals underpinning demand remain in place, and it is expected that the City will continue to be an attractive and sustainable meeting place where people and businesses come together for creative innovation. Local Plan and draft City Plan 2040 policies seek to facilitate a healthy and inclusive City, new ways of working, delivering the accommodation, facilities, attractions and infrastructure required for a leading destination, creating a more vibrant and diverse retail economy, enhancing the City's evening and weekend economy, securing improvements in public realm, urban greening, and a radical transformation of the City's streets in accordance with these expectations.
104. It is considered that the proposed development would in principle support the above aims.

## **Design and Heritage**

### **Existing Site, Surrounding Context and Contribution to Townscape**

105. Nos. 1 – 8 Long Lane comprises two office buildings (Nos. 1 – 5 and Nos. 6 – 8) on the northern side of Long Lane. The site is bounded by Long Lane to the south; Aldersgate Street to the east; a neighbouring office block at Nos. 9 – 12 Long Lane to the west; and Barbican Underground Station and the disused City Widened Lines to the north.
106. The application site is not within a conservation area. It lies to the north of the Smithfield Conservation Area, to the south of the Charterhouse Square Conservation Area and to the west of the Barbican and Golden Lane Conservation Area. In addition, the site is also located within close proximity to the London Borough of Islington's Charterhouse Square Conservation Area which sits to the north immediately beyond the City's Conservation Area of the same name. The development site is visible in views into and out of the surrounding conservation areas.
107. The site is within the wider settings of several listed buildings, including the Grade II listed Barbican Estate located to the east of Aldersgate Street; the Grade II\* listed Smithfield Central Market buildings to the west along Long Lane; and the Grade II listed buildings at Nos.74 and 75 Long Lane. Some distance from the site on the northern side of Charterhouse Square are the listed buildings of The Charterhouse and its precinct (Grade I) and the St Bartholomew's Medical College buildings and railings, including Nos. 12a, 12 – 13 and 14 (Grade II). On the eastern side of Charterhouse Square is Nos. 4 – 5 Florin Court (Grade II).
108. The subject site is located within a small cluster of commercial buildings which run along the north side of Long Lane between Lindsey Street and Aldersgate Street. These buildings vary in height between 5 and 7 stories, and sit as a contrast to the compact, dense townscape located to the south of Long Lane which holds a modest and traditional scale and character. To the east of the site is the Barbican Estate, which provides a further stark contrast to the surrounds it sits within, owing to its unique Brutalist architecture and significant scale.
109. The townscape beyond the London Underground lines to the north is traditional, albeit with a varied scale, with buildings facing onto Charterhouse Square. To the north east of the site is additional commercial buildings above Barbican Tube Station. Smithfield Market dominates the townscape further west along Long Lane, with its monumental scale and form acting as a focal point in the surrounds. Several commercial buildings, including the recent addition Kaleidoscope, sit between the site and the Market.
110. Nos. 1 – 8 Long Lane itself comprise two office buildings (Nos. 1 – 5 and Nos. 6 – 8) dating from the 1960s and 1970s. Nos. 1 – 5 Long Lane was constructed in the 1970s with a basement and upper floors with a fifth floor

added later. The building has a concrete frame structure, clad with a brown mosaic ceramic tile bonded to a concrete panelled system. Nos. 6 – 8 Long Lane was constructed in the 1960s, with a basement, upper storeys and rooftop plant clad with London Stock Brick and metal cladding panels.

111. The existing buildings are considered to be unremarkable, with no apparent potential for inherent architectural, historic or archaeological interest. As such, an assessment of their potential for non-designated heritage asset status is not required. Moreover, they are not considered to contribute positively to the settings of nearby designated heritage assets. Their redevelopment is supported in principle from a design and heritage perspective.

## **Architecture**

### *Design Proposals*

112. The proposals seek to make the optimal use of land within a sensitive location within the setting of the Barbican & Golden Lane Estates, Charterhouse Square and Smithfield Conservation Areas alongside numerous listed buildings and the Barbican Registered Historic Park and Garden. Overall, it is considered that the proposal would make the best use of land, following a design-led approach that optimises the site capacity to accommodate growth and would assist in the provision of providing additional hotel accommodation in an appropriate location in proximity to several Cultural Attractions. In this, the proposals would accord with Local Plan Policies CS5: North of the City; Emerging City Plan Policy S23: Smithfield and Barbican; and London Plan Policies SD4, SD6 and E10. It is also considered that the scheme would represent 'Good Growth' by design, in accordance with the Local Plan Good Growth Objectives GG1 – 6: growth which is socially, economically and environmentally inclusive.
113. The two existing buildings are proposed to be replaced by one development, which has been informed by a design-led approach. The proposed development would be articulated to help break down the massing of the building, with two primary bays separated by a central bay which emphasises the location of the proposed hotel entrance with a slight set back from the building line. This would signify the present plot widths at the site. A further slim bay would be provided with a curved bookend feature which would act as a focal point from views from both Aldersgate Street to the east and Cloth Street to the south.
114. The new building would rise sheer up to sixth floor and then would progressively set back from seventh floor to the roof plant to minimise the visual bulk of the top storeys. The stepped upper levels would be recessed so to not appear prominent in views from street level.

115. The building will be clad in high quality materials including a green glazed brick base, red brick body, lighter brick attic and a metal clad crown. The expressive materials as well as greening would create visual richness and depth to the facades. Samples of materials and greening would be reserved by condition.

*Bulk, Height and Massing*

116. The disposition of the final massing and bulk has followed a design-led approach considering townscape impacts. The development has been designed to respond to locations of existing residential amenity, visual experiences including local views including those from surrounding Conservation Areas and the immediate surrounding context of the large modern buildings of varying heights found on the north side of Long Lane.
117. The proposed modelling of the façade has split into four bays of differing sizes with a setting back of the top of the building at 7th and 8th floor would effectively break down the massing and minimise the bulk of the building in views from street level. The proposed height, bulk and massing are considered appropriate to the context on the northern side of Long Lane, outside of a Conservation Area. The existing roofline datum along this stretch of Long Lane is varied, however, it is considered that the proposal would sit comfortably in long views both from the east and west.
118. The appropriateness of redeveloping the site with a building of a larger bulk, height and massing was analysed under planning application 18/01020/FULMAJ based on a rigorous assessment of views and impact on surrounding heritage assets. The principle of a larger building located on the subject site was considered to be acceptable, given the location of the site outside of a Conservation Area and the massing of the building appearing at a comparable height to the Kaleidoscope OSD at the western end of the cluster of larger commercial buildings on the northern side of Long Lane.
119. Whilst the new proposal involves the redevelopment of a smaller site, omitting Nos. 9 – 12 Long Lane from the scheme, the height is largely comparable to the previously approved scheme with the set back crown feature retained. The proposal would have a slight divergence to the height and massing at the upper levels, with the plant of the building 750mm higher than the approved scheme. However, the habitable element of the building would be 350mm lower when compared to the previous scheme with some variation to the massing of the step down feature at the eastern end of the building.
120. The step down feature at the eastern end of the building would be retained, however, it would be lower than the previously consented scheme and therefore positioned more comfortably when viewed alongside the

neighbouring building at Nos. 135 – 137 Aldersgate Street. In views from the west, the Kaleidoscope OSB building would appear as a comparable height to the proposed development due to the set back at the upper floors, and the proposal sits comfortably within the townscape on the northern side of Long Lane responding to the strong horizontal expression of the street.

121. Owing to the reduced size of the development site, the proposals now presented have a reduced setback on the northern side of the building. However, the proposed development is still considered to have a sufficient setback of approximately 25 metres from development on the northern side of the railways line to the north. A comprehensive assessment of the impacts of the proposals on residential receptors to the north, including daylight and sunlight, are provided within the Environmental Impacts section later in the report.
122. The curved corners of the proposed development, in addition to the slight setbacks demarcating the entrance to the hotel and retail unit, help soften the impact from the larger bulk and massing of the proposal when compared to the existing. The bullnose feature located on the eastern corner of the building helps accentuate the bookend towards the Barbican, giving a more comfortable and aesthetic termination to the cluster of larger commercial buildings that the proposal would form part of. The bullnose bookend reflects a common architectural theme of characterful corners found along Long Lane.
123. Visual impacts are further mitigated by the intricate facade detailing and the introduction of different colour tones through the façade – discussed in detail in the following section.

#### *Expression and Materiality*

124. There has been a considered approach to the design detail of the proposal. The base of the proposed building would be clearly defined with a distinctive green glazed brick materiality, finished in a smooth mid to high sheen glaze which echoes Victorian elevational techniques and reflects the fun, playful and expressive character found within the architecture of Smithfield. The materiality is considered to be of a high quality and durable, pertinent given its presence at ground level where the building is most closely interacted with.
125. The base responds to the ground floor datums along Long Lane by offering a “neighbourhood scale” to the streetscape, creating a comfortable relationship between the facade and the surrounding buildings. Large windows would be punched into the façade, providing an active frontage and giving a sense of robustness to the building. The deep external window

cills would provide pedestrians with opportunities to sit, providing further activation and animation to the street.

126. The large, glazed, windows provide a contemporary reinterpretation of traditional shopfronts found on the southern side of Long Lane with metal framed stallrisers, mullions, transoms and transom lights as well as the inclusion of integrated awnings. The size and proportions of the windows have been developed to respond to those found on the southern side of Long Lane and provide a human scale to the development. The windows would be provided at regular rhythms responding the fenestration layout of the upper floors, ensuring consistency across the different bays of the development. The proposed details of the ground floor windows including materiality, tonality, design details and intricacies would be secured by way of condition.
127. The entrances to the hotel and retail unit would be clearly expressed and demarcated by setbacks in the building line defined by curved corners, and curved metal canopies enhancing legibility. The curved corners help subtly guide people into the building, and tie into the overarching architectural language of the building which is defined by the bullnose feature on its eastern elevation and softened rounded edges on all corners. A clock face is proposed to be located above the entrance to the retail unit, creating a focal point that gives a civic presence and enhances the high street character of Long Lane. In addition, signage zones have been integrated into the proposed ground floor façade. Whilst the detailed design is to be conditioned, the design intent is considered to be high quality and well-articulated.
128. A further opening would also be provided on the northern elevation of the bullnose feature facing into a smaller courtyard element of the public space which would allow spill out into this area from the retail unit.
129. There has been a considered approach to the design detail of the upper floors on the southern elevation of the building. The upper levels of the building are broken into two primary bays, broken up by two secondary bays reducing the sense of bulk with detailing responding to the composition of the base of the building and the wider street scape that the building would sit within. Strong banding between the levels would break down the mid-section of the building whilst responding to the horizontal emphasis of views down Long Lane from both east and west. There would be breaks in this horizontal banding to signify the entrances to the building at ground floor level.
130. In addition to the break in the banding, different window treatments would be provided above the hotel entrance alongside the inclusion of patterned and fluted metal panels and slimer window openings. Above the retail unit,

hit and miss brick panels would run down the building demarking the clock face below and accentuating this entrance. These design elements would break down the bulk and massing further, whilst the symmetry would positively denote the significance of the hotel entrance.

131. On the two primary bay frontages, a façade grid has been utilised led by a character analysis of other existing buildings within Smithfield. The fenestration of these bays would be off-centred, reducing the significance of typical bays and positively responding to the balance of the composition of the building toward the bookend facing the Barbican accentuating these feature further. The glazing line is set back with deep reveals to create depth to the building and add to its sense of solidity and robustness. Further articulation and depth is provided through the inclusion of angled fluted soldier course stacked brick panels inclined into the window bay, providing visual interest and decoration.
132. The materiality of the upper floors has been carefully considered through a thoughtful analysis of the existing materiality of Long Lane which is characterised by a variety of brick ages, styles and patterns. The main body of the upper floors would have a high-quality blend of bricks to provide a red appearance with darker and lighter tones and a textured finish to provide a contrast to the smooth green glazed brick base below. At the attic storey, the materiality will change in tone and colour to a lighter mix to effectively signify the cornice of the building and providing termination. This expressive mix of materials is considered to be robust, durable and low maintenance – well suited for its context.
133. In addition to the variation in brick tone, the attic storey would also benefit from a differentiation in the fenestration with slimer windows giving a more recessive and subordinate appearance to the top of the building. On the bullnose feature, the windows would benefit from Juliet balconies providing a greater focus on verticality contrasting with the horizontality of the rest of the building. This is accentuated by the inclusion of fluted brick piers which run up the building from base to attic, emphasising the bullnose as a focal point and giving elegance to the robust building when viewed from the east.
134. The northern elevation of the building, facing towards Barbican Tube Station, is more reserved and muted yet still well-articulated. The materiality would match that of the front elevations, with an expressive red brick body and slightly muted top storey to give an attics treatment. The green glazed brick would continue around the bullnose to be visible on all public facing frontages of the building. Glazing has been reduced on this elevation to minimise light spillage into Charterhouse Square, however, the inclusion of recessed false windows provide a rhythm and provide visual interest that is better suited to this secondary position.

135. The crown of the building would differentiate from the main body of the building through the use of a lightweight materiality to provide a more recessive appearance. The proposed use of metal cladding with a darker colouration when compared to the building's main body appears more subservient, with articulation and detailing help break the crown down further and provide visual interest. The cladding would have a metallic sheen to it, catching the light at different angles adding additional interest and depth to the building. The crown of the building incorporates the plant with metal louvers screening equipment, ensuring a well-integrated and seamless finish in long views of the development. Furthermore, balcony screens and balustrading are also integrated into the design. Further details of this element of the proposal are to be secured by way of condition.
136. The breaking down of the massing and stepping back at higher levels would provide opportunities for green roofs and roof terraces creating significant urban greening. These elements are compliant with Local Plan policies, CS10, policy DM10.2 and DM10.3.
137. Final detailed design of the terraces is to be conditioned to ensure compliance with the City of London Corporation Preventing Suicides in High Rise Buildings and Structures planning advice note. The balustrading has been integrated into the wider design of the building and is considered to be acceptable.
138. M&E plant and building services would be accommodated in the basement, tenth and eleventh floor, with PV panels incorporated at roof level. At roof level the plant room would be integrated to the overall clean lines of the architecture. Further details are required and would be secured via condition including the 5th elevation.
139. Servicing areas are situated on northern side of the sit. These areas would be screened from views from the north owing to the presence of an existing brick boundary wall and through decorative metal gates to the service entrance on the southern side of the building. Final detail of the gates would be secured via condition.
140. Active travel Emerging Strategic Policy S8 (1/2) seeks to optimise pedestrian movement by maximising permeability, promote active travel, and create a safe, welcoming, attractive, convenient, comfortable and inclusive public realm. This is substantiated by emerging London Plan Policies D1, D4, D8 and G4, emerging City Plan 2036 Policies, D3, D4, S14 and OS1 and adopted Local Plan Policies CS16, DM16.2, CS19 and DM19.1, which seek to increase the quantity, quality and accessibility of public open space.
141. Cycle parking facilities would be accessed via visitors giving their cycles in to reception where they would be moved to the cycle storage area by staff.

The active edges and improved pedestrian experience and cycle facilities would encourage active travel walking and cycling. The proposals support active travel and comply with Local Plan policy DM10.1 and Emerging policies S8 (1) (2) (6) and DE2.

142. Irrespective of the submitted drawings, full details of the ground floor frontages, design and materiality of the public realm improvements, and way finding strategy are reserved for condition to ensure these are well-detailed and are useable. The development has had regard for Local Plan Policy DM 3.2 and the Mayors Public London Charter promoting a safe, inclusive and welcoming environment.
143. Appropriate lighting, in accordance with Local Plan Policy DM 10.1, would deliver a sensitive and co-ordinated lighting strategy integrated into the overall design, minimising light pollution, respecting the context, responding to public safety and enhancing the unique character of the City by night. A detailed Lighting Strategy would be subject to condition to ensure final detail, including from, quantum, scale, uniformity, colour temperature and intensity are delivered in a sensitive manner in accordance with guidance in the City Lighting Strategy. The proposed public realm lighting strategy would provide low level illumination to architectural and landscape features, to enhance the pedestrian experience and improve safety.
144. A high-quality signage strategy for the proposal would be required and would be secured via condition.

#### **Urban Design and Public Realm**

145. The layout of the ground floor with its different uses and the refreshed public space to the east of the site would help generate activity at ground floor level, positively stitching the site into the wider urban grain. The improved public space would contribute to an urban structure characteristic of the city, with streets, courts, and public spaces which are welcoming, convenient to use and attractive. The proposals represent compliance with London Plan Policy D3 and Local Plan Policies CS10, DM10.1 and DM10.4, by offering buildings and spaces that positively respond to character, distinctiveness, scale and appearance of the City's public realm.
146. The existing public space to the east of the site is poor quality, covered with paving with limited planting and concrete bollards providing separation from vehicular traffic. There is limited activity and vibrancy provided with seating associated with the existing café use, however, this is not available for use by non-customers and is removed when the café is closed. It is a sparse and harsh environment, and the proposals are considered to improve this condition insofar as possible.
147. Within the refreshed public space, new seating, greening, landscaping, surface materials and spill out space for the ground floor occupiers will

enliven and animate the public realm, which is currently underutilised. The re-invigorated courtyard has been designed to become a new dwell space, located at a key node between the Elizabeth line and Barbican Tube Station entrances as well as the Barbican and the future London Museum. In addition, the space would have an enhanced level of greening and new wayfinding. Overall, the proposals are considered to be compliant with London Plan Policy D3 and D8 and Local Plan Policies CS10, DM10.1 and DM10.4, by creating public spaces that have a positive relationship with their context and the proposed building.

148. Active frontages would be provided along the south elevation of the proposal, which would run around to the east of the building around the bullnose feature. The windows would be openable internally to enable them to open up in the summer months creating new connections between the street and the internal uses.
149. The mixed use nature of the proposals would result in a positive contribution to the vibrancy and activity of the area, offering social and economic benefits that align with the established high street character of Long Lane. The provision of mixed uses, with both the hotel lobby and a retail unit, would promote activity at different times of day and on different days of the week, appealing to a range of audiences and attracting a diverse range of users to the site. Altogether, the proposals would provide high quality public realm, alongside more pedestrian-focused streets which promote active travel and are comfortable, convenient and attractive, in accordance with London Plan Policy D3 and City Plan Policy S8 and Local Plan Policies CS10, DM10.1 and DM10.4.
150. An appropriate management of the public realm would be ensured via a Public Realm Management Plan. This will ensure the spaces achieve the highest standard of inclusive design for a diverse range of users, whilst ensuring that appropriate management arrangements are in place which maximise public access and minimise rules governing the space in accordance with London Plan Policy D8 and guidance in the Public London Charter.
151. The proposed servicing would be undertaken off street, via a vehicular crossover located on the existing position found at Nos.6-8, whilst the existing vehicular crossover servicing Nos.1-5 would be removed. This would reduce potential conflict between vehicles and pedestrians when compared with the existing situation. The crossovers would be finished in yorkstone, enhancing the public realm and giving greater focus on pedestrian priority. These changes would be delivered through the aforementioned s278 agreement. The proposals have been assessed to ensure they are serviced, maintained and managed in such a way that will preserve safety and quality, with minimal disturbance or inconvenience of

the surrounding public realm. The proposed servicing is considered to take place in the optimal location for the site, altogether, the proposals are in accordance with London Plan Policies D3, D8 and T2.

152. The proposal would deliver green infrastructure, optimising the quantum and planting palette in a manner which is human-centred, seeking to improve health and wellbeing, landscaping in the public space would transform what is currently a hardscaped environment. Final details, including planting palettes, specifications and fit out, are reserved by condition with the intent to optimise the inherent biodiversity and wellbeing benefits, in accordance with London Plan Policy D3 and D8 and Local Plan Policies CS10, DM10.1 and DM10.4.
153. The proposed materials would be robust and high quality, with the final details of surface materials and specification of street furniture to be reserved for condition. The use of Yorkstone paving in the public realm would read as a continuation of the surface treatment on adjacent streets and spaces, helping to suggest to pedestrians that the space is publicly accessible. This would be a betterment to the existing poor quality confusing mix of paving found in the existing space. The new public realm would be a seamless extension of the City's continuous public realm, utilising the material palette and detail established in the City Public Realm SPD and the associated Technical Guide, with final detail reserved for condition. The overall materiality of the public realm would have a coordinated design aesthetic and overall the proposals are considered to be acceptable.
154. An appropriate management, curation and programming of the public realm, both internal and external, would be ensured via section 106. A Public Realm Management Plan and Cultural Implementation Strategy will ensure the spaces achieve the highest standard of inclusive design for a diverse range of users, whilst ensuring that appropriate management arrangements are in place which maximise public access and minimise rules governing the space in accordance with London Plan Policy D8(H) and guidance in the (draft) Public London Charter.

#### Conclusion on Architecture and Urban Design

155. The proposals are considered to successfully mediate the changes in scale within its local context and would significantly enhance the wider street block within which it sits. The stepped massing, highly articulated design, materials, varied tones of colour and curved form would introduce a well-considered, refined, neighbourly architectural set piece. The development would be sensitive to townscape contexts at macro and local scale and would optimise the use of land, whilst significantly improving the buildings' interface with their surroundings.

156. The proposals would also enhance the landscaping of the site, providing much greater areas of greening and greater opportunities for seating. The proposals would therefore enhance the overall quality and character of this key pedestrian space, which was previously underutilised, at a key node between Barbican Tube Station, Farringdon Elizabeth line Station and the Barbican.
157. The architecture and urban design proposals comply with Local Plan Policies CS5, CS10, DM10.1, DM10.2, DM10.4 and DM10.5; emerging City Plan Policies S1, S8, S23, DE2-8; London Plan Policies SD4, SD6, D3, D8; the NPPF and City Public Realm SPD which all require a high quality public realm and increased urban greening.
158. Overall, it is considered that the proposal would make the best use of land, following a design-led approach that optimises site capacity to accommodate a high-quality hotel development alongside a ground floor retail use in close proximity to several cultural attractions which would contribute to the Destination City objectives. The proposals are considered to be in accordance with Local Plan Policies CS5: North of the City; Emerging City Plan Policy S23; and London Plan Policies SD4, SD6 and E10.
159. It is considered the proposal would constitute Good Growth by design in accordance with Local Plan Policies CS 10 and DM 10.1, emerging City Plan Policy S23 and DE2 and London Plan D3, the policies contained in the NPPF and guidance in the National Design Guide, contextualized by the London Plan Good Growth objectives, GG1-6. The proposals would also align with the objectives of Destination City by improving the public realm and creating a new sense of place in this part of the City of London.
160. Overall, the proposal would optimise the use of land to deliver a transformative new building for the area. It would result in a diverse mix of use, transforming an underutilised site with little active ground floor uses and limited accessible public realm into a new commercial hub for the City and London. It would deliver an enhanced public realm, enhancing convenience, comfort and attractiveness in a manner which optimises active travel and the City's public realm objectives.
161. Irrespective of the approved drawings, full details of the ground floor frontages, design and materiality of the public realm improvements, and way-finding strategy are reserved for condition to ensure these are well-detailed and are useable. The development has had regard for Local Plan Policy DM 3.2 and the Mayor's Public London Charter promoting a safe, inclusive and welcoming environment.
162. A high-quality signage strategy for the proposal would be required and would be secured via condition.

### **Townscape & Views:**

163. London Plan policies HC3 and HC4, Local Plan 2015 Policy CS13 and emerging City Plan 2040 policies S12 and S13 all seek to protect and enhance significant City and London views of important buildings, townscapes and skylines. These policies seek to implement the Mayor's London View Management Framework (LVMF) SPG (the SPG), protect and enhance views of historic City Landmarks and Skyline Features and secure an appropriate setting and backdrop to the Tower of London.
164. A Built Heritage, Townscape and Visual Impact Assessment has been prepared and submitted as part of the application documents. This has been supplemented by additional imagery during the planning application's assessment.

### London View Management Framework (LVMF) Impacts

165. The LVMF designates pan-London strategic views deemed to contribute to the Capital's character and identity at a strategic level. Those relevant strategic views where there would be a material impact are addressed here against London Plan Policy HC4 and associated guidance in the SPG.
166. The application site is not located within an LVMF Panoramic or Linear viewing corridor and the proposal is not of such a scale that it would be perceptible in relation to these or any of the River Prospects or Townscape Views. Whilst it is acknowledged that the previous proposal on the site was located within the Wider Setting Consultation Area (WSCA) of LVMF 1A.2 Alexandra Place, owing to the omission of Nos. 9 – 12 Long Lane from the scheme, this is no longer the case.
167. As such, there would be no potential impact on LVMF views.

### City of London Strategic Views

168. The City of London Protected Views SPD identifies views of St. Paul's Cathedral, the Monument, the Tower of London World Heritage Site and other historic landmarks and skyline features, which must be assessed in relation to proposals for new development. The proposed development site is located within the northern periphery of the City of London, and as such falls outside of the St Pauls Heights policy area, and is located at a significant distance from the Monument views and Tower of London World Heritage Site Local setting study area.

### City Landmarks and Skyline Features

169. The proposal would not affect views of the majority of City landmarks and skyline features in accordance with CS13 (2), only one would be impacted by the proposal as set out below:

*Barbican Towers*

170. This landmark would have a visual relationship with the proposal in views from Long Lane and Charterhouse Square. The proposal would sit as part of the existing collection of large commercial buildings on the northern side of Long Lane, and Officers consider that the proposal would not encroach upon the landmark which would remain prominent in views beyond the site.
171. As such, the experience of the Barbican Towers as a skyline feature would be unchallenged by the proposals and preserved in accordance with the guidance within the SPD. Further assessment of the indirect impacts of the proposal on the listed building is found below.

London Borough of Islington

172. Adopted Islington Development Management Policies DH2 identifies local protected views of St. Paul's Cathedral and St. Pancras Chambers and Station. These comprise Views LV1 – LV8. An assessment has been undertaken of these views, and the proposed development site is not located within the viewing corridors and these views would therefore be preserved.
173. The London Borough of Islington were consulted on the proposals, and no comments were made in relation to the views.

Other Views

174. As a midrise building, the proposals would not be visible in other strategic views. Rather, it would be glimpsed along streets in the locality. The proposed building has been appropriately designed in relation to its surroundings and its quality design and appropriate massing would not detract from the visual amenity of other townscape views. The proposed building would have an appropriate presence in significant views of important buildings, townscape and skylines and would not result in harm to the views identified in the Built Heritage and Townscape Visual Impact Assessment and the settings and significance of the heritage assets and landmark buildings featured within these views would not be harmed by the proposals.

**Built Heritage**

Indirect Impacts:

## Smithfield Central Market Building (Grade II\*) and its Rotunda (Grade II)

### *Significance:*

175. The main special interest/significance of the Central London Market building lies in its original structure and engineering, the architectural treatment and overall plan form representative of the original use. The main special interest/significance of the Rotunda lies in its robust brickwork engineering and its visual and physical relationship with the Central London Markets building. The low to mid-rise buildings which enclose it; the long radial approaches and the openness of the spaces surrounding it are the elements of its setting which make the most significant contribution to the heritage significance of the asset – allowing a full appreciation and understanding of the scale of the civic project and engineering feat, as well as the distinguished architecture.
176. The meat and poultry market was established by Act of Parliament in 1860, and the Central Market was begun in 1866. It was completed in 1868 to designs by City Architect Horace Jones, in red brick with Portland Stone dressings and corner towers. The building has two main wings; the East and West Market, flanking a central Grand Avenue, a central walkway with an elliptical arch and cast iron decoration with the City Arms above. The market possesses historic and architectural interest as a purpose-built 19th century market, which is a notable local feature, and the work of a known architect.

### *Setting:*

177. It is considered that this asset forms part of a group of wider Smithfield Market Complex buildings with a shared setting and functional relationship holding a busy character associated with its present use. The buildings surrounding the market vary in scale, character and age which contribute to a wider understanding of the development of this part of the City over time.
178. Smithfield Market continues to sit as a key landmark, with a hierarchical townscape surrounding with a range of building sizes including Barts Hospital and numerous large commercial buildings. As such, large modern commercial buildings of a variety of materialities and compositions form a well-established neutral part of the Market's setting. The positioning of the market on its own block surrounded by roads which provide access associated with its intensive use reinforces its landmark status but also provides an element of segregation from the surrounding townscape.

### *Impact:*

179. Officers conclude that the proposed development would not have an adverse impact on the setting of Smithfield Central Market Building and its Rotunda. Whilst it is acknowledged there would be intervisibility between

the asset and the proposal, there is a degree of separation between the subject site and the Market which incorporates existing large commercial buildings. This includes the Kaleidoscope OSD Building which sits immediately to the east of the market.

180. The proposal would not compete with the market, with the distinctive cupolas still sitting prominently in views along Long Lane remaining uninterrupted. The proposal would maintain the existing hierarchy of development along the north side of Long Lane responding to the existing scale, form and horizontal datums.
181. The proposals would therefore preserve the setting and significance of the listed building.

#### Barbican Estate Registered Historic Park and Garden (RPG) (Grade II\*)

##### *Significance:*

182. The landscape of the Barbican Estate was conceived and designed as an integral part of the architectural design by Chamberlain, Powell and Bonn with the architects recognising that the spaces between the buildings were of equal importance to the structures themselves. The landscape is now designated as a grade II\* Registered Historic Park and Garden (2003), and, along with Alexandra Road Park, is one of only two post-war landscapes designated above Grade II within Greater London. Its heritage significance is derived from the following values:
  - The creation of the Barbican as a vehicle-free environment through the raising of the precinct above ground level on the podium, creating vehicle-free space the quality and quantity of which is unparalleled in London.
  - The raised ground of the podium and the highwalks as an intrinsic and distinctive feature of the estate. The raised ground provides viewpoints from which to survey the surrounding city below, and, together with the limited entrances to the complex at ground level, contributes to the conception of the Barbican as fortified structure from the surrounding streets.
  - The volume of space created by the concentration of built development in dense 'off-the ground' structures. These spatial reservoirs are recognised to be as significant as the buildings themselves.
  - The contrast of the planning of the Barbican with the grain and plan of the surrounding townscape, and the creation of characteristically unique dramatic vistas across the estate and into the surrounding townscape.
  - The richness and variety of types of external space across the estate delivered within a consistent design idiom, the scale of which is unique.

- The successful designed relationships with ‘found’ historic elements including the Roman and Medieval wall, and the Church of St Giles Cripplegate and associated gravestones.
- The urban character of the Barbican, and its conception and realisation as a new piece of urban fabric designed and delivered in its entirety by a single client and architect.
- The consistent use of a small number of materials and detailing across the estate, delivering a powerful sense of visual continuity and consistency to the estate.
- The impact of soft landscaping and the value of experiencing the architecture of the Barbican in the context of trees, foliage, and greenery. Originally this appears to have been intended to result from use of a restricted palette of planting in raised blocks of greenery or planter boxes which assumed an architectural significance in relation to the buildings. The layout established by Janet Jack across the upper podium employs a freer geometry and more varied planting palette.

*Setting:*

183. Due to the contained and raised conception of the Registered Historic Park and Garden, the primary setting of the landscaped gardens are the Estate buildings and historic elements within it. The enclosed nature and raised level also segregate the wider townscape adjacent to the Barbican, aside from glimpsed views between buildings and from surrounding streets.
184. At the western boundary, larger commercial buildings are a well-established and neutral part of the Barbican’s setting particularly along Aldersgate Street. The scale and proximity of the buildings strengthen the isolation. Glimpses are achieved from the Podium westward down Long Lane, with the commercial buildings on the northern side and the smaller townscape on the south visible and framing longer views toward Smithfield Market.

*Impact:*

185. The proposals would have intervisibility with the landscape of the Barbican Estate both from within its setting and from views within the Estate. Large commercial buildings are an established neutral characteristic along the western boundary of the Estate. Whilst the development would result in change within the setting to the west, it would not detract from the qualities that underpin the significance of the Registered Historic Park and Garden and therefore would have a neutral impact.

Barbican Estate (Grade II)

*Significance:*

186. The Barbican Estate, designed by Chamberlain, Powell and Bon, is a leading example of a modernist project in the high Brutalist style, and is perhaps the seminal example nationally of a comprehensively planned, post-war, mixed-use scheme.
187. The Estate is a composition of towers and long slab blocks at raised podium level, separating pedestrians from vehicular traffic, which enclose private and public landscaped open spaces centred on a canal in a Le Corbusian manner.
188. It is of architectural interest for its compelling architectural narrative, which encapsulates the macro and micro design intent of the architects in a dramatic arrangement of buildings and spaces which are tied together by a consistent and well-detailed bush and pick-hammered finish.
189. It is of historic interest as a modern exemplar of comprehensively planned high-density urban living during the postwar recovery period delivering essential housing for the City of London, and for the associations with the architects.

*Setting:*

190. The Estate's setting varies greatly around its perimeter, where a varying range of largely modern buildings, make a neutral contribution to its significance. There are a number of tall buildings in the vicinity of the Estate which result in a highly urban skyline, however none of these hold a particular architectural or historic relationship with the Estate. As such, large modern commercial buildings of differing materiality and compositions form a well-established neutral part of the Barbican Estate's setting in this western boundary. Their scale and proximity reinforce the enclosure and segregation characteristic of the Barbican Estate, albeit in a neutral way unrelated to heritage significance.
191. The Barbican Estate is appreciated as a standalone set-piece of architectural design and execution and this is supported by the Listed Building Management Guidelines Volume II. There is little reliance on the wider surroundings to aid appreciation or an understanding of the Barbican's historic, architectural and artistic values. Exceptions to this are the Golden Lane Estate to the north and listed buildings to the south including St Giles Cripplegate and Ironmongers Livery Hall.

*Impact:*

192. The proposals would have intervisibility with the Barbican Estate both from within its setting and from views within the Estate. Large commercial buildings are an established neutral characteristic along the western boundary of the Estate. Whilst the development would result in change within the setting to the west, it would not challenge the pioneering mid-20<sup>th</sup> century masterplan, architectural language or qualities which underpin the significance of the Barbican Estate and its existence as a clear entity would remain fully appreciable. It is considered that the proposals would preserve the setting and significance of the listed building.

#### Nos. 74 and 75 Long Lane (Grade II)

##### *Significance:*

193. The building comprises a row of houses, originally dating to circa 1598, albeit with later alterations. These alterations include mid-Victorian and 20<sup>th</sup> century shop fronts at ground floor level, and jetties to the upper floors. The rear elevation has been rebuilt in yellow stock brick, probably in the early 19th century. These modestly scaled houses possess historic and architectural interest as a surviving part of a row of pre-Fire houses providing remanence of the traditional narrow plot widths and character found within Smithfield.

##### *Setting:*

194. These domestic scaled buildings are on the southern side of Long Lane, with a highly urbanised setting. Whilst the immediate surrounding terraced houses and the Old Red Cow pub make a positive contribution to the setting, representing a traditional townscape found in Smithfield. To the north there is no direct historical relationship between the asset and the commercial buildings and therefore the site is not considered to contribute to the setting of this asset.

##### *Impact:*

195. The application site is on the northern side of Long Lane, forming part of the setting of this listed building, sharing a visual relationship. The building itself shares no particular historical or other associations with heritage assets in the vicinity, and is seen as part of the modern, commercial development which characterises this area and as such the proposal is considered to have a neutral impact on this asset, preserving its setting.

#### Charterhouse Square Listed Buildings

196. The Charterhouse and its precinct (Grade I) and the St Bartholomew's Medical College buildings and railings, including Nos 12a, 12-13 and 14 (Grade II) are some distance from the site on the northern side of Charterhouse Square and separated in terms of direct view by a terrace of buildings on Charterhouse Street. On the east side of Charterhouse Square is Nos. 4 and 5 Florin Court (Grade II). These assets form together part of a group clustered around the square.

*Significance:*

197. The Charterhouse complex was constructed in five distinct phases, all of which contribute to a rich and varied historical combination of buildings. The Site was founded originally on the Carthusian Priory of the Salutation of the Virgin Mary in 1371, which was later transformed to a Tudor mansion. In 1611, Sutton's Hospital was founded at the site as a school and almshouse. It was significantly altered in 1820 by Edward Blore, and later reconstructed by Seely and Paget following bomb damage sustained in the Second World War.
198. A number of Listed buildings are arranged as a collection of assets around the greenspace at the heart of the Square, in addition to The Charterhouse include:
- The Master's Lodge (Grade I) - a terraced house dating from 1716 with original detailing and incorporates part of the 15<sup>th</sup> century gatehouse.
  - Pensioners Court and Stable Court (Grade II) – almshouses constructed to designs by Edward Blore as part of Sutton's Hospital between 1826 and 1840 which form part of the wider hospital composition and provide a good example of 19<sup>th</sup> century courtyard plan building.
  - Nos. 4 & 5 Charterhouse Square with Attached Railings (Grade II) – a pair of four storey 18<sup>th</sup> century yellow brick terraced houses with red brick dressings, a well-preserved example of a pair of early 18<sup>th</sup> century townhouses.
  - Warden's House and Gatehouse, St Bartholomew College with Railings (Grade II) – a Tudor style four storey building designed by W Hilton Nash as the headmasters house for Merchant Taylors School in 1894.
  - Nos. 12A, 12-13, 14 Charterhouse Square with Railings (Grade II) – late 18<sup>th</sup> century terraced houses which retain original detailing including a panelled door to No.13 and decorative glazing to 12A. This group of buildings provide a good example of 18<sup>th</sup> century townhouses in this part of London.
  - Former Caretakers Lodge and Gatehouse, St Bartholomew's College (Grade II) – built between 1873-1874 to designs by Edward l'Anson on behalf of the Merchant Taylors School with a French Gothic style that provides a good example of a 19<sup>th</sup> Century gatehouse.

- Florin Court (Grade II) – a stand alone distinctively different building to the rest of the square, a 1936 block of flats designed by Guy Morgan & Partners with a Portland stone plinth and yellow brick curved façade which extends to 10 storeys. A good example of an early 20<sup>th</sup> century pre-war residential development in the area and a representation of how residential development in this area has changed over time.

*Setting:*

199. The buildings are experienced collectively as a group in an enclave of historic development within the wider architecturally diverse, modern city. The buildings are arranged around the green space in the centre of the square and well contained by Clerkenwell Road, Goswell Road, Clerkenwell Road and St John Street.
200. Within the wider setting of the area includes the Barbican and Golden Lane Estates, with the three towers of the Barbican visible to the south and east of the Square showing the narrative of change and ongoing development in the area. Small glimpses of the cluster are achieved here as well as glimpses of large commercial buildings on Aldersgate Street.

*Impact:*

201. Officers consider that whilst the proposed development would be visible from glimpses within the setting of this group of listed buildings, it would not detract from or change the experience of these listed buildings. Where the development is visible, it would be largely peripheral to the experience of the buildings clustered around the square which already has a backdrop of large buildings including the Barbican Towers and other commercial buildings along Aldersgate Street. The proposed development would form part of this backdrop. As such, the proposed impact is considered to be neutral and the setting, significance, character and appearance of the conservation area would be preserved.

Smithfield Conservation Area

*Significance:*

202. The Smithfield Conservation Area Character Summary and Management Strategy SPD (2012) sets out the characteristics which contribute to the special interest of the Conservation Area within Section 3 (pp.10) as:
  - an area with a unique character derived from an established history approaching 2000 years, and a physical fabric and street pattern which has evolved over almost 1000 years, with market use pre-dating this;

- an area which has evolved incrementally with a diversity of built forms and uses that reflect the development of its specialised institutions and activities;
- a townscape with great contrasts in scale between development within the precincts of the former priory, the hospital buildings, and later grand scale engineering interventions;
- an area unusual in the City of London for escaping substantial damage in the Great Fire and the Second World War;
- a large concentration of heritage assets, including statutorily listed buildings as well as numerous unlisted buildings of a high architectural and townscape quality from different periods;
- a townscape enriched by public open spaces, trees and planting;
- an area associated with nationally significant cultural and historic events and notable people;
- a conservation area closely related to streets and buildings to the north, which form part of the London Borough of Islington's Charterhouse Square Conservation Area;
- an area with high archaeological potential.

203. Area 1 of the SPD is the most pertinent to this application and this is defined by buildings arranged around connecting passages, lanes and courts which are irregular in form and have individual character. Buildings in these streets are characterised by stock brick, red brick and glazed bricks and often have a warehouse appearance which have lent themselves to conversion with largely concealed roof extensions as experienced from the street. Buildings in Area 1 within the network of streets are modest and attractive largely 4-5 storeys or less as in the with a consistent cornice and parapet lines. The character of the sub area is also defined by short and kinetic views.

*Setting:*

204. Given the size of the Conservation Area, the setting is varied and diverse. On its northern and eastern border, there is a contrast in scale between the modest townscape within its boundaries and the large commercial buildings on the northern side of Long Lane and the western side of Aldersgate Street.

205. The development site itself presently makes a neutral contribution to the setting of the conservation area, owing to the lack of direct historical relationship and its muted materiality which doesn't compete or detract from this designated heritage asset.

*Impact:*

206. The detailed design of the building has carefully considered and responded to the character of the Conservation Area immediately to the south. The expressive glazed and red brick materiality of the main body of the building,

alongside the careful proportions and detailing, are sympathetic and considerate to the rich styles and detailing found within Sub Area 1 of the Conservation Area. In addition, the improvements to the public space with enhanced greening and new areas of seating create a new focal point to enrich the townscape in this location. As such Officers consider that the impact of the proposal would be a slight enhancement to the setting of the Conservation Area.

### Barbican and Golden Lane Estates Conservation Area

#### *Significance:*

207. The Barbican and Golden Lane Conservation Area Character Summary and Management Strategy SPD (2022) articulates the character, appearance and significance of the Conservation Area set out within six attributes identified within Section 1 ('Summary of Character, Appearance and Significance', pp.4), as follows:
- Two estates which, together, provide a unique insight in the creative processes of a seminal English architectural practice, Chamberlin, Powell and Bon.
  - Integration of the ancient remains of the Roman and Medieval City wall, including Bastions 12, 13 and 14 and the medieval church of St Giles Cripplegate in a strikingly modern context.
  - In scope and extent, the estates are important visual evidence of the scale of devastation wrought by the World War 2 'Blitz' bombing campaign of 1940 –1941.
  - Seminal examples of ambitious post-war housing schemes incorporating radical, modern ideas of architecture and spatial planning reflecting the development of both Modernism and Brutalism.
  - Unprecedented and ingenious provision of open space and gardens within central London, which continue to be a defining characteristic of the estates today.
  - New and striking architectural idioms, particularly at the Barbican, applied on a significant scale; a new architectural language deliberately modern and forward looking; a way of planning and arranging buildings and spaces which was unprecedented in Britain and reflected evolving ideas of the modern city.
  - Overarchingly, the character, appearance and heritage significance of the conservation area can be summarised as the striking juxtaposition between two seminal post-war housing Estates which illustrate evolving trends in architecture, spatial and urban planning and Modernism in general.
208. The conservation area is defined by its pervasive modernity, by the consistency of modern forms, spaces and finishes throughout, all executed to a very high standard of quality and representing an immersive experience

strikingly at odds with the more traditional townscapes and buildings outside the boundary.

*Setting:*

209. The wider setting of this large Conservation Area is informed by dense urban development, of a largely post-war, post-modernist and modern architectural character. The northern boundary abuts the London Borough of Islington, and this setting is typically lower rise with a mixture of modern and historic built fabric set out on a historic streetscape. To the east, there is again a mixed townscape around Moorgate, although largely comprised of large scale modern commercial buildings in the immediate vicinity of the Conservation Area – namely the redeveloped series of office blocks that were built along the road London Wall in the 1970s. To the south, the setting is principally formed by the main route of London Wall, former Museum and Ironmongers, and further large-scale modern commercial buildings. To the west, late 20th century, mid-rise commercial buildings line Aldersgate Street, largely obscuring the more historic areas of Smithfield Market and Charterhouse Square which are adjacent these have a neutral presence.
210. The site is not an element of the setting considered to contribute to the special interest of the Conservation Area. The Barbican and Golden Lane Estate Conservation Area is appreciated as standalone but neighbouring architectural masterplans. There is little reliance on the wider surroundings to aid appreciation or an understanding of their overall historic, architectural and artistic values.

*Impact:*

211. The impact of the proposed development would be limited to experiences within and across the western boundary of the Conservation Area, particularly on the Barbican Podium with views looking westward down Long Lane. The SPD notes that views out of the two estates, with glimpses of the surrounding City, are likely to change because the Conservation Area sits within the dynamic context of a densely developed urban centre. Large commercial buildings are an established characteristic found along the western side of the Conservation Area, and as such the proposal is considered to have a neutral impact and therefore would preserve the setting, significance, character and appearance of the conservation area.

Charterhouse Square Conservation Areas (City of London and London Borough of Islington)

212. The Charterhouse Square Conservation Areas straddle the boundary between the City of London and the London Borough of Islington. The

boundary between the two municipalities is not clearly defined in this location, and it is considered that both Conservation Areas have a very close relationship and a shared historical significance focused around The Charterhouse located within the London Borough of Islington.

213. The City of London's Charterhouse Square Conservation Area Character Summary and Management Strategy SPD (2012) sets out the characteristics which contribute to the special interest of the Conservation Area within Section 3 (pp.9) as:
- An area integral to the historic character, layout and setting of the Charterhouse and Charterhouse Square, the majority of which is within the London Borough of Islington;
  - A range of buildings that act as an important transition between the varied and richly historic character of Charterhouse Square, the railway infrastructure and large modern buildings to the south;
  - An area incorporating the cutting, platforms and associated structure of the former Aldersgate Street Station (now Barbican Station), part of a major Victorian engineering project associated with London's first underground railway line;
  - A conservation area focused on an intact group of Victorian buildings with a distinctive industrial character illustrated by their large windows and a range of surviving features;
  - A streetscape defined by robust brick and Portland Stone masonry buildings with consistent building heights and rooflines.
  - A close relationship with the adjoining Smithfield Conservation Area and London Borough of Islington's Charterhouse Square Conservation Area.
214. The London Borough of Islington's Charterhouse Square Conservation Area Design Guidance largely echoes the significance set out in the City of London's Guidance, highlighting that the area is focused around The Charterhouse complex and the fabric of the area derives from incremental development from Norman times to the present day, with surviving examples of buildings from nine different centuries.

*Setting:*

215. Beyond the boundaries of the two adjoining Conservation Areas of the same name, are various other Conservation Areas including Smithfield (City of London), Barbican and Golden Lane Estates (City of London), Clerkenwell Green (LB Islington), Hat and Feathers (LB Islington) and Hatton Garden (LB Camden). Each of these conservation areas has a character distinctive to itself with variations on building styles and scales.
216. Different views of a range of buildings beyond the boundaries of the Conservation Area are presently achieved including the Barbican Towers and glimpses of commercial buildings on Aldersgate Street and the cluster

in some positions. The urban setting of this Conservation Area is varied in both style and scale.

217. The proposed development site is located directly to the south of the Conservation Area, however, due to the extent of intervening development the current site is only visible in the Conservation Areas setting from glimpses from the Barbican Tube Station platforms and from the junction of Hayne Street and Carthusian Street.

*Impact:*

218. The Charterhouse Square Conservation Area is well contained with the collection of historic buildings focused around a landscaped space in the heart of the square. The Conservation Area is read separately to the larger commercial buildings which sit in its surrounds. The proposed development would sit prominently to the south of the Conservation Area and would be visible in views, particularly above buildings in the foreground. The scale and appearance of the building reflects the established townscape of larger commercial buildings on the northern side of Long Lane and forms part of the Conservation Areas existing setting.
219. Officers considered that the proposed development would have no adverse impact on the setting of the Conservation Area nor its significance, given that the area holds a district intimate character that is detached from the large development in the surrounds which reads separately. Furthermore, the HTVIA shows that the building would be largely screened by trees from views on the western side of the Square.

Other Designated Heritage Assets

220. The definition of setting is the extent to which an asset is 'experienced,' which is not geographically set and can change over time, relating to more than just a direct visual influence. Given the dense central London location, the site is potentially within the setting of an enormous amount of heritage assets, and it would be disproportionate to assess them all. As part of a scoping exercise, this assessment is in accordance with paragraph 200 of the NPPF and is deemed proportionate and no more than is sufficient to understand the potential impact of the proposal on its significance. In accordance with paragraph 201 a number of potentially affected assets were scoped, accounting for their significance and contribution of setting to that significance. Additional assets assessed include:
- Drinking Fountain in Centre of Gardens, Smithfield (Grade II)
  - Nos. 133 and 134 Aldersgate Street (Grade II)
  - Nos. 67 – 77 Charterhouse Street (Grade II)
  - Nos. 79 – 83 Charterhouse Street (Grade II)

- Smithfield Poultry Market (Grade II)
- The Hope Public House (Grade II)

221. The settings and the contribution they make to the significance of these designated assets, would not be adversely affected and/or any impact would not be over and above those impacts already identified. The proposed development would not harm the setting or the contribution that the setting makes to the significance of these designated heritage assets.
222. The assets assessed in detail here are considered sufficient to understanding the impact on significance overall.

### Heritage Conclusion

223. The proposals, by way of impact on setting, would preserve the significance of heritage assets, and an appreciation of that significance. They would slightly enhance the setting of the Smithfield Conservation Area. As such, the proposals are considered to accord with Local Plan Policies CS 12 and DM12.1, emerging City Plan Policies S11 and HE1, London Plan Policy HC1, having accounted for and paying special regard to s.66(1) Planning (Listed Buildings and Conservation Areas) Act 1990 and the relevant NPPF policies.

### Archaeology

224. The proposed development is in an area of archaeological interest. The City of London is considered an archaeologically sensitive area in its entirety. In accordance with the City of London Local Plan 2015, all of the City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost due to deep basement construction or other groundworks.
225. The site itself is located to the north-west of the Roman and medieval city walls. An Archaeological Desk Based Assessment accompanied the planning application (MOLA 2023) which identified a high potential for Roman agricultural and quarrying remains, a possibility for Roman burials and a moderate potential for remains of medieval and post-medieval date. Buildings are shown on the site on historic maps and the site is just outside the medieval Charterhouse Precinct.
226. Although the site is currently occupied by a building that has a basement, the basement is only single storey and covers approximately 90% of the footprint of the site. Therefore, the site retains a potential for archaeological deposits of Roman and medieval date. The proposed development includes the extension of the existing basements under 1-5 Long Lane, the use of

piled foundations and lowering of the floor level of the existing basement. This is likely to have an impact on archaeological remains.

227. NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. Paragraph 200 requires that applicants provide an archaeological assessment if their development could affect a heritage asset of archaeological interest. It is also stated that “*Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.*”
228. Core policy CS12 of the Local Plan requires the protection and promotion of the evaluations and assessment of the City’s archaeological remains and their setting, including interpretation and publication of results of archaeological investigations. The preservation, protection and safeguarding of the archaeological remains and their setting and their public display and interpretation is a requirement of policy DM 12.4 of the Local Plan.
229. The Archaeology Adviser has been consulted and recommended that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. Due to the nature of the development and practical constraints, a two-stage archaeological condition is suggested and considered to be acceptable in this instance. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. Subject to the imposition of appropriately worded conditions, it is considered that the impact of the development on archaeology will be mitigated and where appropriate enhanced.

#### **Public Access and Inclusivity**

230. Developments should be designed and managed to provide for the access needs of all communities, including the particular needs of disabled people as required by policies CS10, DM10.1, DM10.5 and DM10.8 of the Local Plan, policies S1 and S8 of the draft City Plan 2040 and policy D5 of the London Plan. Plan 2040 and policy D5 of the London Plan. In particular, policy DM10.8 requires to achieve an environment that meets the highest standards of accessibility and inclusive design in all development (both new and refurbished), open spaces and streets.
231. Local Plan policy DM 10.8 requires “to achieve an environment that meets the highest standards of accessibility and inclusive design in all

developments (both new and refurbished)". A service provider also has an anticipatory duty under the Act.

#### Arrival at the Site

232. Consideration has been given to the points of arrival at the site and the main Hotel entrance amended following comments. An Access Management Plan (AMP) to for visitors and building users on points of arrival and entrances would be required and would be secured by condition.
233. Arrival at the site has been considered for a number of travel options. The walking distances from key public transport nodes do not exceed 77m without a rest.
234. There is no blue badge parking proposed on site. To accommodate guests arriving to the site via car who require a blue badge bay a valet service will be used alongside the provision of one blue badge parking bay in the vicinity which would be secured within the S106 as an obligation. Further detail regarding the valet service would be secured via AMP.

#### Cycle Provision

235. The long stay cycle entrance for hotel users would be provided to the East of the pocket garden and would be automated. The Access Advisor has advised that controls should meet best practice guidance as set out in BS 8300 (2) 8.2.3 to be accessible to a range of users. The submitted plans show that a space for larger bicycles would be provided.
236. It is noted that 5% of cycle spaces should be suitable for larger cycles in order to meet London Plan 2021 Policy T5B and London Cycling Design Standards 8.2.1 guidance. Wheelchair-accessible sanitary and changing facilities are also necessary. On the submitted plans these appear to be provided in close proximity to the cycle store.

#### Entrance

237. The Access Statement details the entrances to 1-8 Long Lane confirming that they will all be step free, automated and with a minimum clear opening width of at least 1000mm. The primary hotel visitor entrance along Long Lane would be a be a large circle slide door type with an opposing pair of automatically sliding curved doors. Further detail will be secured via condition to ensure the design of the manifestation, thresholds, mat wells and floor finishes designed to inclusive design best practice guidance.
238. Reception facilities should be consistent with AD M(2): 3.6 and BS 8300 8.6.2 Routes from the entrance/lobbies should be logical, clearly defined

and unobstructed, with adequate and sufficient circulation space. Reception area desks should be positioned away from the entrance to minimise noise, with lowered counter sections, appropriate hearing enhancement systems and the surface of the reception area should be slip resistant. Details would be provided through condition.

#### Vertical Movement

239. London Plan D5, (B)5 states 'in all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building'. 6.2.1 further states that there should be an evacuation lift in addition to fire-fighting lifts. Proposals and the access statement confirm that all lifts will be more than 1100x1400mm with appropriately sized landings and back-up lifts are identified across the site in case of failure.
240. The lifts are not sufficient for users of larger mobility vehicles and alternative provision should be identified through the AMP. It is recommended that details of lifts are reserved.
241. The proposed good lift would provide access to the bike store and mobility scooter storage point in the basement for hotel employees the detail design would be secured via condition to ensure the lift is designed to accommodate all bike types, including larger recumbent bikes as well as being welcoming and inclusive.

#### Horizontal Movement

242. Corridor widths and door openings are confirmed as consistent with AD M(2), including sufficient door widths and passing places for wheelchairs and will be subject to detailed design development.

#### Terraces and Garden Space

243. The areas of landscape have the potential to offer places for rest and recovery, consistent with guidance in PAS 6463: Design for the Mind.
244. The detailed design for the private amenity terraces and pocket garden should meet best practice guidance as set out in BS 8300-1:2018 to be accessible to a range of users. It is noted that the details of hard and soft landscaping will be secured by condition.

#### Sanitary Facilities

245. It is confirmed that unisex accessible toilet will be provided at ground floor in close proximity to the hotel reception.

#### Signage and Wayfinding

246. Signage and wayfinding will be important for navigating the site and should be designed with reference to guidance in PAS 6463: Design for the Mind and following the principle of 'two senses'. Details of signage and wayfinding will be secured by condition.

#### Public Access and Inclusivity Conclusion

247. Further design details and an Access Management Plan are proposed to be secured via condition.
248. Overall, and subject to the imposition of conditions, the proposal would accord with the access policies outlined above.

#### Cultural Strategy/Public Art

249. Policy CS11 of the London Plan seeks to maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, policy S6 of the Draft City Plan also advises that the contribution to culture offer will be experienced by, *inter alia*, providing, supporting, encouraging access to and further developing a wide range of creative and cultural spaces and facilities across the City. Furthermore, it is stated that all major developments should be supported by a Cultural Plan outlining how the development will contribute to the enrichment and enhancement of the City's cultural offer.
250. To enhance the City's public realm and distinctive identity Policy DM 11.2 encourages the provision of additional art works in appropriate locations.
251. A Cultural Strategy has been submitted with the application, which in association with the submitted Planning Statement, Landscape Statement and Public Art Addendum aim to highlight the cultural initiatives for the site and visualise the public art offer on site.
252. The site is located between the future Museum of London and the Barbican. It is therefore considered being in a nodal point to assist in providing visitor accommodation and also a meaningful culture offer. The applicant has confirmed that this will be achieved through a combination of initiatives carried out by the hotel operator and also through the potential of physical aspects incorporated within the landscaping of the pocket garden.

253. It is noted that the applicant has engaged with local stakeholders including the Barbican Centre, the London Museum and the Guildhall School of Music and Drama and it is stated that as part of the implementation of the Cultural Strategy will commit to further discussions with these parties, as well as The Guildhall School and ensure a long lasting relationship to foster initiatives. This engagement can be secured through an obligation.
254. The Culture Strategy suggests that the hotel operators would proactively support arts organisations and small businesses that would fit to the local neighbourhood and work collaborative with the above-mentioned parties. Arrangements would be set up with local arts organisations providing discounts and complementary accommodation for visiting artists, young companies, international performers, professors and philanthropists, training programmes for employees to familiarise themselves with the local area and arts organisations, supporting marketing initiative by publicising their events and matchmaking of potential arts sponsors with distribution partners. It is also suggested that employment opportunities will be provided to local people, as well as career development programmes. Another initiative would be to provide information leaflets provided by 'Destination City' partners including The Barbican, Museum of London, Guildhall School of Music & Drama, the City of London and others to all visitors and guests to the hotel. The abovementioned initiatives are examples as considered being material cultural and training opportunities for the area. The submission of a detailed Cultural Plan clearly identifying the cultural initiatives of the site will be secured by S106 agreement. An Employment and Skills Plan would also be an obligation to be secured by the S106 agreement.
255. The site has, by reason of its location, design and position of pocket garden, a great potential for the display of high quality public art. The commission would be developed in collaboration with communities and stakeholders within and around the site and reflect the history and the heritage of the area. It is envisaged that the artwork will be site-specific and visible or within the pocket garden. This could be in the centre of the pocket garden and within the eastern wall of the building. The public art would be designed for an outdoor work and the robustness and quality of materials will be a key consideration and would be maintained by the applicant. An important requirement would be the engagement with local artists, local arts initiatives and organisations and local stakeholders. Some examples of potential public art on the eastern wall have been submitted by the applicant including the installation of 2D glass/panel art, a metal sculpture or lighting installation. Artistic metal work is also proposed to be installed on the entrance gates of the servicing yard. These ideas are considered acceptable and would be able to be further developed and secured via a 'public art' obligation in the S106 agreement.

256. The site by reason of its location near visitor attractions and the rail stations, it is also an opportunity area for the provision of wayfinding tools. The provision of clear wayfinding would be secured by condition.
257. It is therefore considered that, subject to a detailed Cultural Plan and Public Art provision secured in the S106 agreement which would establish monitorable deliverables for cultural initiatives and on site public art which would respond to history and culture of the local area and be informed by a continuing dialogue with stakeholders and the local community, the policies referred to above would be complied with.

## **Highways and Transportation**

### Public Transport

258. The site has the highest level of public transport provision with a public transport accessibility level (PTAL) of 6B. Barbican station (Metropolitan, Circle, and Hammersmith & City Lines) is located approximately 60m from the site. Farringdon station and St Paul's station are also located in proximity to the site (less than 600m). These stations provide good connection to destinations across London.
259. There are also 12 day-time bus routes which are available within a 300m walking distance of the site. Bus routes provide access to destinations such as Kings's Cross Station, Oxford Circus and Walthamstow Central. The closest eastbound and westbound bus stops to the site are located approximately 90 metres away.

### Trip generation

260. Within the Transport Assessment a trip generation forecast has been conducted for the site which identifies the net change in trips that would result from the proposed development. The assessment has used TRICS travel data from similar developments within London with similar PTAL ratings which are considered suitable comparator sites.
261. A net trip generation assessment has been undertaken on account of the proposals to replace an existing office use with the proposed hotel use. This assessment identifies that there would be expected to be a net reduction in two-way trips during the AM and PM peak hours.
262. The servicing trip generation of the site has also been forecasted to reduce for the proposed development scenario. The existing building has been calculated to generate approximately 10-12 vehicles per day to service the office and retail elements. The proposed development is forecasted to generate up to 5 deliveries per day. It is therefore considered that the

proposals would result in a reduction of servicing vehicles of 5-7 vehicles per day.

263. It is proposed that a wholesale consolidator would supply general supplies such as consumables, stationery, beverages and non-perishables). A Delivery, Servicing and Waste Management Plan (DSWMP) will be implemented for the hotel to control and manage the number and timing of deliveries arriving and departing the Site, and a daily vehicle cap (five vehicles) will be enforced via obligation.

#### Access

264. Visitor access to the hotel use will be made available from the frontage of the Site onto Long Lane. The hotel entrance point provides access to the hotel lobby which will host a guest lounge and reception.
265. Staff access will be provided via a dedicated staff entrance-controlled gate taken from the north of the outdoor café area leading to a rear staff entrance, located alongside and via the safeguarded access route along the northern boundary of the Site. This access also provides an access route for cyclists, where an internal lift can be accessed internally to reach the basement cycle storage.
266. The existing Site provides two vehicle crossovers. With the proposals only requiring a single access point, one of the existing vehicle crossovers will be removed and as part of the proposed development.
267. Vehicular access will be retained for delivery and servicing vehicles as per the existing situation with vehicles up to and including a 3.5t box van, 4.6t panel van and small refuse vehicle able to service on-site and access and egress the site in forward gear.

#### Drop-Off and Pick Up Activity

268. It was suggested by the applicant within the Transport Statement that "Taxis undertaking pick-up/drop-off activity to the Site will be able to make use of the single yellow line kerbside adjacent to the Site". However, officers have concerns regarding the safety implications of such vehicle manoeuvres in recognition of the advisory cycle lane which runs along the frontage of the site.
269. It was therefore advised to the applicant that pick up/drop-off activity within the frontage of the site would not be permitted and, it should be arranged to be carried out in the vicinity of the site, where road safety can be maintained. There are locations nearby the proposed development, whereas pick up/drop-off can be carried out, without compromising road safety.

270. It is preferred by officers to see mandatory separation of the cycle lane along the frontage of the site, to assist with the safety of cyclists and that, the current loading/unloading restrictions are reviewed. The installation of the mandatory cycle lane (separated by a solid white line) would also prohibit the use of this section of carriageway for drop-off activity and would thereby deliver an additional public benefit for the scheme.
271. The revised traffic order for loading/unloading and the revised cycle arrangements will be delivered as part of the Section 278 works.

#### Servicing

272. The proposed development will be car free. As a result, all vehicle trips generated by the development will be associated with delivery and servicing. It is proposed to retain the existing on-site service yard.
273. It is expected that up to 5 servicing vehicle movements a day would be generated by the proposals, and it is considered that one servicing bay is sufficient to accommodate the forecasted demand. All vehicle movements associated with the proposals would take place off the public highway.
274. The existing service yard is constrained and as a result, larger vehicles are unable to access and egress the site in forward gear. The applicant has demonstrated via swept path analysis that 3.5t box vans, 4.6t panel vans and small refuse vehicles can access / egress the site safely; the applicant has accordingly agreed to limiting service vehicles to these sizes and this would be secured by obligation.
275. The applicant has also agreed to limit servicing hour to outside of peak hours to reduce impact on the public highway, so no servicing will take place between 07:00-10:00, 12:00-14:00 and 16:00-19:00 in accordance with policy.
276. A Delivery and Servicing Management Plan would be applied as an Obligation in order to meet London Plan policy T4 and Local Plan Policy 16.1.

#### Disabled Motor Vehicle Parking

277. An allocated space on site has not at this point been made for the provision of disabled motor vehicle parking due to the constraints of the ground floor layout and conflict with off street delivery vehicles. It is acknowledged that local disabled parking is available on the local highway as mentioned in the submitted Transport Assessment. However, blue badge bays on the public highway cannot be guaranteed for employees or visitors accessing the proposed development. The blue badge bays less than 50 metres walk to

the building are also limited to a maximum stay of 4 hours, which makes them unsuitable for stays of a longer duration.

278. CoL's Local Plan DM16.5 outlines that's "*designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use.*" TfL's The London Plan T6.5 outlines that "*all non-residential elements should provide access to at least one*" Blue Badge Bay.
279. Therefore, the provision of one blue badge parking bay in the vicinity of the site together with associated valet service to secure movement to and from the site will be secured within the S106 as an obligation.

Cycle Parking

280. London Plan Policy T5 (Cycling) requires cycle parking be provided at least in accordance with the minimum requirements set out within the plan. Policy T5 (Cycling) requires cycle parking to be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and that developments should cater for larger cycles, including adapted cycles for disabled people.
281. The level of cycle parking proposed as part of the development accord with London Plan minimum requirements for long and short stay cycle parking, as shown in the table below.

London Plan long stay cycle parking requirements	Proposed long stay cycle parking	London Plan short stay cycle parking requirements	Proposed short stay cycle parking
10	10	6	6

282. The long stay cycle parking includes the provision of 10 long stay cycle parking spaces, which would be provided as 4 two-tier bike stands (8 spaces), as well as a Sheffield stand, offering space for one larger cycle and one standard cycle.
283. The cycle spaces are provided for both staff and visitors to the hotel. Visitors will be able to use the cycle store by presenting their bicycles to the hotel reception. Staff will then wheel the cycles to the basement accessing the cycle store.
284. The long stay cycle parking is proposed at basement level, which is accessible via a cycle lift, which exceeds the minimum required size of 2.3m x 1.2m as per the London Cycle Design Standards (LCDS). The lifts provided would therefore be sufficient in size to accommodate all types of

cycle and would have the capacity to accommodate more than one cycle and officers are satisfied that it has sufficient capacity.

285. Shower and changing facilities would also be available for staff at basement, with guests of the hotel expected to utilise their private room facilities.
286. The short stay cycle parking (3x Sheffield Stands / 6x spaces) is currently proposed within the public realm pocket park, which does not comprise public highway.
287. Full details of the final cycle storage layout will be secured by condition.

#### Over sailing and basement alterations

288. The scheme does not propose any basement/undersailing or oversailing requirements.

#### Travel Plan

289. Travel Plans are an effective tool for managing visitors, volunteers and employees at a site by helping to promote sustainable transport and raising awareness of their benefits.
290. A Workplace Travel Plan would need to be secured as a section 106 planning obligation in order to meet London Plan policy T4 and Local Plan Policy 16.1. The travel plan would need to be approved by the CoL prior to completion of the proposed works. This would include a requirement for a Travel Plan Co-ordinator to be appointed no less than 3 months before occupation.
291. Transport for London encourages developers to use the TRICS database for trip generation predictions. We will require the applicant to undertake a TRICS after study and provide TfL and the CoL with the results on completion of the development. TfL would then be able to update the TRICS database with the trip generation results for the use categories associated with this development, after the operational surveys and results would be secured by Section 106 agreement as part of the Travel Plan review and monitoring process.

#### Management of Construction Impacts

292. An outline Construction Logistics Plan (CLP) has been prepared by the applicant. The Outline CLP identified an estimated programme length of approximately 3 years.

293. The current document is outline in nature and a detailed CLP would be secured by condition. Details of measures to be adopted must be provided within the detailed CLP which should be prepared following the appointment of a Principal Contractor. The outline document is considered acceptable in principle on the basis that details cannot at this stage be committed to with certainty.
294. The proposed vehicle routes and any on-street construction requirements e.g. pit lanes etc. will also need to be discussed with City Operations officers before the detailed CLP can be discharged. A Road Safety Audit (RSA) is required for any construction logistics proposals to ensure the safety of all users within the vicinity throughout construction.
295. The Applicant has agreed to the provision of a pre-commencement condition to provide a Detailed CLP alongside an RSA and Designer's Response, supporting the CLP.
296. The detailed CLP should consider the following points:
- Construction vehicle routes to and from the site will need to make the most efficient use of the highway network in the Central London Area. Such routes will require discussion with Highways Management.
  - We will expect the Principal Contractor to prepare travel planning guidance to encourage workers to use sustainable transport instead of private motor vehicles.
  - Various highways licences would need to be obtained from the CoL prior to works commencing on site (e.g. temporary parking bay suspensions, scaffolding licence, hoarding licence, crane licence etc).
  - Traffic congestion is already an issue in the CoL, particularly during morning and afternoon/evening peak periods. We will therefore expect construction vehicle movements to be scheduled to avoid 0800 to 0930 and 1600 to 1830 hours on Monday to Friday.
  - Details will be required to describe how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.
  - A Road Safety Audit.
  - The site would be registered with the Considerate Constructors Scheme. We will also expect the proposed works to be undertaken in accordance with the best practice guidelines in TfL's Standard for Construction Logistics and Cyclist Safety (CLOCS) scheme:
  - <http://www.clocs.org.uk/standard-for-clocs/>
297. The CoL needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. Therefore, a CLP would be secured via condition to ensure the construction and demolition of the site is in accordance with The London Plan Policy T7 and DM16.1 of the CoL Local Plan. This would provide a mechanism to manage/mitigate the impacts

which the proposed development would have on the local area. The CMP would need to be approved prior to works commencing on site.

Additional TfL comments.

298. In addition to comments already addressed in this report TfL have also requested the following, *“We also recommend schematic, or concept design drawings are produced to show a package of Section 278 (S278) works to support the scheme, enhancing Quietway 11 as required by London Plan policy T5 (Cycling). This should cover both sides of Long Lane between its junctions with Cloth Street and A1 Aldersgate Street. The carriageway should be resurfaced at least.”*
299. While we support TfL’s goal to make improvements to links through the area, it is considered that the scale of improvements requested is beyond what could be reasonably expected of this development. It has however been requested of the applicant that improvements to the on-street cycle facilities are delivered along the site frontage, as is considered reasonable and proportionate to the proposals. These works are discussed in further detail below.
300. TfL also requested the following, *“The existing on-street parking and loading bays across the street on Long Lane should be surveyed for existing levels of occupancy prior to determination. As many of them as possible should be reduced/removed in the final local highway arrangement.”*
301. Whilst the principle of the removal of on-street car parking and loading spaces could be supported by City officers, it is considered that the requested removal is not required or relevant to the proposals / application in this instance.

S278 Agreement

302. As part of the outlined alterations to the public highway, the applicant has agreed to enter into a section 278 agreement with the highways authority to improve the existing footways and on-street cycle facilities to provide better surroundings for the new occupiers and pedestrians.
303. The applicant is required to enter into a Section 278 Agreement of the Highways Act 1980, prior to the occupation of the site for the following works, but not limited to:

Long Lane

- Alterations to loading/unloading restrictions within the vicinity of the site and associated traffic orders
- Improvements to the existing cycle lane arrangements to deliver cycle segregation

- Repaving of the existing footways fronting the site in Yorkstone paving
  - Repair works to the adjacent highways
  - Removal of redundant dropped kerbs
  - Provision of crossovers
304. Repairs to the damaged highways following construction works, will be secured through the S278 Agreement.

### CONCLUSIONS

305. The proposals are acceptable in transport terms subject to the necessary conditions and obligations as discussed above.
306. Should planning permission be granted the following S106 planning obligations and conditions, along with a s278, would need to be secured:
- A condition to secure a Construction Logistic Plan (CLP). The Section 106 agreement shall state that the CLP shall be approved prior to any works starting on site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority. It should also restrict HGV movement to and from the site to within the hours of 9:30 to 16:30 Monday to Friday, 8 till 13:00 Saturdays and fully restrict movement on Sundays and Bank Holidays unless agreed with the CoL in advance.
  - A Section 106 planning obligation to secure a Travel Plan (TP) for the development. The Section 106 agreement shall state that the TP shall be approved prior to the first occupation of the site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority. The Section 106 agreement shall require the applicant to undertake a TRICs after survey and to provide TfL and CoL with a copy of the results as part of the travel plan review and monitoring process.
  - A Section 278 agreement to secure highway improvement works and repair works in the vicinity of the site as noted and any other works deemed necessary to integrate highways arrangements.
  - A condition requiring the provision of 10 long stay cycle parking spaces, 6 short stay cycle parking for the entire development, designed to London Cycle Design Standards and the ongoing retention of these facilities, details of which will need to be submitted and approved, and approval should be reserved by condition.
  - A Section 106 planning obligation to secure a Delivery and Servicing Management Plan (DSP). The Section 106 agreement shall state that the SMP shall be approved prior to the first occupation of the site and a consolidation provider should be identified in advance of preparation. The approved plan shall be followed, unless otherwise agreed with the Highway Authority.

### **Environmental Impact of Proposals on Surrounding Area**

307. Local Plan policy DM10.1 requires the design of development and materials used should ensure that unacceptable wind impacts at street level and in

the public realm be avoided, and to avoid intrusive solar glare effects and to minimise light pollution. Policy 10.7 is to resist development which will noticeably reduce daylight and sunlight to nearby dwellings and open spaces. Emerging City Plan 2040 Strategic Policy S8 and Policy DE7 requires development to optimise microclimatic conditions addressing solar glare, daylight and sunlight, wind conditions and thermal comfort and delivers improvements in air quality, open space and views.

#### Wind Microclimate

308. Policies DM10.1 of the Local Plan 2015, Policy S8 of the draft City Plan 2040 and Policy D8 of the London Plan seek to optimise wind conditions in and around development sites. The design of development should avoid unacceptable wind conditions.
309. The proposed development is 33.4 metres high and therefore, the recommended approach in accordance with the Wind Microclimate Guidelines is to carry out one type of testing. The applicant has submitted a Wind Microclimate Planning Assessment based on qualitative evaluations of the wind comfort and safety to pedestrians, cyclists and vehicles according to the standard Lawson criteria.
310. For the purposes of this scheme Computational Fluid Dynamics (CFD) simulations or wind tunnel testing should be submitted. The applicant has provided an assessment based on qualitative evaluations from findings from desk top studies and previous wind tunnel and planning studies. Although it is considered that sufficient information has been provided at this stage for the assessment of the wind impacts of the proposed development considering its scale, it is considered that the results of either CFD or tunnel testing shall be secured to the submitted approved by the Local Planning Authority prior to the commencement of the development to ensure that the findings of the qualitative analysis are accurate and to agree the details of any mitigation measures required.
311. Wind conditions are compared with the intended pedestrian use of the various locations, including carriageways, footways and building entrances. The assessment uses the wind comfort criteria, referred to as the City Lawson Criteria in the Planning Advice Note, Wind Microclimate Guidelines for Developments in the City of London, being 5 Comfort Categories defining suitable conditions for frequent sitting, occasional sitting, standing, walking and uncomfortable.
312. A separate safety criterion is also applied to ascertain if there are any safety risks to pedestrians or cyclists.

313. In considering significance and the need for mitigation measures, if resulting on-site wind condition are identified as being unsafe (major adverse significance) or unsuitable in terms of the intended pedestrian use (moderate adverse significance) then mitigation is required. For off-site measurement locations, mitigation is required in the case of major adverse significance – if conditions become unsafe or unsuitable for the intended use as result of development. If wind conditions become windier but remain in a category suitable for intended use, or if there is negligible or beneficial effect, wind mitigation is not required.
314. Both winter and summer seasons have been assessed.
315. Two scenarios have been tested:
- Existing baseline
  - Proposed development in existing surroundings (same as the future surroundings, due to the fact that no future schemes have been identified within 100m from the site)

#### Existing Baseline Conditions

316. The conditions at the existing Site would be classified as acceptable for 'Standing' to 'Walking' use during the windiest season and primarily suitable for 'Occasional Sitting' and 'Standing' use during the summer season. There are no areas where the safety thresholds would expect to be exceeded.

#### Proposed development with existing surrounding conditions

317. The proposed building would be taller than the buildings to the north and south and that immediately adjacent to the west, however, similar or lower to other buildings to the southeast and east.
318. The submitted assessment advises that in the winter, conditions along the Long Lane are expected to be in the 'Standing' range with some local areas of 'Walking' at the corners. These conditions are acceptable for pedestrian access all year round but are too high for regular seating areas in winter.
319. In the summer, conditions are expected to primarily be suitable for 'Occasional Sitting' to 'Standing' use, same as the existing baseline scenario.
320. The main entrance onto Long Lane with the barrel doors in on the south facade of the building will experience some winds from the prevailing south-west winds but is sheltered from secondary north-east winds. Conditions at this entrance will be within the limit for entrances all year round.

321. The main retail entrance fronts the pocket garden to the east of the building and is exposed to 'Walking' conditions in the winter. These conditions are one category above what is required for main entrances. Local landscaping or side screens should be placed on either side of the entrance to provide local shelter.
322. The seating area in the pocket park to the east of the development would be for occasional use in good weather. 'Standing' to 'Occasional Sitting' wind conditions are expected in the summer.
323. There are no areas where the wind speed is expected to exceed the safety threshold.

#### Wind Microclimate Conclusion

324. On the basis of the above, it is noted that the wind conditions are expected to slightly increase from the existing conditions. Subject to appropriate mitigation measures, it is considered that all thoroughfare, entrances and ground-level amenity spaces would be suitable for their intended use. Conditions across the site are acceptable for all other uses, including use by cyclists.
325. Overall, the wind microclimate impact of the proposed development is considered acceptable. A Wind Audit would be secured in the S106 Agreement which would require a post-completion audit to assess and compare the results in the Wind Tunnel test against the result of wind speed assessment carried out in the vicinity of the site over a specified period, to identify if the completed development has material adverse effects.
326. It is considered that the microclimate in and around the site, with regard to wind conditions, would be acceptable in accordance with London Plan Policy D8, Local Plan Policy DM10.1 and draft City Plan policies S8 and DE2, and the guidance contained in the Planning Advice Note, Wind Microclimate Guidelines for Developments in the City of London.

#### Daylight, Sunlight, Overshadowing

327. Policy D6(d) of the London Plan states that the design of development should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context.
328. Local Plan Policy DM10.7 'Daylight and Sunlight' 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 Building Research Establishment (BRE) guidelines.

329. Draft City Plan Policy DE8 states that development proposals will be required to demonstrate that the daylight and sunlight available to nearby dwellings and other sensitive receptors including schools, hospitals, hotels and hostels, places of worship and open spaces, is appropriate for its context and provides acceptable standards of daylight and sunlight, taking account of the Building Research Establishment's guidelines.
330. Paragraph 3.10.41 of the Local Plan indicates that BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations. Policy HS3 of the Draft City Plan 2040 states when considering on the amenity of existing residents, the Corporation will take into account the cumulative effect of development proposals.
331. The BRE guidelines "Site layout planning for daylight and sunlight - A guide to good practice" (2022) present the following methodologies for measuring the impact of development on the daylight and sunlight received by nearby existing dwellings and any existing non-domestic buildings where the occupants have a reasonable expectation of natural light:
- **Daylight:** Impacts to daylight are measured using the Vertical Sky Component (VSC) method: a measure of the amount of sky visible from a centre point of a window; and the No Sky Line (NSL) method, which measures the distribution of daylight within a room. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important. The BRE Guide states that diffuse daylighting of an existing building may be adversely affected if either the VSC measure or the daylight distribution (NSL) measure is not satisfied.
  - **Sunlight:** Impacts to sunlight are measured using Annual Probable Sunlight Hours (APSH) for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. The guidelines consider kitchens and bedrooms to be less important, but that care should be taken to not block too much sun from these rooms.

#### Interpreting results

332. In undertaking assessments, a judgement can be made as to the level of impact on affected windows and rooms. Where there is *proportionately* a less than 20% change (in VSC, NSL or APSH) the effect is judged as to not be noticeable. Between 20-30% it is judged to be minor adverse, 30-40% moderate adverse and over 40% major adverse. All these figures will be impacted by factors such as existing levels of daylight and sunlight and on-

site conditions. It is for the Local Planning Authority to decide whether any losses result in a reduction in amenity which would or would not be acceptable.

### Overshadowing

333. Overshadowing of amenity spaces is measured using sunlight hours on the ground (SHOG). The BRE guidelines recommends that the availability of sunlight should be checked for open spaces including residential gardens and public amenity spaces.

### Assessment

334. An assessment of the impact of the development on daylight and sunlight to surrounding residential buildings and public amenity spaces has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines and considered having regard to policy D6 of the London Plan, policy DM 10.7 of the Local Plan and policy DE8 of the draft City Plan. The impact of the development on the nearby residential properties has been assessed. It is noted that all other non-residential properties in the vicinity of the site are of commercial use, apart from a school to the northwest of the site, that they do not have the same expectation for daylight and sunlight as the domestic properties.
335. It is noted that additional information has been submitted by the applicant during the process of the application addressing concerns and comments raised by residents regarding daylight and sunlight impacts.
336. The residential/sensitive use buildings to be considered are those at:
- Griffin Court, 13-17 Long Lane (residential);
  - 3 Hayne Street (residential) (incorrectly labelled as '3 Hayden Street' in Section 5.2);
  - 38-39 Charterhouse Square (nursery/school);
  - 40 Charterhouse Square (school);
  - 12 Carthusian Court (residential);
  - 15 Carthusian Court (residential);
  - 80-83 Long Lane (residential);
  - 78-79 Long Lane (residential);
  - 76 Long Lane (residential);
  - 74-75 Long Lane (residential);
  - 24-25 Middle Street (residential);
  - 23 Middle Street (residential);
  - 22 Middle Street (residential);
  - 15-17 Middle Street (residential);
  - 5 Cloth Street (residential) (incorrectly labelled as '3 Cloth Street');
  - 4-5 Middle Street (residential);
  - Sedon House (residential);

- Lauderdale Place (residential);
- John Trundle Court (residential);
- 41-43 Charterhouse Square (3 separate residential buildings); and
- 18-21 Middle Street (assumed office).

337. Local Plan Strategic Policy CS10 seeks to ensure that buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces. The BRE daylight guidelines are intended for use for rooms adjoining dwellings where daylight is required and may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops and some offices. The BRE sunlight guidelines are intended for dwellings and for non-domestic buildings where there is a particular requirement for sunlight. In this case officers do not consider that the offices surrounding the application site fall into the category contemplated by the BRE where occupiers have a reasonable expectation of daylight, and officers do not consider that the surrounding offices have a particular requirement for sunlight. The surrounding commercial premises are not considered as sensitive receptors and as such the daylight and sunlight impact is not subject to the same policy test requirements as residential premises. The dense urban environment of the City, is such that the juxtaposition of commercial buildings is a characteristic that often results in limited daylight and sunlight levels to those premises. Commercial buildings in such locations require artificial lighting and are not reliant on natural daylight and sunlight to allow them to function as intended, indeed many buildings incorporate basement level floorspace or internal layouts at ground floor and above without the benefit of direct daylight and sunlight.

#### Daylight and Sunlight

338. Daylight has been assessed for both Vertical Sky Component (VSC) and No Sky Line (NSL), these are complementary assessments for daylight: VSC is the measure of daylight hitting a window, NSL assesses the proportion of a room in which the sky can be seen from the working plane. Daylighting will be adversely affected if either the VSC or the NSL guidelines are not met.
339. The BRE criteria state that a window may be adversely affected if the VSC measured at the centre of a window is less than 27% and less than 0.8 times its former value (i.e. experiences a 20% or more reduction.) In terms of NSL, a room may be adversely affected if the daylight distribution (NSL) is reduced beyond 0.8 times its existing area (20% or more reduction).
340. Both the London Plan 2021 and the draft City Plan 2036 require daylight and sunlight to residential buildings to be appropriate to their context, and

this will need to be considered alongside reductions in daylight and sunlight assessed under the BRE methodology.

341. The applicant has submitted a Daylight, Sunlight and Overshadowing report and a Daylight and Sunlight Radiance Addendum. A third party review was then commissioned by the Local Planning Authority to review the findings of the reports. The advisor agrees with the scope of assessment in terms of the properties selected to be reviewed.
342. Of the buildings assessed, the following are considered to fully meet the BRE criteria for daylight and sunlight. This has been agreed with the third party reviewer.
- Griffin Court, 13-17 Long Lane
  - 3 Hayne Street;
  - 38-39 Charterhouse Square – it is noted that as part of the initial Daylight and Sunlight assessment submitted by the applicant this property was assumed to be a mixed-use building including educational and commercial uses. However, a Daylight and Sunlight addendum has been submitted correcting this information. According the plans submitted as part of the approved planning permission for the change of use of the offices to education (19/01239/FULL) the windows on the south elevation from first to third floors serve circulation areas and those on the fourth floor serve a plant room instead of classrooms. Although according to the BRE guidelines these rooms would not need technical assessment, the submitted addendum has assessed all these windows against VSC, NSL and APSH. The results show that all windows meet the VSC and NSL BRE guidelines for daylight. Furthermore, the APSH results show that all rooms retain very good levels of sunlight with the Proposed Development in place, which exceed the BRE guidelines recommended criteria;
  - 40 Charterhouse Square;
  - 15 Carthusian Court;
  - 80-83 Long Lane;
  - 78-79 Long Lane;
  - 76 Long Lane;
  - 74-75 Long Lane;
  - 24-25 Middle Street;
  - 23 Middle Street;
  - 22 Middle Street;
  - 3 Cloth Street;
  - 4-5 Middle Street;
  - Sedon House;
  - John Trundle Court; and
  - 18-21 Middle Street.
343. The impact on the remaining buildings is outlined below.

### 12 Carthusian Court

344. This is a mixed-use property located to the north of the Site. There is residential accommodation from 4th floor upwards of the building.
345. Of the 35 windows assessed, 33 (91%) would meet BRE criteria when assessed against the VSC daylight methodology. The three windows that do not meet the standards experience minor VSC reductions between 20.09% and 24.33% against a BRE target value of 20%, however, retain VSC values between 15.91% and 19.83%.
346. When assessed against the NSL daylight methodology, 21 out of 24 (88%) rooms meet BRE criteria for this assessment. Three rooms (R1/24, R3/24 and R5/24) will experience NSL alterations between 25.3% and 33%. The impacted rooms will retain NSL values between 66% and 73%.
347. The APSH results provided in Appendix 7 confirms that all windows relevant for sunlight assessment meet BRE criteria.
348. Given that the impacted windows experience minor VSC alterations and the rooms retain NSL values that are commensurate of what would be expected within a dense urban environment, it is considered that the impacts on daylight to this property would be acceptable.
349. It is also noted that the differences between the proposed and consented scheme are also minor, with the highest being 1.14% actual reduction in VSC between the two schemes. It is therefore considered that the impact of the development on this property would be acceptable in terms of daylight.

### 15-17 Middle Street

350. This property is located to the south of the application site. This property is registered as residential property in the City's records.
351. When assessed against the VSC daylight methodology, 11 out of 13 (85%) windows meet BRE criteria. The two windows falling short of guidance experience VSC reductions of 20.02% and 20.48% against a BRE target value of 20%, which are considered minor.
352. For NSL, four out of eight (50%) rooms will meet the BRE criteria for this assessment. Two rooms (R2/273 and R1/274) experience minor NSL reductions of 26.5% and 24% respectively against a BRE target value of 20%. The remaining two rooms (R1/272 and R2/272) experience greater NSL transgressions in excess of 40%. These findings are based on assumed layout. Given that only two windows are going to be affected by the proposed development and taking into consideration the dense urban

environment that the property is located, it is considered that the overall daylight impacts will be minor adverse.

- 353. The development in comparison to the consented scheme at 1-12 Long Lane would result in marginal actual reductions in VSC up to 0.41%, which is considered negligible.
- 354. There are no windows that face within 90 degrees due south of the Site relevant for sunlight assessment.

#### 41 Charterhouse Square

- 355. This property is located to the north of the site.
- 356. Of the six windows assessed for VSC, four (67%) will meet BRE criteria. The two windows falling short of guidance experience minor VSC alterations of 22.91% and 26.31% against a BRE target value of 20%. This is considered being a minor adverse impact.
- 357. Three of the four rooms assessed for NSL will meet BRE criteria. The single room falling short of guidance has been identified as a bedroom and will experience a NSL alteration of 56.4%. The room is served by a small single window recessed beneath a roof overhang and therefore, these factors combined with the windows orientation over the Site means that the daylight distribution within the room will inevitably reduce beyond BRE criteria. The Applicant has run a separate assessment whereby the self-obstructing overhangs or balconies have been notionally removed in accordance with paragraph 2.2.13 of the BRE Guidelines. The outcome of this assessment demonstrates that all windows will meet the BRE criteria against the VSC daylight methodology.
- 358. Given that only two windows experience a minor reduction in VSC and that the NSL impacts are isolated to one bedroom, which in accordance with the BRE criteria is not afforded the same amount of protection in terms of daylight, it is considered that the impacts on this property will be acceptable. The actual change in VSC between the proposed and consented schemes is again very minor (1.16% actual reduction the highest).
- 359. The APSH tabular results confirm that all windows relevant for sunlight assessment meet BRE criteria.

#### 42 Charterhouse Square

- 360. This property is located to the north of the application site. The applicant has submitted a daylight sunlight assessment. The assessor has obtained

access to the 2<sup>nd</sup> and 3<sup>rd</sup> floor flats and have used the Land Registry lease plans for the 1<sup>st</sup> floor flat.

361. When assessed against the VSC daylight methodology, two of the 10 windows assessed will meet BRE criteria for this assessment. Of the eight windows falling short of guidance, six will experience minor VSC alterations between 21.13% and 28.39%. The remaining two windows (W28/401 and W34/402) will experience more moderate VSC reductions of 31.48% and 30.86% respectively and will retain VSC values of 13.56% and 14.9% VSC respectively. The windows on the southern side of the building facing the application site are obstructed by overhanging balconies or external stairwells. When the balconies/external obstructions are notionally removed, all eight impacted windows will experience minor VSC alteration between 21.07% and 28.79% and retain VSC values above 19% against a BRE target value of 27%.
362. For NSL, four out of six (67%) rooms meet BRE criteria, excluding the circulation space, as this does not need to be analysed in accordance with paragraph 2.2.2 of the BRE Guidelines. Two rooms identified as living areas experience NSL alterations of 41.3% and 30.8%. Both rooms retain NSL above 58%.
363. The actual reductions in VSC between the proposed and consented scheme are minor, not higher than 1.48%.
364. In relation to sunlight, all windows will meet BRE criteria for annual sunlight. Two windows will see winter sunlight levels reduced to 4%, which is only marginally below the 5% BRE target value for winter sunlight.
365. It is noted that an application (24/00155/FULL) is currently under consideration for some external changes to the third floor flat. Although not required planning permission, some internal changes have been shown on the submitted plans. The internal changes would replace the current office, outside space and hall/ extended living room area to a loggia and solarium. The bedroom on the eastern section of the flat is retained as existing. The applicant in the submitted Daylight and Sunlight addendum has considered the potentially amended layout, assuming that there will be glazing behind the solarium providing light to a kitchen and dining area. There will be two windows experiencing minor VSC alterations of 21.1% and 23.3% against the BRE target value of 20%. These impacts are considered being minor adverse. No NSL reductions will be experienced in the solarium area.

#### 43 Charterhouse Square

366. This property is located to the north of the application site. Outline floorplans for these properties at 1<sup>st</sup> to fourth floors have been found by the assessor

within the lease held by the land registry and the City of London archives. The applicant has confirmed that access to the second floor flat, which is also linked with the third floor, which southern window served a bedroom.

367. For VSC, 6 out of 11 (55%) windows meet the BRE criteria for this assessment. Three windows will experience VSC alterations between 20.66% and 20.81%, only marginally below the BRE target value of 20%. The remaining three windows have low existing VSC values between 12.24% and 15.44% and will be reduced to between 6.42% and 9.15% in the proposed scenario. All windows, apart from that on the top floor, are obstructed by overhanging balconies/fire escapes, when removed, the windows assessed will either meet BRE criteria or experience minor alterations. All windows will retain VSC values between 17% and 27% in this scenario.
368. All but one room will meet BRE criteria when assessed against the NSL daylight methodology. The impacted Living/Kitchen/Diner will experience a minor NSL alteration of 22.3%, which is considered acceptable.
369. In comparison with the consented scheme, the proposed development would result in minor increase in the actual reduction in VSC, not greater than 1.37%.
370. For APSH, one bedroom window serves a bedroom and will see annual sunlight levels reduced to 23% which is marginally below the BRE target value of 25%. In relation to winter sunlight, three windows will see sunlight levels reduced to between 1% and 2% against a BRE target value of 5%. When balconies are removed, all but one window will meet BRE criteria for APSH. The single window falling short of guidance will see winter sunlight levels reduced to 4%, marginally below the BRE target value of 5% for winter sunlight. Taking into account the nature of the urban environment in this area, it is considered that this reduction will be acceptable.
371. When considering the impacts against contextual factors, including the balconies removed assessment and alternative target values for VSC, it is considered that the impacts to and the retained levels of daylight and sunlight are commensurate of what would be experienced within a dense urban environment such as the City of London.

#### Overall impact on 41 to 43 Charterhouse Square

372. It should be noted that although the window map drawing for 41-43 Charterhouse Square was not provided in the originally submitted Daylight and Sunlight Assessment, annotated photographs and images were provided in the body of the report which indicated each window label for 41-43 Charterhouse Square that was assessed and reported on. Following

comments raised by residents the applicant has submitted the window map for these properties.

373. Residents have also produced a set of images suggesting what the view/outlook from their windows would be following the construction of the development. The applicant's daylight and sunlight consultant has responded that *"It is unclear how accurate the overlays on these photographs are, but more importantly, reviewing images such as this are not 'tests' recognised by the BRE guidelines or City Planning Policy. We have carried out quantitative assessments that can be considered against the guidance set out in the BRE guidelines including our alternative target value assessment, which the Building Research Establishment recognise is a principle endorsed by the BRE guidelines"*. The Local Planning Authority can only rely on and assess tests that accord with the BRE guidelines. Officers therefore concur with the consultant's suggestion that the submitted drawings would not be able to be assessed as their accuracy is uncertain and they not aligned with the BRE requirements.
374. The flats at Charterhouse Square have large windows, and normally this would allow adequate daylight with lower vertical sky components, typically in the 18-25% range. However, the apartments are unusually deep in plan (around 20 metres front to back), which means that a greater access to daylight is needed to achieve daylight distribution throughout the depth of the room. In this scenario the parts of the room furthest away from the window would have greater sensitivity to a potential loss of a view of the sky as a result of a reduction in the vertical sky component. Consequently, the increased height and massing proposed as part of the new development would result in larger non-daylight areas on the first and second floors within some of these flats. However, it is noted that the properties are dual aspect, having windows overlooking Charterhouse Square to the north and daylight from that direction would be unaffected by the proposal.
375. Overall, taking account of the impact of the existing balconies/fire escapes on the amount of sky visible from the windows of these apartments, the depth of plan of the rooms that the windows serve, and the fact that the flats are dual aspect, the retained levels of daylight and sunlight would be commensurate what would be experienced within the dense urban environment of the City of London.

#### Lauderdale Place

376. This is a residential building located to the east of the application site and it is a residential building.
377. All windows and rooms assessed will meet BRE criteria when assessed against the VSC and NSL daylight methodologies.

378. In relation to sunlight, it is stated throughout the report that 100% of rooms meet criteria against the APSH sunlight assessment. In accordance with paragraph 3.6 of the BRE Guidelines, sunlight impacts on the neighbouring windows and not rooms should be reported. The reviewer has assessed the sunlight results which confirms that seven windows will fall short of guidance for annual sunlight. All affected windows have low existing annual sunlight levels between 3%-4% against a BRE target value of 25% which are further reduced to between 2-3%. Such alterations would not be noticeable and are disproportionate to the actual impact. All windows assessed will meet BRE criteria for winter sunlight.

#### Comparison of impacts with the consented scheme (18/01020/FULMAJ)

379. It should be noted that the application site benefits from planning permission for an office development at 1-12 Long Lane. The previously consented scheme was resulting in further daylight impacts on Griffin Court (13-17 Long Lane), 38-39 and 40 Charterhouse Square and 80-83 Long Lane. It is noted that the current development meets the BRE criteria for those properties. The reason being is that the current scheme is does not include redevelopment of the building at 9-12 Long Lane.
380. As noted above, the additional impacts on the properties that are affected by the proposed development in comparison with the consented scheme are very minor and are not considered to result in significant further impacts on terms of daylight and sunlight to an extent that would warrant refusal of the application on those grounds.

#### Conclusion

381. Of the buildings assessed, the majority of the surrounding properties would not experience any noticeable reductions in the daylight that they currently receive. The properties that would experience noticeable reductions in daylight are those that are closest and to the north of the application site; 41-43 Charterhouse Square. The impact on daylight to properties in Charterhouse Square can, in part, be attributed to the presence of existing obstructions to windows and the depth of the rooms that the windows serve. Without these obstructions in place the windows in these properties would experience only minor reductions in daylight and would retain good levels of VSC. Considering the urban nature of the City it is considered that the impacts of the development would not be detrimental to the amenity of the nearby residential occupiers to such an extent that would warrant refusal of the application on these grounds..

382. Loss of sunlight it not an issue for many of the properties assessed as many of the windows face northwards. Where windows have been assessed only a small number would experience a loss of sunlight.
383. Overall, the daylight and sunlight impact of the proposed development on neighbouring properties is considered to be acceptable and in accordance with the requirements of Local Plan Policy DM10.7 and DM21.3

#### Sunlight to Amenity Spaces

384. The potential impacts of the Proposed Development on the sunlight availability on surrounding amenity areas has been assessed. A third-party review on the findings of the daylight, sunlight and overshadowing report has also been carried out.
385. The nearest open space to the application site is a courtyard serving 15 Carthusian Court and a public amenity space at Charterhouse Square. It is noted that no detailed overshadowing assessments have been carried on these spaces. The courtyard at 15 Carthusian Court sits in the shadow of the existing surrounding properties, as such, it is unlikely the proposed development will create any additional overshadowing. Charterhouse Square has also been excluded from overshadowing assessments given the separation distance from this Site. It is also noted that there is a public amenity space on the first floor of John Trundle Court located to the east. Given its separation distance from the Site, it is not considered that the development would result in any further overshadowing to this space.

#### Solar Glare

386. Policy D8 of the London Plan, Local Plan policy DM10.1 and draft City Plan 2036 policy DE8 require development to avoid intrusive solar glare impacts and to mitigate adverse solar glare effects on surrounding buildings and public realm.
387. Although no report has been submitted regarding solar glare and convergence, it is considered that due to the design of the building, with vertical rather than sloped, convex or concave facades, the impacts from solar glare or convergence would be limited. Furthermore, the facades of the building are not made of primarily large areas of reflective glass. The elevational design of the building is such that there is a balance between the glazed and bricked elements.
388. For the aforementioned reasons., it is considered that the no further assessment of the solar glare impacts of the development is required, as these are expected to be minimal.

## Thermal Comfort Assessment

389. London Plan Policy D8 and D9 and the emerging City Plan 2040 Policy S8 indicate that development proposals should ensure that microclimatic considerations, including temperature and wind, should be taken into account in order to encourage people to spend time in a place and 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 and 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. 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. The Thermal Comfort Guidelines for Developments in the City of London was published in December 2020 which sets out how the thermal comfort assessment should be carried out.
390. In accordance with the City of London Thermal Comfort Guidelines an outdoor thermal comfort initial planning assessment has been prepared. This report assesses the likely effects of the proposed development on the thermal comfort conditions in the public external spaces arising from the operational phases of the proposed development. Consideration is given to the likely effects of wind, sunlight, air temperature and humidity upon pedestrian comfort.
391. The technique involves merging the effects of wind, air temperature, humidity and solar radiation data at a seasonal level to gain a holistic understanding of Thermal Comfort and how a microclimatic character of a place actually feels to the public. The assessment quantifies the thermal comfort conditions within and around the Site, by comparing the predicted felt temperature values and frequency of occurrence.
392. The Universal Thermal Climate Index (UTCI) categories have been modified for the City of London developments. The usage categories for thermal comfort is set out below and is used to define the categorization of a given location:

Usage Category	% of hours with Acceptable UTCI	Description	Colour
All Season	≥90% in each season	Appropriate for use year-round (e.g. parks).	Green
Seasonal	≥90% spring-autumn AND ≥70% winter	Appropriate for use during most of the year (e.g. outdoor dining).	Purple
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
Short-term Seasonal	≥50% spring-autumn AND ≥25% winter	Appropriate for short duration and/or infrequent sedentary uses during most of the year.	Orange
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

393. Two configurations have been assessed including the following.
- Configuration 1: Existing baseline;
  - Configuration 2: Proposed development in existing surroundings (as these are the same as the future surroundings);

#### Existing Baseline

394. In the Thermal Comfort Assessment, it is stated that for the pedestrian realm immediately surrounding the site, most locations reported conditions in the “Seasonal” category, indicating that thermal conditions are within the acceptable comfort limits for more than 90% of the time during Summer, Autumn, and Spring season. During winter, the combination of higher wind speeds, lower temperatures, and low levels of solar radiation results in the UTCI values lower than 0°C, outside of the desired comfort range of 0-32°C, for about 25% of the time.
395. The area immediately adjacent to the east of the building is predicted to be outside of the acceptable comfort range for more than 50% of the time in Winter, while more than 70% of the time in the other seasons, resulting in “Short term seasonal” comfort category. This is predominantly due to high wind speeds expected at this corner and potentially can be improved by implementing appropriate wind mitigation measures.

#### Proposed development

396. For the proposed development the thermal comfort classification category for the pedestrian realm immediately surrounding the site did not result in a change from the baseline scenario. Most locations reported to be in “seasonal” category as the baseline existing scheme, achieving target acceptable range thermal comfort conditions for more than 90% of the time during Summer, Autumn, and Spring seasons. Frequency of comfort is predicted to reduce to about 75% of the time during Winter season.

397. Similar to the existing baseline the area immediately adjacent to the east of the building is predicted to be windy, resulting in “Short-term seasonal” comfort conditions.
398. With regards to the proposed terraces, thermal conditions are predicted to be in the “Seasonal” category, with about 80% of the winter season being within the acceptable comfort range, and over 90% of the time being in this range for the other seasons. The north facing terrace (point-9) is well-sheltered from wind and within the acceptable range for more than 90% of the time at all seasons, resulting in “All season” category.
399. For the lower level (smaller) terraces of the proposed development in both Configurations 2 and 3, they largely experience comfortable conditions for at least 90% of the duration of all seasons. The predicted year-round comfort grade is ‘All-season’.

#### Thermal Comfort Conclusion

400. The simulations indicate that thermal comfort conditions of the proposed development are very similar to the existing conditions and are suitable for their intended uses.
401. The submitted initial assessment shows that the thermal comfort in and around the site, would be acceptable in accordance with London Plan Policy D8 and Policy D9 and emerging City Plan policies S8 and S12, and the guidance contained in the Thermal Comfort Guidelines for Development in the City of London. However, a more detailed assessment should be carried out including mitigation studies using the full CoL guidelines. Subject to the imposition of a condition secured this, no objection is raised in terms of Thermal Comfort.

#### Light Pollution

402. Local Plan Policy DM15.7 and draft City Plan 2036 policy DE9 requires that development should incorporate measures to reduce light spillage particularly where it would impact adversely on neighbouring occupiers, the wider public realm and biodiversity.
403. The proposed development would be predominantly of a traditional masonry construction with punched window openings. External lighting to the building would be limited to the central section of the elevation, towards the corner bookend of the building and a subtle wash of light at the low level of the sixth floor. Smaller lighting will be fitted at low level to the roof terraces. The submitted Sustainability Statement advises that all external lighting will meet the BREEAM requirements to minimise light pollution. It is also advised that lighting not required for safety and security will be turned off out of hours, to the lowest levels compatible with safety and security. External lighting will

comply with BS 5489-1:2013 'Lighting of roads and public amenity areas' to enhance safety and wellbeing in external areas.

404. To ensure that appropriate lighting levels are achieved externally and internally and to mitigate impacts of public realm and nearby residential properties, it is considered pertinent that a condition for the submission of relevant details of a Lighting Strategy and Lighting Concept are submitted for approval. This will have to be submitted prior to the occupation of the building and the details shall accord with the requirements as set out in the Lighting SPD, including but not limiting to details of all external lighting (street, amenity lighting illuminated advertisement etc) and internal lighting visible from the public realm or which could impact to residential amenity and the environment.

#### Overlooking, Privacy, Outlook and Overbearing Impact

405. Policy DM 21.3 of the Local Plan requires all development to be designed to avoid overlooking and seek to protect the privacy to adjacent residential occupiers. The same is reiterated in Policy HS3 of the draft City Plan 2040.
406. The site is surrounded by residential properties. The nearest are located to the north of the site (41-43 Charterhouse) and to the southwest is the flat at 80-83 Long Lane.
407. The proposed development would introduce terraces/balconies on the seven and eighth floors, primarily to the south and east of the building, albeit a recessed balcony is also proposed to the north on the eighth floor.
408. Policy DM10.3 'Roof Gardens and Terraces' of the Local Plan seeks to encourage high quality roof gardens and terraces where they do not, inter alia, immediately overlook residential premises.
409. The majority of the terraces would be accessible via the individual guest rooms, albeit two terraces one on the eighth floor to the south and one on the seventh floor to the east would be available to be accessed by any of the guests. All terraces, including those that would be accessible from any guest of the hotel, are small in size and they would not be able to accommodate large number of crowds.
410. The proposed terraces to the south would overlook the highway. The nearest residential property, the flat at 80-83 Long Lane, would be located to the southeast of the building, approximately 15 metres away from the proposed balconies. Taking into consideration the distance maintained between the properties and the fact that the development would only result in minor oblique views towards the nearest residential property to the

southwest, it is not considered that the development would result in a material increase in overlooking to these neighbouring occupiers.

411. The proposed balcony to the north at eighth floor would be recessed and located more than 25 metres away from the nearest residential properties to the north, 43 Charterhouse. The rest of the residential units will be located further away from the proposed balcony. It is therefore considered that the balcony would not result in unacceptable overlooking or loss of privacy to these neighbouring occupiers.
412. There are further residential properties in the vicinity of the site; however, they are located a further distance away from the proposed development and therefore, it is not considered that the proposed terraces would result in overlooking. The noise impacts of the development are further assessed below in the relevant section of the report.
413. With regards to overbearing impacts, it is considered that the proposed development, although it would result in an increase in massing and height, it would be located a sufficient distance away from the neighbouring residential properties ensuring that no detrimental impacts on residential amenity are caused.

#### Air quality

414. Local Plan 2015 policy CS15 seeks to ensure that developments positively address air quality. Policy DE1 of the draft City Plan 2040 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all development to be at least Air Quality Neutral, developers will be expected to install non-combustion energy technology where available, construction and deconstruction and transport of construction materials and waste 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 SI of the London Plan.
415. An Air Quality Assessment as well as an Air Quality Positive Statement have been submitted with the application providing information about air quality.
416. Overall, there are a number of emission sources that are likely to affect the Application Site and may lead to exceedances of the Air Quality Objectives and World Health Organisation (WHO) guidelines within the local vicinity. It is stated that the proposed development intends to maximise the credits under the Health and Wellbeing Hea 02 section of the BREEAM accreditation scheme, as it is a requirement of the Local Plan. Specifically, the proposed development is targeting the production of an indoor air quality plan and emissions from construction products, such as using materials with

low VOCs (volatile organic compounds) content in accordance with the BREEAM requirements.

417. The submitted assessment advises that mitigation measures for on-site activities and traffic associated construction phases, including demolition works, will be implemented. It is suggested that during construction, the Contractor will be required to implement best practice guidelines for air, dust, and noise pollution on site. Furthermore, the site would be car-free and fully electric, with zero emissions from combustion technology, except for a diesel generator for life safety purposes. The development is air quality neutral in regard to both building and transport emissions. On that basis, it is considered that the proposed development would be unlikely to result in significantly adverse impacts on local air quality.
418. The City's Air Quality Officer has raised no objection subject to conditions in respect of generators, combustion flues, and Non-Road Mobile Machinery Register.
419. In light of the above and subject to conditions, the proposed development would accord with Local plan policy CS15, policies HL2 and DE1 of the draft City Plan 2036 and SI 1 of the London Plan which all seek to improve air quality.

#### Noise and Vibration

420. Local Plan 2015 policy DM15.7, and London Plan policies D13 and D14 require developers to consider the impact of their developments on the noise environment. It should be ensured that operational noise does not adversely affect neighbours and that any noise from plant should be at least 10dBa below background noise levels.
421. An Acoustic Assessment has been submitted which provides an outline assessment of the impact of noise and vibration on the surrounding area considering nearby noise sensitive receptors, including residential properties.
422. The noise climate around the site is mainly affected by road traffic and the nearby rail infrastructure. Other noise sources include mechanical plant serving nearby buildings, intermittent construction noise and occasional aircraft. Noise break-in to the development has also been assessed and sound insulation requirements for the building façades have been specified allowing for the future use of the closest railway tracks.
423. The proposed development includes a main plantroom at basement level, in addition to the roof top plant. In addition to this mechanical services equipment, there will be a generator and smoke extract fans located on the

roof which will be for emergency use only. These will be assessed once details of the equipment are available.

424. The outcome of the noise assessment has resulted in building services noise emission limits for fixed plant associated with the site. Limits have been set at the nearest existing external noise sensitive receptors and the proposed development will not exceed these limits. The Acoustic Assessment advises that the predicted noise emissions would be at least 2dB below the City of London criteria for the nearest residential receptors. To ensure that noise from plant is adequately controlled and minimised, conditions are recommended relating to plant noise and vibration.
425. Generally, in City redevelopment schemes, most noise and vibration issues occur during demolition and early construction phases. Impacts on neighbours from construction will be mitigated by ensuring that the Contractor complies with best practice under the Considerate Constructors Scheme (CCS). Details of noise and vibration mitigation, including control over working hours, types of equipment used, would be included in Schemes of protective works for Demolition and Construction Logistics Plan would be secured by condition.
426. The proposed development would incorporate terraces that would be mainly accessible from individual guest rooms, with the exception of one on the eastern part of the building and one on the southern part, albeit both of small size restricting levels of activity by their size. The development would also include improvements to an existing open area to the east of the site to create a pocket garden.
427. Residents have raised concerns that the proposed terraces would give rise to increased noise nuisance. With regard to the terraces that would be accessible from any hotel guest, although limited in size and capacity, it is considered reasonable that conditions are imposed to ensure that the noise impacts are adequately controlled and minimised. For that reason conditions are recommended relating to live and recorded music, hours of use, the closing of windows and doors to any bar or restaurant at ground floor.
428. With regard to the terraces to individual rooms, it is considered that by reason of their nature and limited size they would not be materially different to residential balconies. It is therefore considered that the potential noise generated by their use would be limited and not unacceptable in a residential area. It would have been unreasonable and unnecessary for a condition to be imposed restricting the hours of use of those terraces to individual rooms.

429. The proposed development will be car free. As a result, all vehicle trips generated by the development will be associated with delivery and servicing. It is expected that up to 5 servicing vehicle movements a day would be generated by the proposals, which would take place within the existing on-site service yard. It is noted that no residential units are located immediately adjacent to the service yard. However, restricted hours for deliveries and servicing will be secured by condition.
430. Subject to the proposed conditions, the proposals would comply with London Plan Policy D13 and D14, Local Plan Policy DM15.7 and draft City Plan 2036 Policy HL3.

#### Health Impact Assessment

431. Policy HL9 of the draft City Plan 2040 requires major developments to submit a rapid Health Impact Assessment to assess potential health impacts resulting from proposed developments.
432. Policy GG3 of the London Plan states that *“To improve Londoners’ health and reduce health inequalities, those involved in planning and development must: assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities, for example through the use of Health Impact Assessments”*.
433. The applicants have submitted a Health Impact Assessment (HIA)/ Healthy City Planning Checklist assessing whether the proposed development would result in health impacts.
434. The submitted checklist sets out a list of questions to address whether matters around active lifestyle, healthy workplaces, safe and vibrant neighbourhoods and access to work and training have been considered for the proposed development. The applicant has considered how the development can achieve those requirements. A summary of how the above can be achieved is provided below:
435. HIA has identified information relating to the following eight key determinants of health:
- The proposed development would provide sufficient long and short stay cycle parking. Therefore, the development would promote sustainable ways of transport.
  - The Site is located within an area of excellent access to public transport, with numerous London Underground stations and services within walking distance.
  - the Proposed Development is car-free.

- The Proposed Development provides publicly accessible open space within the Site.
- The proposed Pocket Garden will provide fully accessible open space to children of all ages and it would replace an existing hard standing area. As such, the overall biodiversity of the site is significantly increased from the existing.
- The Proposed Development provides step free public realm and easy routes into the hotel and retail space.
- The construction project will be registered with the Considerate Constructors Scheme to minimize negative impacts on the local area. The contractor will follow a 'good housekeeping' policy at all times. The provision of a detailed demolition and construction management plan to ensure protection of local amenities will be also secured by condition.
- The Acoustic Assessment submitted with the application, advises that the predicted noise emissions would be at least 2dB below the City of London criteria for the nearest residential receptors.
- The proposed development would be Air Quality Neutral.
- The proposed development would provide step-free and accessible entrances to the building. The main visitor entrance would be a barrel door, which is a fully accessible entrance. Consideration has been given to accessibility and inclusivity across the site.
- The proposed development includes a mixture of accessible and non-accessible green terraces and a pocket garden, maximising the outdoor space.
- Active cooling is specified which will keep the building within acceptable temperatures. Shading will be provided to the pocket garden during the summer months.
- Proposed Development targets a BREEAM Excellent rating.
- The Proposed Development includes internal spaces that could be used as relaxation areas for staff, in addition to staff facilities.
- The proposed development can encourage social interaction in the lounge area of the hotel, as well as the pocket garden.
- The Proposed Development is targeting BREEAM UK NC V6.1. Mat 03 'Responsible Sourcing of Construction Products'. This requires the project team to assess the potential to procure construction products locally.
- The proposed development through the culture offer/public art opportunity will encourage engagement with local artists. Public realm art will be incorporated as well as wayfinding obelisks or maps.

436. It is considered that any potential negative impacts would need to be mitigated during the demolition, construction and operational phases, for example by employment of a scheme for protecting nearby residents from noise, dust and other environmental effects to mitigate dust emissions and address any adverse amenity impacts arising from demolition and construction. It is therefore considered that the impacts would be mitigated so far as possible by the requirements of relevant conditions.

437. Overall, it is considered that the development seeks to improve the health and addresses health inequalities. The residual impact would be acceptable, and the proposals would comply with London Plan policy GG3 and draft City Plan 2036 policy S1.

## **Sustainability**

### Summary of policy and guidance

438. London Plan Policy SI7 ('Reducing waste and supporting the circular economy') sets out a series of circular economy principles that major development proposals are expected to follow. The Local Plan Policies CS15 and DM 17.2 and the emerging City Plan 2040 Policy S16 set out the City's support for circular economy principles.
439. Section 2.4 of the Mayor of London's Circular Economy Statements guidance (March 2022) sets out Circular Economy design approaches for existing buildings, with Para. 2.4.1 stating that the 'decision tree' should be followed to inform the design process for the development from the outset. In cases where there are existing buildings on site, the decision tree asks if it is technically possible to retain these buildings in whole or part. If so, the decision tree asks whether the existing building, or parts of these building, are suitable to the requirements of the site. If the answer is 'yes in whole', the guidance indicates that the building should be retained and retrofitted. If the answer is 'yes in part', the guidance indicates that the building should be partially retained and refurbished.
440. London Plan Policy D3 that states that development proposal should take into account the principles of the circular economy. In terms of what optioneering is expected Para. 2.4.5 adds, "When assessing whether existing buildings are suited to the requirements for the site, applicants should robustly explore the options for retaining existing buildings (either wholly or in part). Where disassembly or demolition is proposed, applicants should set out how the options for retaining and reconstructing existing buildings have been explored and discounted; and show that the proposed scheme would be a more environmentally sustainable development".
441. Strategic Objective 2.4 of the emerging City Plan 2040 is "Ensuring that the City is environmentally sustainable and transitions to a net zero carbon City by 2040, taking a 'retrofit first' approach to development". Strategic Policy S8: Design adds that the "*City Corporation will promote innovative, sustainable and inclusive high-quality buildings... through development that...takes a 'retrofit first' approach, prioritising the retention and retrofit of existing buildings, informed by an appraisal of the development options*". Draft City Plan 2040 policy DE1 (Sustainable Design) provides more detail

about the retrofit first approach, the requirement for all major applications to provide whole life-cycle carbon assessments and other sustainability approaches and standards.

442. London Plan Policy SI 2 (Minimising greenhouse gas emissions) requires applicants for development proposals referable to the Mayor (and encourages the same for all major development proposals) to submit a Whole Life-Cycle Carbon assessment (WLCA). The assessment captures a building's operational carbon emissions (from regulated and unregulated energy use), as well as embodied carbon emissions, (i.e. those associated with raw material extraction, manufacture and transport of building materials and construction) and emissions associated with maintenance, repair, and replacement as well as dismantling, demolition and eventual material disposal. The Circular Economy strategy is therefore closely interlinked, addressing reuse and recycling of existing buildings and materials, as well as the longevity, flexibility, and adaptability of the design proposal.
443. Core Strategic Policy CS15 of the City's Local Plan requires "*all redevelopment proposals to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development.*"
444. London Plan Policy SI 2 *Minimising greenhouse gas emissions* sets out how major developments should be net-zero carbon by "reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
  - be lean: use less energy and manage demand during operation
  - be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
  - be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
  - be seen: monitor, verify and report on energy performance"
445. Policy SI2 also states that "Major development proposals **should calculate and minimise carbon emissions** from any other part of the development, **including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.**" [emphasis added]
446. Development Clause 9.9.2 expands on the priority of the energy hierarchy which is to "***minimise energy demand, and then address how energy will be supplied and renewable technologies incorporated. An important aspect of managing demand will be to reduce peak energy loadings.***" [emphasis added].
447. London Plan Policy SI4 Managing Heat Risk states that "*Development should minimise adverse impacts on the urban heat island through design,*"

*layout, orientation, materials, and the incorporation of green infrastructure. Through an energy strategy, development should demonstrate how they will reduce internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.”*

448. Policy DE1 Sustainable Design in the emerging Local Plan requires that major developments “Achieve a minimum BREEAM rating of ‘excellent’ and aim for ‘outstanding’ against the current, relevant BREEAM criteria at the time of application, **obtaining maximum credits for the City’s priorities** (energy, water, materials, waste and pollution). The **Climate resilience credit should be achieved** for the waste category. [Emphasis added.]

**Existing buildings:**

449. 1-5 Long Lane assumed to have been built in the 1970s. Includes basement, ground, ground mezzanine, and five upper floors. Upper floors previously used as office. Basement, ground and ground mezzanine currently used as shop.
450. 6-8 Long Lane is mid-terrace built in the 1960s. It includes basement, ground, and five upper floors and was previously used as offices. Floor to ceiling heights as based on available surveys are:

<b>Building</b>	<b>Ground floor</b>	<b>Ground floor mezzanine</b>	<b>First floor</b>	<b>Upper floor average</b>
No. 1-5	2.15 – 2.32m	2.19 - 2.4m	2.57m	2.52m
No. 6-8	2.82m	n/a	2.46m	2.29m

**Circular economy:**

451. A pre-redevelopment audit, pre-demolition audit and Circular Economy Statement were submitted as part of the planning application.
452. The pre-redevelopment audit found the existing buildings to be generally in relatively poor condition with windows, services, and roof finishes in need of refurbishment or replacement.
453. The basement structures were not assessed at the time as they were proposed to be retained for reuse. The application proposal is for partial basement retention (~30%).
454. The two existing buildings are internally connected, however the floor plates do not align. Based on the available information, the structure of both buildings is assumed to be a reinforced concrete frame stabilised by the stair core. An absence of existing slab support beams means that any modifications to the slabs or core (e.g. large penetrations) would require

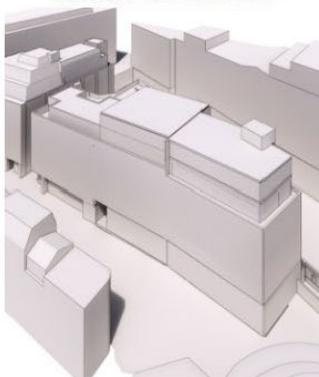
substantial secondary structure to be inserted. Where required, the sizes and locations of secondary structure could have a noticeable impact on the ceiling heights achievable in those areas. The positions of the existing cores have a big impact on the potential configuration and number of bedrooms achievable per floor.

- 455. To achieve minimum headroom for deliveries and usable activation of Ground Floor, the entire mezzanine level of No. 1-5 may need to be removed, significantly undermining structural integrity.
- 456. To meet current requirements for acoustic and thermal performance a high mass façade system (e.g. pre-cast panelised concrete) would likely be required. Increased façade loading on the existing structure would need to be assessed to determine strengthening requirements.

**Carbon options:**

- 457. During pre-application stage, as part of the pre-redevelopment analysis, a carbon options study was undertaken, in line with the City’s Carbon Options Guidance. Three options were explored (see figure below). The study was reviewed during pre-app by environmental design consultancy, Atelier Ten, who confirmed its compliance with the options guidance.

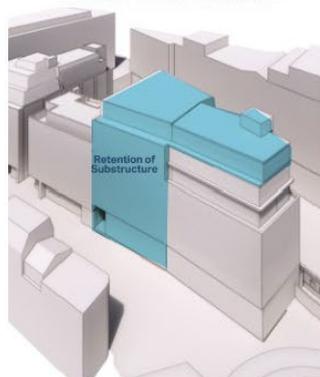
**1. Refurbishment of Existing**  
Retention of both existing buildings  
5 Levels + Plant + Basement



Total GIA: 3,320 m<sup>2</sup>  
Total NIA: 2,816 m<sup>2</sup>  
Total Guestrooms: 64

- Retention of both existing buildings (1-5 & 6-8 Long Lane) Substructure and Superstructure.
- New high-performance facade and MEP upgrades.

**2. Retention of 1 Building**  
Retention of 1-5 Long Lane only  
6 Levels + Plant + Basement



Total GIA: 4,423 m<sup>2</sup>  
Total NIA: 3,815 m<sup>2</sup>  
+999m<sup>2</sup> increase

Total Guestrooms: 91 keys

- Retention of one existing building (1-5 Long Lane) only - Substructure and Superstructure.
- Demolition of 6-8 Long Lane - replaced with a new build structure and increased Basement excavation.
- This option aims to add an additional floor level on the roof of both buildings in an attempt to maximise keys.

**3. Retention of Substructure**  
Demolition & Re-build  
8 Levels + Plant + Basement



Total GIA: 5,242 m<sup>2</sup>  
Total NIA: 4,769 m<sup>2</sup>  
+1,953m<sup>2</sup> increase

Total Guestrooms: 131 keys

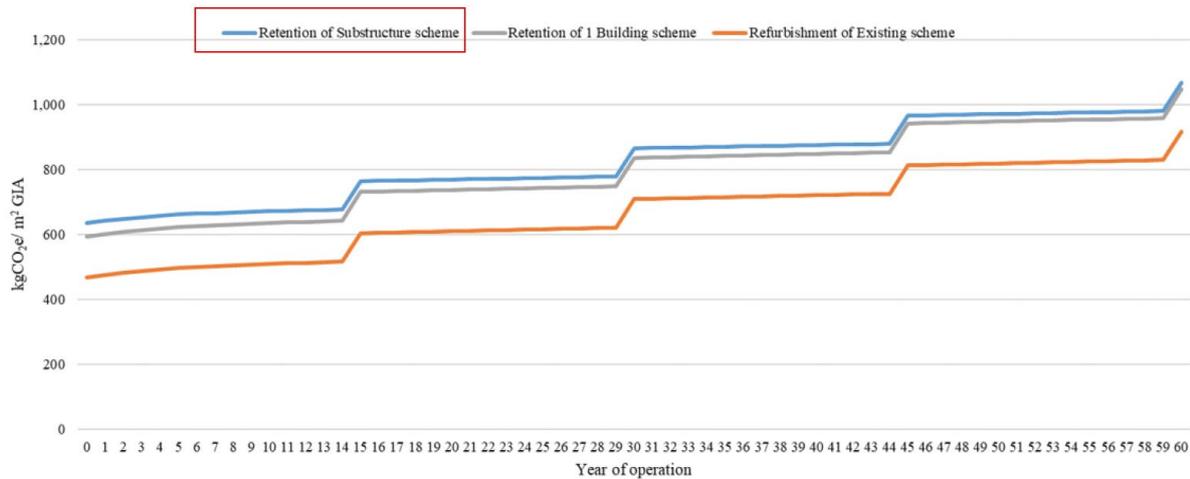
- Demolition of both buildings (1-5 and 6-8 Long Lane) and replacement with new buildings
- Retention, extension and re-enforcement of the existing basement.



458. The table shows the quantitative whole life carbon assessment included in the options assessment.

	<b>Option 1</b> Refurbishment of existing	<b>Option 2</b> Retention of 1 building + extension	<b>Option 3</b> New build
Gross Internal area (GIA) m <sup>2</sup>	3,320	4,423	5,242
Increase in GIA (over existing)	130	1,233	2,052
Number of keys (rooms)	64	91	131
Substructure % retained by mass	95	40	30
Superstructure % retained by mass (frame, upper floors, roof, stairs, ramps)	95	45	0
Superstructure (External walls, Windows and External doors) % retained by area	0	0	0
Upfront Embodied Carbon (A1-A5) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) excl. sequestration	459	585	630
In-use & End of Life Embodied Carbon (B-C) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) excl. B6 & B7	350	354	355
Life-cycle Embodied Carbon (A1-A5, B1-B5, C1-C4) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	809	939	985
Fuel source	Electricity	Electricity	Electricity
Estimated Whole Building Operational Energy Use (kWh/m <sup>2</sup> GIA per year)	120	120	100
Estimated Whole Building Operational Carbon for building lifetime (B6) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	183.6	183.6	153.0
Target EPC rating	B	B	B
Total WLC Intensity (incl. B6 & pre- demolition) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) Module B7 not considered	994	1,135	1,153
Upfront Embodied carbon (A1-A5) (tCO <sub>2</sub> e)	1,525	2,589	3,301
In-use embodied carbon (B-C) (tCO <sub>2</sub> e)	1,162	1,564	1,860
Operational Carbon for building lifetime (B6) (tCO <sub>2</sub> e)	610	812	802
Total WLC (incl. B6 and pre-demolition, excl. B7) (tCO <sub>2</sub> e)	3,300	5,018	6,041

**Whole Life Carbon emissions over 60 years**  
Cumulative results - with decarbonisation (FES falling short)



- 459. The upfront embodied carbon per m2 (A1-A5) is 27% higher for Option 2 than Option 1 and 8% higher for Option 3 than Option 2
- 460. The total upfront embodied carbon (A1-A5) is 70% higher for Option 2 than Option 1 and 28% higher for Option 3 than Option 2
- 461. The total WLC intensity (rate per m2) is 14% higher for Option 2 than Option 1 and 1.6% higher for Option 3 than Option 2.

Full retention was discounted for the following reasons as they were considered too impactful on the quality and operation of a hotel:

- Differing floor levels between buildings would impact accessibility and servicing routes.
- New penetrations would be required for new services. The existing slabs do not have soft spots or zones where introducing new penetrations can easily be designed in.
- Modifications to the slab would require substantial additional structure, likely steel beams and new steel columns, which would have high embodied carbon, and would complicate the space planning and coordination
- The capacity of the existing lifts and size of the stair cores are too small for the proposed use
- Ceiling voids for 1-5 Long Lane were deemed suitable for the provision of concealed ventilation and air-conditioning (as is currently installed) whilst void heights for 6-8 were deemed challenging.
- The layout of the existing floor plates and cores, would impact daylight and views out of the hotel rooms, and compromise the solar and thermal performance

462. Compared to Option 1, Option 2 (retention of no. 1-5) removes the issue of differing floor heights and allows improved circulation and hotel operation as a new primary core could be located in the new build. The whole building would also have greater floor to ceiling heights, only ~100-150mm less than the application proposal. No. 1-5 would still require significant structural alterations for risers and core upgrades with this secondary structure negatively affected servicing design. Officers consider Option 2 to be a feasible option for the site.
463. Although Option 2, would result in reduced carbon emissions (per m<sup>2</sup> and in total) and reduced waste the applicant decided to pursue Option 3 (new build) due to the wider benefits of the scheme.
464. The new build enables optimised structural and spatial layout as well as floor to floor/floor to ceiling heights. Optimised floor heights enable greater floor area within very similar massing. Combined with greater flexibility of spatial layout enable, Option 3 is able to provide 40 more keys (rooms) of a more consistent high quality than Option 2.
465. Wider sustainability benefits of Option 3 also include:
- Improved energy demand (estimated at ~17% at Optioneering stage)
  - Increased area of greening
  - Greater outdoor amenity on the roof
  - Greater adaptability for future use

#### Circular Economy strategy of the Development Proposal

466. The pre-demolition report identifies key demolition products and recommends the best approach to reuse / recycling. Due to the type and condition of materials the proposal for reuse is mostly limited to temporary construction purposes. Timber is mentioned as having limited potential for reuse in back of house areas and ceiling tiles are listed as good condition and readily reusable. Products with the greatest impact for recycling include:
- Concrete
  - Steel
  - Blockwork
  - Brickwork
  - Clay Pot (from concrete floor slabs)
467. Soft strip materials were found to be of generally low quality with limited reuse value such as suspended ceiling tiles and fluorescent lighting.
468. The Circular Economy Statement outlines the key circularity targets and commitments for the proposed development. These include:
- Partial retention of the existing sub-structure (basement) of No. 1-5

- Flexibility of floor layout - the proposed column grid can fit within internal partitions is suitable for hotel or residential use
- Façade system at upper levels is designed for easy adaptation and disassembly using mechanical fixings
- Suspended floors – allowing the creation of future openings and ease of disassembly
- Long lasting materials which require little maintenance; brickwork and anodized aluminium should retain original look for 60+ years if well maintained
- Commitment to 20% of building material elements being comprised of recycled or reused content

### **Operational carbon emissions and energy use**

#### **Development Proposal:**

469. The operational emissions are expected to result in 1,697 kg CO<sub>2</sub>/m<sup>2</sup>, which amount to 8,955 tonnes CO<sub>2</sub>-equivalent for the development over a 60-year period, which is ~34% of total whole life carbon emissions.
470. The design includes several measures to reduce the energy demand and operational carbon emissions, in line with the Energy hierarchy set out in the GLA Energy Assessment Guidance 2022, which are set out in more detail below. The development is expected to achieve a total carbon reduction of 13.6% compared to a Building regulations compliant building (Part L 2021). This falls significantly short of the 35% reduction target by the GLA and will therefore require carbon offset payments. Further details are set out in the sections below.

#### **Be Lean:**

471. Several passive and active design measures are proposed to reduce the energy demand. This includes a fabric-first approach with optimised glazing ratio (35% glazed and 65% solid), and a high performing thermal envelope proposed. The glazing ratio was carefully designed to balance the space heating demand in winter with the solar gain and associated cooling demand in summer.
472. Low energy lighting will be used to reduce the energy demand and avoid unnecessary heat generation.
473. Mechanical ventilation is proposed for all occupied building areas and will include heat recovery. Natural ventilation is deemed unsuitable for bedrooms due to pollution and noise levels caused by proximity to railway line and busy road. Instead each room will have an individual MVHR unit rather than using a centralised air handling system as this will save plant space and reduce distribution. MVHR was determined to be the lowest carbon option during design development.

474. Guest rooms will have individual user control over lighting and heating/cooling which will affect the energy use outside the full influence of the service design.
475. All spaces will include the use of water-efficient fixtures and fittings including WCs with low flush volume, flow reducers in the taps of wash hand basins and aerated shower heads in changing rooms, to limit overall water consumption. These measures will also help reduce hot water demand.
- Hot water is produced using air source heat pumps (ASHPs)
  - Wastewater heat recovery is proposed in all guest rooms. The exact system/specification will be developed during detailed design stages.
476. For the proposed scheme, hot water demand is estimated to account for ~87% of total energy demand. Hot water demand as a high percentage of energy use is typical for hotels.
477. Wastewater heat recovery has not been factored into the energy use calculations provided at application stage. These calculations will be revised at detailed design stage and a reduction in energy use is expected.
478. Despite the energy efficiency measures proposed at the Be Lean stage, the carbon emissions are 36.6% higher compared to a Part L 2021 building regulations compliant building. This is due to the high impact of hot water demand of a hotel that is deemed underestimated compared to the notional building ('Buildings other than dwellings') that does not differentiate between different use types in the Part L 2021 methodology. The need for hot water storage is large for hotels, and with that the associated losses from the tanks which severely affect the energy efficiency (Be lean stage) of the proposed hotel. However, the space heating, auxiliary and lighting demands are between 16-53% reduced from the notional demands, and the energy efficiency measures would achieve 9% carbon emissions savings when excluding the hot water storage requirement.

Be Clean:

479. The proposed development is in close proximity to the existing Citigen District Heat Network and conversations with Citigen are ongoing regarding a potential connection. If the building was to connect to the existing network, it would result in an approximate increase in carbon emissions of 12%, due to the relatively high carbon emission factors of the current heat network and therefore a connection at this stage is not desired by the applicants. However, space has been allocated in the basement, to provide a future connection to the network when the decarbonisation plan is further developed. Details of the future connection strategy are required by condition.

480. In the meantime, building services will operate on an independent system, using ASHPs for heating (see Be Green).

Be Green:

481. Space heating and hot water demand will be met through the same hybrid variable refrigerant flow (HVRF) system using ASHPs.

482. A small area of PV panels is proposed (10.8m<sup>2</sup>) and are accounted for in the Energy Strategy at a conservative estimated efficiency of 20%, which would generate approximately 2,070 kWh/yr. The efficiency rate will be revised during developed design stage when panels have been specified. The amount of PV and efficiency rate will be reassessed as part of detailed design.

483. The ASHPs and PV panels combined will achieve an 49.9% reduction in carbon emissions, leading to a total reduction of 13.6% below a Part L 2021 building compliant building, falling short of the 35% reduction target by the GLA. However, the GLA acknowledges that it is currently challenging to achieve this level of reduction under the Part L 2021 regulations and a significant reduction can be achieved. Offset payments will be required for the remaining emissions.

484. *Table 1: Operational energy reduction for the proposed development:*

	Regulated emissions (tCO <sub>2</sub> e per annum)	CO <sub>2</sub> savings (tCO <sub>2</sub> e per annum)	Carbon reduction (%)
Baseline (Part L 2021)	76	-	-
Be Lean	103	-27	-36.3%
Be Clean	103	0	0.0%
Be Green	65	38	49.9%
<b>Total reduction</b>	-	10	13.6%

EUI:

485. The estimated whole building EUI for the proposed development is 208kWh/m<sup>2</sup>/year (GIA). This is well above the GLA target of 55 kWh/m<sup>2</sup>/year for hotels, but the sustainability consultants note that the 55kWh/m<sup>2</sup> target is not recognised a recognised industry target. The services engineers' own analysis based on previous projects suggests a target of ~190 kWh/m<sup>2</sup> would be more appropriate for hotels.

486. The estimated space heating demand is 6.73kWh/m<sup>2</sup>/year (GIA), which is below the GLA target of 15 kWh/m<sup>2</sup>/year. This equates to 4% of the overall regulated energy demand for the building.

487. With the aim of further reducing energy use, Long Lane has undertaken operational energy consumption modelling to identify appropriate actions to reduce performance gap between predicted and actual performance.
488. An updated Energy strategy to include savings from wastewater heat recovery and an increase in area of PV will be required by condition.

**Whole Lifecycle carbon:**

489. Total WLC emissions of the proposed development over a 60-year period are estimated to be 17,747 tCO<sub>2</sub>e (3,363 kgCO<sub>2</sub>e/m<sup>2</sup> GIA) (inc. B6 and B7, inc. sequestration). The operational carbon impact contributes to ~34% of the whole life carbon emissions, while the embodied carbon impact contributes to approximately 66% of the total emissions. Upfront embodied carbon comprises of 4,608 tonnes of CO<sub>2</sub>-equivalent and the remaining material emissions add up 3,952 tonnes CO<sub>2</sub>-equivalents over the lifetime of the building. More detailed analysis is presented below.

Building Aspect	A1 – A5 (excl. sequestration)	B – C (excl. B6 & B7)	A – C (excl. B6 & B7, inc. sequestration)
Whole development	873	749	1578
GLA benchmarks for residential use			
GLA standard baseline	850	350	1200
GLA aspirational baseline	500	300	800

490. The table above sets out the embodied carbon emissions per life-cycle module per square metre of the proposed development, in comparison against the GLA benchmarks for residential use, as there are no benchmarks for hotels specifically. It shows that emissions are expected to be higher than the GLA standard targets for all life-cycle modules.
491. Upfront embodied carbon emissions are close to but just higher than the GLA standard benchmark. Emissions for the substructure (basement and foundations) are in line with the GLA aspirational benchmark enabled by the partial retention of the existing substructure.
492. Emissions for the frame are slightly higher than the benchmarks (7% > standard, 12% > aspirational). The shape of the site and constraints caused by the close proximity to the train line and existing foundations result in the requirement for cantilevers and transfer structures to achieve the proposed design. More vibration control is required for a hotel than an office. All of these factors affect carbon efficiency. Further rationalisation of transfer structures is thought to be possible and will be explored at detailed design stage.
493. The impact of furniture, fittings, and equipment (FFE) is four times higher than the current GLA benchmarks, but the WLC assessment is calculated based on a fully fit-out hotel whereas the benchmarks were developed for shell & core / Cat A unfurnished apartment buildings.
494. The embodied carbon for the in-use stage of the building, which includes emissions associated with maintenance and repair works, are twice as high as the GLA standard target. This is in part due to the GLA benchmarks being designed for residential buildings and not hotels which have a greater level of wear and tear particularly on internal finishes and FFE. These elements are likely to require more replacement cycles thereby adding embodied carbon. Long life materials are being prioritised by the applicant. Frequent remodelling should be avoided. The embodied carbon of partitions is 96% higher than the current GLA (residential) benchmarks, attributed to the increased number of partitions and

increased acoustic requirements which increase the amount of plasterboard and insulation required.

495. Embodied emissions should be further optimised in the following design stages through the use of durable materials, sustainable procurement and enabling deconstruction (for maintenance and reducing demolition waste at end of life).
496. Design measures that have been incorporated in the application proposal to minimise emissions include:
- **Partial retention** of the existing basement structure
  - **Grid** - optimised grid and column locations with beneficial perimeter slab cantilevers, for enhanced slab efficiency to minimise the volume of material required across the floors and reduce demand on the substructure and foundations.
  - **Concrete specification** - the stage 2 design uses 50% cement substitution to reduce embodied carbon.
  - **Upper Storeys** - lightweight metal proposed at the top of the façade reduces heavy structural requirements at stepped back levels.
  - **Internal finishes** - high carbon materials such as terrazzo and suspended ceilings are minimised within the project.
497. Further carbon reduction opportunities will be explored in the further design phases, such as:
- Optimise the structural design to reduce concrete and reinforcement volumes
  - Reduce the number and extent of carbon intensive transfer structures over the service yard and hotel/retail entrances by shortening spans
  - Higher cement replacement ratios in the concrete elements
  - Lower carbon alternatives for the highest impact in façade elements such as the aluminium rainscreen and steel framing system
  - Extend the façade's service life to 60 years to reduce emissions associated with repair and replacement
  - Low carbon partitions and doors.
498. The development proposal demonstrates a good approach to the core principles of energy reductions, prioritising high-performing building fabric, an appropriate solid to glazed ratio, and heat recovery in the heating and hot water systems. Fully electric plant and PV panels further support the reduction of operational emissions. The submitted optioneering and whole life-cycle carbon information demonstrates compliance with the GLA Whole Life-Cycle Assessment guidance and draft City Plan 2040 policy DE1.

**BREEAM:**

499. A BREEAM pre-assessment has been undertaken for the new development in line with the BREEAM UK New Construction 2018 methodology. The pre-assessment indicates that that the scheme is currently targeting a BREEAM 'Excellent' rating (77.8%).
500. A review was undertaken to see if the rating could be increased to 'Outstanding' rating but due to various limitations, this is not deemed possible. The most onerous of these limitations is explained to include the minimum requirement for 'Outstanding' for Ene 01 - Six credits (Energy performance) and Four credits (Prediction of operational energy consumption).
501. The pre-assessment shows that the scheme is on track to achieve a high number of credits in CoL's priority areas of Materials, Pollution and Waste. A moderate number of credits will be achieved for the priority area Energy and water. Only 1 of 5 Wat 01, *efficiency of the buildings water consumption*, credits are targeted - the Sustainability statement reports that Water credits are typically challenging to achieve in hotels. To enhance the score for materials, further optimisation of the building services should be explored during the detailed design phases.
502. The Wst 05 credit – Adaptation to Climate Change is a priority for the development. A Climate Change Workshop was undertaken by the project team at Stage 2 to ensure climate resilience was designed in from the appropriate time.
503. The BREEAM pre-assessment results comply with Local Plan Policy CS15 and emerging City Plan 2040 Policy DE1. A post-construction BREEAM assessment is required by condition.

**Urban greening and biodiversity:**

504. A range of urban greening measures on the building and in an existing pocket park (immediately adjacent) are proposed, comprising of:
- On the building:
- 215 m<sup>2</sup> of intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm;
  - 17 m<sup>2</sup> Flower-rich perennial planting;
  - Green terraces
- In the pocket park:
- 61 m<sup>2</sup> of standard trees planted in connected tree pits in the pocket park, with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree;
  - 20 m<sup>2</sup> Green wall – modular system or climbers rooted in soil.
  - Pavilion green roof

505. Planting is spread across ground level, roofs and balconies, and includes green walls, all helping to create a green corridor across the site. The pocket park would create an integrated and welcoming piece of public realm offering shade from tree cover, significantly improving the existing amenity and greening.
506. A UGF of 0.323 (GLA assessment or 0.361 City assessment weighting) is targeted for the proposed development, thereby meeting the urban greening requirements for the site. The landscape strategy has been designed by a specialist consultant and a separate report submitted. Plans have been submitted, indicating the location and size of proposed greening.
507. A Biodiversity Net Gain (BNG) Assessment was undertaken, using the Statutory Biodiversity Metric. With the proposed greening, the development will achieve a biodiversity net gain of +13,587% biodiversity net gain in habitat units meeting statutory requirements.
508. To further improve the biodiversity of the site, bird and bat boxes are proposed as well as pollinator posts and bee bricks to further support the target species and pollinators in the city.
509. Rainwater harvesting is proposed to be used for irrigation and flushing toilets.
510. The planting strategy aims to create a low maintenance, climate resilient scheme with rich biodiversity and habitat provision suitable for pollinator species.
511. Green roof measures include: Loggeries and natural deadwood to provide respite for insects and pollinators; bug hotels; bird baths; areas of bare sand for solitary bees and other insects/pollinators to nest.
512. The pocket park is designed to be a green refuge for visitors and will include raised metal planters with timber seating arranged beneath and alongside the trees. The landscape strategy specifies tree species atypical for City streets to increase biodiversity and interest beyond the site. The planting is designed to change throughout the seasons with a long flowering season from spring through to autumn. Trellises will space for climbing plants.
513. A management and maintenance strategy is included in the Landscape Design and Access strategy. This should be reviewed to ensure it covers the lifetime of the development.
514. An updated landscaping strategy, including updated UGF and biodiversity scores, details on plant species and biodiversity measures such as bird

boxes, consideration of future impacts of emerging pests and diseases, and an ecological management strategy is required by condition.

**Climate resilience:**

**Flood resilience**

515. A flood risk assessment was undertaken in accordance with the NPPF. The development does not increase flood risk to the site or the surrounding area and is considered safe from the risk of flooding for its lifetime.
516. The 9<sup>th</sup> floor has a dual function green/blue roof which will reduce peak runoff from the building. The proposed surface water management will see an improvement on the existing site of over 76% on the 1 in 1 year storm and 94% for the 1 in 100-year storm (including +40% allowance for climate change).

**Sustainability Conclusion**

517. Whilst the proposed development would result in full redevelopment of the buildings and therefore, higher whole life-cycle carbon emissions compared to the options with higher level of retention, alternative light and major refurbishment options were explored and they were also reviewed by a third-party expert, who confirmed that the optioneering has been carried out in compliance with the City of London Corporation's ("CoL") Carbon Options Guidance. It is considered that the redevelopment option would have the opportunity for more efficient floor to floor heights (and servicing zone), an optimised structural grid and improved core layout which would provide greater spatial and operational efficiency and offer more efficient and flexible commercial space. The redevelopment would also be able to offer additional, wider environmental benefits including an uplift in greening and biodiversity, end of trip facilities supporting active travel, and greater climate resilience including reduced risk of overheating and flood risk. The development proposal would be fully electric utilising air source heat pumps, wastewater heat recovery and PV panels all supporting emissions reduction and it would achieve BREEAM 'Excellent'.

**Security**

518. The application is supported by a Security Needs Assessment, which ascertains and highlights the main threats, threat actors, site vulnerabilities, and resultant risks posed to the development from criminal elements. It also provides a series of high-level recommendations to assist in reducing these risks.
519. Some of the main operational requirements addressing the security needs, as identified in the Security Needs Assessment are summarised below:
- Provision of appropriate staff training to promote a security minded culture and awareness

- Development of appropriate policies and procedures to manage unwanted activity and respond to nearby serious threats
  - Provision of active and natural surveillance and appropriate lighting
  - Application of the principles of Crime Prevention Through Environmental Design (CPTED) to support safety and security across the external spaces
  - Provision of means of controlling access to all points of entry and physical security to authorised users only
  - Provision of physical security measures between private terraces to prevent unauthorised access.
  - Provision of communication capability on the external hotel lobby door to manage guest access outside of hours.
  - Provision of secure luggage storage
  - Provision of the ability for hotel front of house staff to summon support from security personnel and provision for appropriate space requirements for security
  - Provision of a minimum of three points of locking on internal cycle storage.
520. Further details of the overall security strategy will be required by condition and 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.
521. The proposal, subject to conditions and S106 obligations is considered to be in accordance with policy DM3.2 and draft City Plan strategic policy S2 and policies SA1 and SA3.

### **Fire Statement**

522. London Plan policy D12 requires that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety.
523. A Fire Statement has been submitted outlining the fire safety strategy for the proposed hotel. The building is proposed to be provided with a number of fire safety measures. These would include the adoption of an evacuation strategy, the provision of two dedicated evacuation lifts to be used to assist occupants who cannot evacuate independently using the stairs and the provision of an automatic fire detection and alarm system. Elements of structure will achieve a period of 90 minutes fire resistance and compartment floors will achieve a period of at least 90 minutes fire resistance. Two escape cores are proposed serving the premises; one of the cores is designed as a fire-fighting shaft and the other an escape stair. The fire-fighting shaft comprises a fire-fighting stair, fire-fighting lobby and

fire-fighting lift and an evacuation lift. The fire-fighting shaft can be accessed from street level. The fire-fighting shaft would be provided with a smoke ventilation system. The second core comprises of an escape stair and an evacuation lift connected by a protected lobby.

524. The City's District Surveyor has reviewed the submitted fire statement and advised that the fire statement is acceptable and the proposal is considered to generally comply with policies D5 and D12. However, there is no information regarding provision of fire hydrants and it is recommended dealing with this by way of condition. It is therefore considered that the statement adequately covers the relevant fire aspects of the design and is in accordance with policies D5 and D12 of the London Plan. The Fire Statement is adequate for the planning stage and is secured by condition, including the provision of fire hydrants as requested by the City's District Surveyor.

#### **Land contamination**

525. Policy DM 15.8 of the Local Plan states that *"Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality."* The same requirements are also set out in Policy HL4 of the City Plan.
526. The application is supported by a Geo-environmental Preliminary Risk Assessment. A site inspection was carried out in November and no potentially significant sources of contaminants of concern, or any visual evidence was noted. It is stated that small volumes of hazardous substances (industrial biocide and sodium nitrite) associated with treatment of the building's water system were observed on the fifth floor and basement of 6-8 Long Lane. Given the limited volumes, these are not considered a potential source of contaminants of concern.
527. Although the site was historically occupied by a timber yard, which may have given rise to land contamination, it is stated that the site has not been classified as a contaminated land under Part 2A of the Environmental Protection Act 1990 nor has it currently been identified for further review under the City's Contaminated Land Strategy. Furthermore, the excavation to accommodate the existing basements of 1-8 Long Lane would have removed a significant proportion of any potentially contaminated soils.

528. The Geo-environmental Preliminary Risk Assessment suggests that in areas of the site covered by buildings or hardstanding the risks to future on site human health receptors via the pathways of dermal contact and ingestion will be mitigated as the hardstanding will provide an adequate pathway break between the future site user and any potential contaminants. There is considered to be limited potential for ground gas or volatile vapours that could impact future site users via inhalation. As the site is understood to be situated above the Hackney Gravel Member, there is considered to be a potential for the on-site lateral migration of contaminants originating from off-site potential sources of contamination via groundwater.
529. It is recommended that any the potential for these linkages to be active is confirmed through a Phase 2 Geo-Environmental Site Investigation. This will be secured by condition. Other recommendations include the submission of a preliminary desk based UXO assessment and a refurbishment / demolition asbestos survey, due to the known presence of asbestos within the building.
530. The Environmental Health Officer has been consulted and has suggested the imposition of conditions to ensure the submission of a detailed site investigation to establish if the site is contaminated and to determine the potential for pollution of the water environment, the submission of an investigation and risk 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 and the submission of an investigation and risk assessment in case contamination is found on site. Where remediation is required this would have to completed and a verification report to be submitted to the Local Planning Authority for approval.
531. It is considered that subject to the imposition of the abovementioned conditions, the development would be acceptable and in accordance with Policy DM 15.8 of the Local Plan and Policy HL4 of the City Plan.

#### **CIL and Planning Obligations**

532. 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.
533. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.

534. On the 1st of April 2019 the Mayoral CIL 2 (MCIL2) superseded the Mayor of London's CIL and associated section 106 planning obligations charging schedule. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).

535. CIL contributions and City of London Planning obligations are set out below.

#### MCIL2

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution (excl. indexation)</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
<b>MCIL2 payable</b>	£288,903.48	£277,347.34	£11,556.14

#### City CIL and S106 Planning Obligations

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution (excl. indexation)</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
<b>City CIL</b>	£153,900.00	£146,205.00	£7,695.00
<b>City Planning Obligations</b>			
Affordable Housing	£102,600.00	£101,574.00	£1,026.00
Local, Training, Skills and Job Brokerage	£61,560.00	£60,944.40	£615.60
Carbon Reduction Shortfall ( <i>as designed</i> ) <i>Not indexed</i>	£185,250.00	£185,250.00	£0
Section 278 (Evaluation and Design Fee) <i>Not indexed</i>	£50,000	£50,000	£0
Security Measures Contribution (Eastern City Cluster)	£0	£0	£0
S106 Monitoring Charge	£2,750.00	£0	£2,750.00

<b>Total liability in accordance with the City of London's policies</b>	<b>£506,060.00</b>	<b>£493,973.40</b>	<b>£12,086.60</b>
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City's Planning Obligations

536. The obligations set out below are required in accordance with the City's Planning Obligations SPD 2021. They are necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the tests in the CIL Regulations and government policy.

- Highway Reparation and other Highways Obligations

*(Highways Schedule of Condition Survey, site access, consents, licences etc)*

- Local Procurement Strategy
- Employment and Skills Plan (*Demolition / Construction / End Use-for hotels*)
- Delivery and Servicing Management Plan (*including Consolidation*)
- Travel Plan (*including Cycling Promotion Plan*)
- Construction Monitoring Cost (*£30,935 - First Year of development and £25,760 for subsequent years*)
- Carbon Offsetting
- 'Be Seen' Energy Performance Monitoring
- Section 278 Agreement (*CoL*)
- Public Realm Space (*Specifications, Public Access & Management Plan*)
- Public Art
- Cultural Plan

537. 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.

538. The scope of the s278 agreement may include, but is not limited to alterations to loading/unloading restrictions within the vicinity of the site, improvements to the existing cycle lane arrangements, repaving of the existing footways, repair works to the adjacent highways, removal of redundant dropped kerbs and the provision of vehicle crossovers.

Monitoring and Administrative Costs

539. 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.

540. 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.

### **The Public Sector Equality Duty (section 149 of the Equality Act 2010)**

541. The City, as a public authority must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

542. The characteristics protected by the Equality Act are age, disability, gender, reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

543. As discussed above, in the relevant section of the report, the applicant has submitted a Statement of Community Involvement (SCI) including a targeted programme of consultation, which sought to understand the needs of the local community. The applicant has also engaged with key stakeholders and has conducted briefings with local stakeholders, including the Barbican Association, Culture Mile and Charterhouse and the Culture Mile BID. Engagement with the Ward members had also taken place. It is considered that the public consultation carried out by the applicant was inclusive and relevant in the context of the Equalities Act.

544. Potential impacts of the proposed development on the nearby occupiers identified above have been assessed including the impacts on the uses. Officers do not consider that they would be detrimentally impacted in so far as these spaces become unusable nor would it be considered that there would be disadvantages or material impact on any persons who share a relevant protected characteristic as identified in the Equalities Act 2010

545. It is the view of officers that a decision to grant permission would remove or minimise disadvantages suffered by persons who suffer from a disability and in particular mobility impairment by providing enhanced and accessible public realm. Given that no blue badge bay can be provided on site, suitable arrangements shall be put in place and secured by S106 agreement to secure the provision of a blue badge parking bay at near the application site and suitable valet service to and from the hotel for disabled people. The

provision of accessible floorspace and minimum 10% accessible guest rooms within the proposed hotel would advance equality of opportunity.

### **Human Rights Act 1998**

546. It is unlawful for the City, as a public authority, to act in a way which is incompatible with a Convention right (being the rights set out in the European Convention on Human Rights (“ECHR”)).
547. Insofar as the grant of planning permission will result in interference with the right to private and family life (Article 8 of the ECHR) including by causing harm to the residential amenity of those living in nearby residential properties, it is the view of officers that such interference is proportionate, in the public interest and strikes a fair balance between the interests of the owner of the site, those living nearby and the community as a whole. Although it is recognised that the development would have some impact on the amenities of the nearby residents, by way of loss of light and noise and disturbance during constructions, it is not considered that the proposal would result in unacceptable impact on the existing use of nearby residential properties to an extent that would warrant refusal of the application on those grounds. As such, the extent of harm is not considered to be unacceptable and does not cause the proposals to conflict with Local Plan Policy DM10.7 and Policy DE8 of the draft City Plan 2036.
548. Insofar as the grant of planning permission will result in interference with property rights (Article 1 Protocol 1) including by interference arising through impact on daylight and sunlight or other impact on adjoining properties, it is the view of officers that such interference, in these circumstances, is proportionate and strikes a fair balance between the interests of the owner of the site, those living nearby and the community as a whole.

### **Conclusions and Overall Planning Balance**

549. The proposal has been assessed in accordance with the relevant statutory duties and having regard to the Development Plan and other relevant policies and guidance, SPDs and SPGs and relevant advice including the NPPF, the draft Local Plan 2040 and considering all other material considerations.
550. The proposed development comprises the demolition of existing office buildings at 1-8 Long Lane to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with provision of cycle parking, associated servicing, plant, amenity terraces, pocket garden with landscaping and other associated works.

551. It is noted that a redevelopment office scheme was previously approved at 1-12 Long Lane. The current proposal does not include the building at 9-12 Long Lane; however, the overall massing and height of the building at 1-8 Long Lane almost follows the same building line as the previously approved scheme.
552. The site lies within the North of the City, a Key City Place as defined within Core Strategic Policy CS5 and within a rejuvenation area. Policy CS5 supports implementing proposals for the rejuvenation, intensification and further improvement of this area. Criterion 9 of the policy also requires further enhancing the distinctive character of the Smithfield area by retaining a range of buildings for accommodating a mix of uses.
553. The site would result in loss of existing office floorspace. The Applicant has justified the loss of office at the site by the submission of a Viability Assessment which was independently reviewed. It is considered that the loss of office floorspace, and the proposed hotel use, in this location, would not compromise the primary business function of the City. Hotels are supported as a strategic function of the Central Activities Zone (CAZ) and the London Plan states that 58,000 rooms for serviced accommodation will be required in London by 2041. The need for visitor accommodation is also reinforced in the CoL Visitor Accommodation Sector Commercial Needs Study, dated January 2023, which identified a demand capacity for an additional 350 rooms per annum in City of London to 2037. It is therefore considered that the hotel would contribute to the balance and mix of uses in the area and would offer complimentary facilities to be accessed by the public.
554. The proposed development would also provide a total of 167sqm GIA of flexible retail floorspace (Class E(a)/(b)). Active retail frontage would be retained across the ground floor along Long Lane. The application site is located within a retail link. It is therefore considered that the proposed retail provision, would provide a better-quality retail provision which would enhance the environment of the Retail Link and would provide retail units enabling an active frontage in an area which currently lacks animation.
555. Public art and several cultural initiatives, such discounts and complementary accommodation for visiting artists, young companies and international performers, training programmes for employees to familiarise themselves with the local area and arts organisations and supporting marketing initiative by publicising their events are proposed to be delivered on site. The site is located between the future Museum of London and the Barbican and it is therefore considered being in a nodal point to assist in providing visitor accommodation and also meaningful culture offer. On that basis and subject to obligations, these provisions would be maximise the benefits of the scheme.

556. The disposition of the final massing and bulk has followed a design-led approach considering macro and local townscape impacts with multiple pre-application negotiations to mitigate adverse impacts. The stepped massing, highly articulated design, materials, varied tones of colour and curved form would introduce a well-considered, refined, neighbourly architectural set piece. The proposals would also enhance the overall quality and character of this key pedestrian space, providing enhanced landscaping and greater areas of greening and seating. The proposals are considered to be in accordance with Local Plan Policies CS5: North of the City; Emerging City Plan Policy S23; and London Plan Policies SD4, SD6 and E10.
557. It is considered the proposal would constitute Good Growth by design in accordance with Local Plan Policies CS 10 and DM 10.1, emerging City Plan Policy S23 and DE2 and London Plan D3, the policies contained in the NPPF and guidance in the National Design Guide, contextualized by the London Plan Good Growth objectives, GG1-6. The proposals would also align with the objectives of Destination City by improving the public realm and creating a new sense of place in this part of the City of London.
558. The proposal would deliver a transformative new building for the area. It would result in a diverse mix of use, transforming an underutilised site with little active ground floor uses and limited accessible public realm into a new commercial hub for the City and London. It would deliver an enhanced public realm, enhancing convenience, comfort and attractiveness in a manner which optimises active travel and the City's public realm objectives.
559. Overall, it is considered that the proposed hotel use would make the best use of land, following a design-led approach that optimises the site capacity to accommodate a high-quality hotel development alongside a ground floor retail use in close proximity to several cultural attractions and improved public realm which would contribute to the Destination City objectives and would assist in the rejuvenation of the North of the City, enhancing the distinctive and mixed character of the Smithfield area.
560. In heritage terms, the proposals, by way of impact on setting, would preserve the significance of heritage assets and slightly enhance the setting of the Smithfield Conservation Area.
561. The building has been designed around the delivery of optimal microclimatic conditions, as well as creating opportunities for urban greening and accessible amenity spaces, such as the pocket garden to the east of the building.
562. In terms of accessibility, a step free access would be provided along with 10% accessible bedrooms. Accessible changing facilities and sanitary

facilities are also provided. Although an allocated space on site has not at this point been made for the provision of disabled motor vehicle parking, the provision of one blue badge parking bay in the vicinity of the site with associated valet service to secure movement to that from the site would be secured within the S106 as an obligation.

563. In term of public transport provision, the site has the highest level of public transport accessibility level (PTAL) of 6B. The proposals would result in a reduction of servicing vehicles of 5-7 vehicles per day, requiring a maximum of 5 servicing vehicle trips a day. In terms of drop-off and pick-up activity, it is noted that following discussion with the applicant, no pick up / drop-off activity would be permitted in front of the site. Segregation of cycle facilities installed along the frontage of the site to assist with the safety of cyclists. These highway improvements would be secured through Section 278 works.
564. The proposed development would provide London Policy compliant cycle parking facilities for both staff and visitors, namely 10 long stay and 6 short stay cycle parking spaces.
565. With regard to impacts on daylight and sunlight, of the buildings assessed, the majority of the surrounding properties would not experience any noticeable reductions. The properties that would experience noticeable reductions in daylight are those that are closest and to the north of the application site; 41-43 Charterhouse Square. The impacts on these properties are mainly attributed to the presence of existing obstructions to windows and the depth of the rooms that the windows serve. Considering that these properties are dual aspect, having windows fronting Charterhouse Square and the taking into account the urban nature of the City it is considered that the impacts of the development would not be such detrimental to the amenity of the nearby residential occupiers to an extent that would warrant refusal of the application on these grounds.
566. The development by reason of its sufficient separation distance to the nearest residential properties is not considered to result in unacceptable overlooking or overshadowing impacts. In terms of noise impacts, residents have raised concerns that the proposed terraces would give rise to increased noise nuisance. It is noted that the terraces, with the exception of two that would be accessible from any hotel guest, albeit not publicly accessible, would be terraces to individual rooms. Conditions are imposed restricting the hours of use to those terraces that would be accessible to all hotel guests. However, by reason of their nature, the proposed terraces to the individual rooms are not considered being different to a residential balcony and they are not considered to give rise to unacceptable levels of noise and disturbance. Negative impacts during construction would be controlled as far as possible by the implementation of Schemes of protective

works for demolition and construction and a Construction Logistics Plan and good site practices embodied therein.

567. The scheme would provide benefits through CIL for improvements to local training, skills and job brokerage, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to general planning obligations there would be site specific measures secured in the S106 Agreement
568. Whilst the proposed development would result in full redevelopment of the buildings and therefore, in higher whole life-cycle carbon emissions compared to retention scenarios, alternative light and major refurbishment options were explored and they were also reviewed by a third-party expert, who confirmed that the optioneering has been carried out in compliance with the City Corporation's ("CoL") Carbon Options Guidance. It is considered that the redevelopment option would have the opportunity for greater floor to ceiling heights and an optimised structural grid layout throughout the whole development which would provide greater spatial and operational efficiency and offer higher quality and more flexible commercial space, and it would result in the most effective use of the land. The redevelopment would also be able to offer additional, wider environmental benefits including significant uplift in greening and biodiversity, end of trip facilities supporting active travel, and greater climate resilience including reduced risk of overheating and flood risk, it would be fully electric utilising air source heat pumps and PV panels and it would achieve BREEAM 'Excellent'. Therefore is considered to be the preferred long-term option.
569. Currently the site provides very limited urban greening. The proposed development will deliver considered urban greening through a number of soft landscaped terraces and balconies, achieving an urban greening factor (UGF) score of 0.323 / 0.361 (using the London Plan and CoL factors respectively). The Proposed Development will result in a net biodiversity gain of over 13,586%.
570. Objections have been received primarily focusing on impacts from the increased massing and height of the development, including daylight and sunlight impacts, impacts generated by the introduction of terraces, such as noise and overlooking impacts, as well as impacts on the free flow of traffic and the pedestrian and cyclists safety. Other concerns raised also relate to the visual impact of the proposed development, which is considered being out of keeping with the wider area. It is noted that additional and correcting information has been provided by the applicant during the process of the application in relation to the daylight and sunlight assessment. Discussions have also been focused on highways and transport issues to address the concerns around traffic and safety. A couple of representations supporting the proposed hotel use have been received.

571. The scheme would provide benefits through CIL for improvements to local training, skills and job brokerage, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to general planning obligations there would be site specific measures secured in the S106 Agreement.
572. It is almost always the case that where major development proposals come forward there is at least some degree of non-compliance with planning policies, and in arriving at a decision it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.
573. The Local Planning Authority must determine the application in accordance with the Development Plan unless other material considerations indicate otherwise.
574. The additional material considerations are as follows:
- Securing a development within the City that would provide land uses which support the diversification, vitality and growth of the City as a world class business destination;
  - Provision of high-quality public realm at ground floor and urban greening at ground and roof level;
  - Securing a development that is environmentally responsible in that it would seek to promote active travel, provide biodiversity and urban greening, target BREEAM 'Excellent' and reduce waste;
  - The proposed building would result in an aesthetic enhancement to the Long Lane and slightly enhance the Smithfield Conservation Area.
  - The proposed development would provide meaningful public art on site and a number of cultural initiatives.
575. It is the view of Officers that as the proposal complies with the Development Plan when considered as a whole and as material planning considerations weigh in favour of the scheme, planning permission should be granted as set out in the recommendation and the Schedule attached.

## **Appendix A** **Background Papers**

### Representations:

10/02/24 - 20:00	Mr Nils Fischer	Online	Objection
13/02/24 - 15:40	Smithfield Market Tenants' Association	Email	Unstated
21/02/24 - 17:38	Peter Golob	Email	Unstated
24/02/24 - 17:42	Mr Alberto Garciga	Online	Objection
25/02/24 - 11:16	Dr Mary Chard	Online	Objection
25/02/24 - 11:18	Mrs Lesley Steward	Online	Objection
25/02/24 - 11:24	Mrs A Resident	Online	Objection
25/02/24 - 12:51	Dr Clare Wood	Online	Objection
25/02/24 - 13:05	Ms Judith Brown	Online	Objection
25/02/24 - 13:18	Ann George	Online	Objection
25/02/24 - 13:29	Dr James Backhouse	Online	Objection
25/02/24 - 14:41	Dr Patricia Marsden	Online	Objection
25/02/24 - 15:58	Mr Paul Morgan	Online	Objection
26/02/24 - 14:41	Mr Nigel Bolt	Online	Objection
26/02/24 - 15:27	Pauli e Fasoli	Online	Objection
26/02/24 - 20:42	Ms Ida May	Online	Objection
26/02/24 - 21:08	Mr Sash Manev	Online	Objection
27/02/24 - 06:53	Mrs HELEN CLIFFORD	Online	Objection
27/02/24 - 21:37	Ms Nora Vitola-Jones	Online	Neutral
27/02/24 - 22:12	Nora Vitola-Jones	Online	Objection
28/02/24 - 14:56	Mr david Lawrence	Online	Objection
28/02/24 - 16:38	Mrs Sally Woodward	Online	Objection
28/02/24 - 21:11	Dr Michael Pike	Online	Objection
29/02/24 - 08:19	Mr Richard Tomkins	Online	Objection
29/02/24 - 17:57	Mrs Sarah Mann	Online	Objection
01/03/24 - 00:54	Dr Nicholas Deakin	Online	Objection
04/03/24 - 18:38	Peter Burrows	Online	Objection
28/03/24 - 09:17	Peter Golob and Others	Email	Objection
17/04/24 - 10:24	Mr Jonathan Vaughan	Online	Support
19/04/24 - 12:59	Mr Tom Elliott	Online	Support
21/04/24 - 18:20	Peter Golob and Others	Email	Objection
08/05/24 - 18:21	Peter Golob	Email	Objection
19/05/24 - 20:17	Peter Golob	Email	Objection

## **Appendix B**

### **London Plan Policies**

- Policy CG1 Building Strong and Inclusive Communities
- Policy GG2 Making the best use of land
- Policy CG3 Creating a Healthy City
- Policy GG5 Growing a good economy
- Policy CG6 Increasing efficiency and resilience
- Policy SD4 The Central Activities Zone (CAZ)
- Policy SD5 Offices, and other strategic functions and residential development in the CAZ
- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering Good Design
- Policy D5 Inclusive Design
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire Safety
- Policy D14 Noise
- Policy E1 Offices
- Policy E2 Providing suitable business space
- Policy E9 Retail, markets and hot food takeaways
- Policy E10 Visitor infrastructure
- Policy E11 Skills and opportunities for all
- Policy HC1 Heritage conservation and growth
- Policy HC2 World Heritage Sites
- Policy HC3 Strategic and Local Views
- Policy HC4 London View Management Framework
- Policy HC5 Supporting London's culture and creative industries
- Policy G1 Green infrastructure
- Policy G4 Open space
- Policy G5 Urban Greening
- Policy G6 Biodiversity and access to nature
- Policy SI1 Improving air quality
- Policy SI2 Minimising greenhouse gas emissions
- Policy SI4 Managing heat risk
- Policy SI5 Water Infrastructure
- Policy SI7 Reducing waste and supporting the circular economy
- Policy SI 8 Waste capacity and net waste self-sufficiency
- Policy SL13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T2 Healthy Streets
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car Parking
- Policy T7 Deliveries, servicing and construction

### **Relevant GLA Supplementary Planning Guidance (SPG):**

- Accessible London: Achieving an Inclusive Environment SPG (October 2014);
- Control of Dust and Emissions during Construction and Demolition SPG (September 2014);
- Sustainable Design and Construction (September 2014);
- Social Infrastructure (May 2015);
- Culture and Night-Time Economy SPG (November 2017);
- London Environment Strategy (May 2018);
- London View Management Framework SPG (March 2012);
- Cultural Strategy (2018);
- Mayoral CIL 2 Charging Schedule (April 2019);
- Central Activities Zone (March 2016).
- Mayor's Transport Strategy (2018)

### **Local Plan Supplementary Planning Guidance**

- Air Quality SPD (CoL, July 2017);
- Archaeology and Development Guidance SPD (CoL, July 2017);
- City of London Lighting SPD (CoL, October 2023);
- City Public Realm SPD (CoL, July 2016);
- City Transport Strategy (November 2018 – draft);
- City Waste Strategy 2013-2020 (CoL, January 2014);
- Open Space Strategy SPD (CoL, January 2015);
- Protected Views SPD (CoL, January 2012);
- Planning Advice Notes on Sunlight City of London Wind Guidelines (2019);
- City of London Thermal Comfort Guidelines (2020)
- Planning Obligations SPD (CoL, May 2021)
- Office Use SPD (CoL, January 2015)

### **Relevant Draft City Plan 2040 Policies**

- Policy S1 Healthy and inclusive city
- Policy HL1 Inclusive buildings and spaces
- Policy HL2 Air quality
- Policy HL3 Noise
- Policy HL4 Contaminated land and water quality
- Policy HL5 Location and protection of social and community facilities
- Policy HL9 Health Impact Assessments
- Policy S2 Safe and Secure City
- Policy SA1 Publicly Accessible Places
- Policy SA3 Designing in security
- Policy HS3 Residential environment
- Policy S4 Offices
- Policy OF1 Office development
- Policy OF2 Protection of Existing Office Floorspace
- Policy S5 Retail and Active Frontages
- Policy RE2 Active Frontages
- Policy S6 Culture and Visitors
- Policy CV2 Provision of Arts, Culture and Leisure Facilities

- Policy CV3 Provision of Visitor Facilities
- CV5 Evening and Night-time Economy
- Policy CV6 Public Art
- Policy S7 Infrastructure and Utilities
- Policy S8 Design
- Policy DE1 Sustainability Design
- Policy DE2 Design Quality
- Policy DE3 Public realm
- Policy DE5 Shopfronts
- Policy DE7 Daylight and sunlight
- Policy DE8 Lighting
- Policy S9 Transport and Servicing
- Policy VT1 The impacts of development on transport
- Policy VT2 Freight and servicing
- Policy VT3 Vehicle Parking
- Policy S10 Active travel and healthy streets
- Policy AT1 Pedestrian movement
- Policy AT2 Active travel including cycling
- Policy AT3 Cycle parking
- Policy S11 Historic environment
- Policy HE1 Managing change to Historic Environment
- Policy HE2 Ancient monuments and archaeology
- Policy S13 Protected Views
- Policy S14 Open spaces and green infrastructure
- Policy OS1 Protection and Provision of Open Spaces
- Policy OS2 City Urban greening
- Policy OS3 Biodiversity
- Policy OS4 Biodiversity Net Gain
- Policy OS5 Trees
- Policy S15 Climate resilience and flood risk
- Policy CR1 Overheating and Urban Heat Island effect
- Policy CR3 Sustainable drainage systems (SuDS)
- Policy S16 Circular economy and waste
- Policy CE1 Zero Waste City
- Policy S23 Smithfield and Barbican Key Area of Change
- Policy S26 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 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 Security and Safety***

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 Planning contributions***

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

### ***CS5 Meet challenges facing North of City***

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

### ***CS10 Design***

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.

### ***CS11 Visitor, arts and culture***

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

### ***CS12 Historic environment***

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 Protected 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 Sustainable development and climate change***

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 Public transport, streets and walkways***

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 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 Flood risk***

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

### ***CS19 Open spaces and recreation***

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 Retailing***

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.

### ***CS21 Housing***

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

### ***CS22 Social infrastructure and opportunity***

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

### ***Policy DM 1.1 Protection of office accommodation***

To refuse the loss of existing (B1) office accommodation to other uses where the building or its site is considered to be suitable for long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Losses would be inappropriate for any of the following reasons:

- a) prejudicing the primary business function of the City;
- b) jeopardising the future assembly and delivery of large office development sites;
- c) removing existing stock for which there is demand in the office market or long term viable need;
- d) introducing uses that adversely affect the existing beneficial mix of commercial uses.

### ***DM1.5 Mixed uses in commercial areas***

To encourage a mix of commercial uses within office developments which contribute to the City's economy and character and provide support services for its businesses, workers and residents.

### ***DM2.1 Infrastructure provision***

1) Developers will be required to demonstrate, in conjunction with utility providers, that there will be adequate utility infrastructure capacity, both on and off the site, to serve the development during construction and operation. Development should not lead to capacity or reliability problems in the surrounding area. Capacity projections must take account of climate change impacts which may influence future infrastructure demand.

2) Utility infrastructure and connections must be designed into and integrated with the development wherever possible. As a minimum, developers should identify and plan for:

- a) electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers, Temporary Building Supply(TBS) for the construction phase and the estimated load capacity of the building and the substations and routes for supply;
- b) reasonable gas and water supply considering the need to conserve natural resources;
- c) heating and cooling demand and the viability of its provision via decentralised energy (DE) networks. Designs must incorporate access to existing DE networks where feasible and viable;
- d) telecommunications network demand, including wired and wireless infrastructure, planning for dual entry provision, where possible, through

communal entry chambers and flexibility to address future technological improvements;

e) separate surface water and foul drainage requirements within the proposed building or site, including provision of Sustainable Drainage Systems (SuDS), rainwater harvesting and grey-water recycling, minimising discharge to the combined sewer network.

3) In planning for utility infrastructure developers and utility providers must provide entry and connection points within the development which relate to the City's established utility infrastructure networks, utilising pipe subway routes wherever feasible. Sharing of routes with other nearby developments and the provision of new pipe subway facilities adjacent to buildings will be encouraged.

4) Infrastructure provision must be completed prior to occupation of the development. Where potential capacity problems are identified and no improvements are programmed by the utility company, the City Corporation will require the developer to facilitate appropriate improvements, which may require the provision of space within new developments for on-site infrastructure or off-site infrastructure upgrades.

### ***DM3.2 Security measures***

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

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

### ***DM3.3 Crowded places***

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

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

#### ***DM3.4 Traffic management***

To require developers to reach agreement with the City Corporation and TfL on the design and implementation of traffic management and highways security measures, including addressing the management of service vehicles, by:

- a) consulting the City Corporation on all matters relating to servicing;
- b) restricting motor vehicle access, where required;
- c) implementing public realm enhancement and pedestrianisation schemes, where appropriate;
- d) using traffic calming, where feasible, to limit the opportunity for hostile vehicle approach.

#### ***DM3.5 Night-time entertainment***

1) Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:

- a) the amenity of residents and other noise-sensitive uses;
- b) environmental amenity, taking account of the potential for noise, disturbance and odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.

2) Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.

#### ***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.

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

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

- a) respect the quality and architectural contribution of any existing shopfront;
- b) respect the relationship between the shopfront, the building and its context;
- c) use high quality and sympathetic materials; to the shopfront;
- e) consider the impact of the installation of louvres, plant and access to refuse storage;

- f) incorporate awnings and canopies only in locations where they would not harm the appearance of the shopfront or obstruct architectural features;
- g) not include openable shopfronts or large serving openings where they would have a harmful impact on the appearance of the building and/or amenity;
- h) resist external shutters and consider other measures required for security;
- i) consider the internal treatment of shop windows (displays and opaque windows) and the contribution to passive surveillance;
- j) be designed to allow access by users, for example, incorporating level entrances and adequate door widths.

### ***DM10.7 Daylight and sunlight***

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

### ***DM10.8 Access and inclusive design***

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

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

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

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

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

### ***DM12.1 Change affecting heritage assets***

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

### ***DM12.3 Listed buildings***

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

### ***DM12.4 Archaeology***

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

### ***DM15.1 Sustainability requirements***

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

#### ***DM15.2 Energy and CO2 emissions***

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

#### ***DM15.3 Low and zero carbon technologies***

1. For development with a peak heat demand of 100 kilowatts or more developers should investigate the feasibility and viability of connecting to

existing decentralised energy networks. This should include investigation of the potential for extensions of existing heating and cooling networks to serve the development and development of new networks where existing networks are not available. Connection routes should be designed into the development where feasible and connection infrastructure should be incorporated wherever it is viable.

2. Where connection to offsite decentralised energy networks is not feasible, installation of on-site CCHP and the potential to create new localised decentralised energy infrastructure through the export of excess heat must be considered.

3. Where connection is not feasible or viable, all development with a peak heat demand of 100 kilowatts or more should be designed to enable connection to potential future decentralised energy networks.

4. Other low and zero carbon technologies must be evaluated. Non combustion based technologies should be prioritised in order to avoid adverse impacts on air quality.

#### ***DM15.4 Offsetting carbon emissions***

1. All feasible and viable on-site or near-site options for carbon emission reduction must be applied before consideration of offsetting. Any remaining carbon emissions calculated for the lifetime of the building that cannot be mitigated on-site will need to be offset using "allowable solutions".

2. Where carbon targets cannot be met on-site the City Corporation will require carbon abatement elsewhere or a financial contribution, negotiated through a S106 planning obligation to be made to an approved carbon offsetting scheme.

3. Offsetting may also be applied to other resources including water resources and rainwater run-off to meet sustainability targets off-site where on-site compliance is not feasible.

#### ***DM15.5 Climate change resilience***

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.

2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

#### ***DM15.6 Air quality***

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

#### ***DM15.7 Noise and light pollution***

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

5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

### ***DM15.8 Contaminated land and water quality***

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

### ***DM16.1 Transport impacts of development***

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:

- a) road dangers;
- b) pedestrian environment and movement;
- c) cycling infrastructure provision;
- d) public transport;
- e) the street network.

2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

### ***DM16.2 Pedestrian movement***

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.

2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:

- a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
- b) the shortest practicable routes between relevant points.

3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.
4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.
5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.
6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

#### ***DM16.3 Cycle parking***

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

#### ***DM16.4 Encouraging active travel***

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.
2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

#### ***DM16.5 Parking and servicing standards***

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.
2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with

reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.

3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

5. Coach parking facilities for hotels (use class C1) will not be permitted.

6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

#### ***DM17.1 Provision for waste***

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.

2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

#### ***DM17.2 Designing out construction waste***

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;

e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management

### ***CS18 Minimise flood risk***

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

### ***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.

### ***DM19.1 Additional open space***

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

### ***DM19.2 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.

#### ***DM20.4 Retail unit sizes***

1. Proposals for new retail uses should provide a variety of unit sizes compatible with the character of the area in which they are situated.
2. Major retail units (over 1,000sq.m) will be encouraged in PSCs and, where appropriate, in the Retail Links in accordance with the sequential test.

#### ***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: 23/01417/FULMAJ

1-8 Long Lane, London, EC1A 9HF

**Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.**

## CONDITIONS

### Time limit

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.

### Sustainability

2. (a) Prior to demolition of the development: full details of the pre-demolition audit in accordance with section 4.6 of the GLA's adopted Circular Economy Statement guidance shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is designed to meet the relevant targets set out in the GLA Circular Economy Statement Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.  
(b) Prior to commencement of the development, excluding demolition: a detailed Circular Economy Statement shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the Statement has been prepared in accordance with the GLA Circular Economy Guidance and that the development is designed to meet the relevant targets set out in the GLA Circular Economy Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it reduces the demand for redevelopment, encourages reuse and reduces waste in accordance with the following policies in the Development Plan and draft Development Plans: London Plan; D3, SI 7, SI 8 - Local Plan; CS 17, DM 17.2 - Draft City Plan 2036; S16, CEW 1. These details are required prior to demolition and construction work commencing in order

to establish the extent of recycling and minimised waste from the time that demolition and construction starts.

3. No later than 3 months after completion of the buildings at 1-8 Long Lane, a post-construction Circular Economy Statement shall be submitted to and approved in writing by the local planning authority to demonstrate that the targets and actual outcomes achieved are in compliance with or exceed the proposed targets stated in the approved Circular Economy Statement for the development.

REASON: To ensure that circular economy principles have been applied and Circular Economy targets and commitments have been achieved to demonstrate compliance with Policy SI 7 of the London Plan.

4. Prior to the commencement of the development, excluding demolition of the development a detailed Whole Life-Cycle Carbon assessment shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the Whole Life-Cycle Carbon emissions savings of the development achieve at least the GLA benchmarks and setting out further opportunities to achieve the GLA's Aspirational Benchmark set out in the GLA's Whole Life-Cycle Assessment Guidance. The assessment should include details of measures to reduce carbon emissions throughout the whole life cycle of the development and provide calculations in line with the Mayor of London's guidance on Whole Life-Cycle Carbon Assessments, and the development shall be carried out in accordance with the approved details and operated and managed in accordance with the approved assessment for the life-cycle of the development.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it maximises the reduction of carbon emissions of the development throughout the whole life-cycle of the development in accordance with the following policies in the Development Plan and draft Development Plans: London Page 146 Plan: D3, SI 2, SI 7 - Local Plan: CS 17, DM 15.2, DM 17.2 - Draft City Plan 2036: CE 1. These details are required prior to demolition and construction work commencing in order to be able to account for embodied carbon emissions resulting from the demolition and construction phase (including recycling and reuse of materials) of the development.

5. Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the development being occupied, a post-construction Whole Life-Cycle Carbon (WLC) Assessment (to be completed in accordance with and in line with the criteria set out in in the GLA's WLC Assessment Guidance) shall be submitted to the Local Planning Authority. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all

life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.

Reason: To ensure whole life-cycle carbon emissions are calculated and reduced and to demonstrate compliance with Policy SI 2 of the London Plan.

6. Prior to the commencement of the development, excluding demolition of the development a Climate Change Resilience Sustainability Statement (CCRSS) shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is resilient and adaptable to predicted climate conditions during the lifetime of the development. The CCRSS shall include details of the climate risks that the development faces (including flood, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions for addressing such risks. The CCRSS will demonstrate that the potential for resilience and adaptation measures (including but not limited to solar shading to prevent solar gain; high thermal mass of building fabric to moderate temperature fluctuations; cool roofs to prevent overheating; urban greening; rainwater attenuation and drainage; flood risk mitigation; biodiversity protection; passive ventilation and heat recovery and air quality assessment to ensure building services do not contribute to worsening photochemical smog) has been considered and appropriate measures incorporated in the design of the building. The CCRSS shall also demonstrate how the development will be operated and managed to ensure the identified measures are maintained for the life of the development. The development shall be carried out in accordance with the approved CCRSS and operated & managed in accordance with the approved CCRSS for the life of the development.

REASON: To comply with Local Plan Policy DM 15.5 Climate change resilience and adaptation.

7. Within 6 months of completion of the development details of climate change resilience measures must be submitted to the Local Planning Authority demonstrating the measures that have been incorporated to ensure that the development is resilient to the predicted weather patterns during the lifetime of the building. This should include details of the climate risks that the site faces (flood, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions that have been implemented.

REASON: To comply with Local Plan Policy DM 15.5 Climate change resilience and adaptation.

8. Prior to the commencement of development, excluding demolition, details of the façade system confirming the detailed design in relation

to reducing the embodied carbon impact and waste across all life-cycle stages that would result from the proposed facade type, materials, construction method and replacement cycles is required to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved drawings.

REASON: To demonstrate that embodied carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Local Plan policies: CS15, DM15.1, DM15.2 and Draft City Plan 2036 policies DE1 and CE1.

9. The development shall be designed to allow for connection into a district heating network if this becomes available during the lifetime of the development. This is to include a strategy with relevant plan drawings for: equipment, allocation of plant space and a protected route for connection in and out of the site.

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.

10. Within 6 months of completion of the development details of the measures to meet the approved Urban Greening Factor and the Biodiversity Net Gain scores, to include plant and habitat species, scaled drawings identifying the measures and maintenance plans, shall be submitted to the Local Planning Authority. Landscaping and biodiversity measures shall be maintained to ensure the approved standard is preserved for the lifetime of the development.

REASON: To comply with Local Plan Policy DM 19.2 Biodiversity and urban greening and Draft City Plan 2036 policy OS2 City Greening and OS3 Biodiversity.

11. Prior the commencement of the development, excluding demolition, an Ecological Management Plan shall be submitted to the Local Planning Authority to provide details on the proposed ecological enhancement actions in relation to habitat creations and management.

REASON: To comply with Local Plan Policy DM 19.2 Biodiversity and urban greening and Draft City Plan 2036 policy OS3 Biodiversity.

12. Post construction BREEAM assessments for all uses, demonstrating that at least a target rating of 'Excellent' has been achieved, 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.

## SUDS

13. 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, schematic and layout drawings for the proposed SuDS components including but not limited to: attenuation systems (including blue roofs), rainwater pipework, flow control devices, pumps, design for system exceedance, design for ongoing maintenance including silt removal; surface water flow rates shall be restricted to no greater than 1.7 l/s, provision should be made for an attenuation volume capacity capable of achieving this;
  - (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
  - (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

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

14. Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) A Lifetime Maintenance Plan for the SuDS system to include:
    - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
    - A Maintenance Inspection Checklist/Log;
    - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

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

15. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to

impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk).

16. Before any construction works hereby permitted are begun details of rainwater harvesting and grey water recycling systems shall be submitted to and approved in writing by the local planning authority.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policy of the Local Plan: CS18. 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.

#### Greening/Landscaping

17. Before any works thereby affected are begun the following details, relating to all unbuilt surfaces, including terraces/balconies and public realm, 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) Details of all soft landscaping, including the position, size and types of all planting and details of their respective planting beds;
  - b) Details of all proposed trees including details of their age, growing habit, girth of trunk, root development, clear stem heights; and details of tree pits/trenches and growing medium;
  - c) Details of all SUDS infrastructure, including details on the provision for harvesting rainwater run-off from surfaces to supplement irrigation;
  - d) Details of the method of irrigation and nutrient delivery systems;
  - e) Details of all urban furniture, including planters; seating; refuse bins; biodiversity habitat structures;
  - f) Details of all hard landscaping materials, including paving details and samples, in accordance with the City Public Realm Technical Manual;
  - g) Details of landscape lighting;
  - h) A management and maintenance Plan (including ecological management) for all proposed landscaping; and
  - i) Details of permanent wayfinding features and other installations.

All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development and prior to occupation. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within the lifetime of the development

shall be replaced with trees and shrubs of the same size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.

All unbuilt and built surfaces, including the ground floor and roof levels landscaping, shall be treated in accordance with a landscaping scheme, including details of:

- i) Irrigation;
- ii) Provision for harvesting rainwater run-off from road to supplement irrigation;
- iii) Spot heights for ground levels around planting pit;
- iv) Soil;
- v) Planting pit size and construction;
- vi) Tree guards; and
- vii) Species and selection of trees including details of its age, growing habit, girth of trunk, how many times transplanted and root development
- viii) the green roofs, hedges, trees and other amenity planting, biodiverse habitats and of a rainwater harvesting system to support high quality urban greening;
- ix) the incorporation of blue roofs into roof surfaces;
- x) the landscaping of the public realm;

All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development and prior to occupation. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within the lifetime of the development shall be replaced with trees and shrubs of the same size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.

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: DM10.1, DM10.5 and emerging policies DE2, DE6 and HE1 of the Draft City Plan 2040.

### Environmental Health

18. No part of the roof areas except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.

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.

19. The roof terraces, other than those accessed via individual guest rooms, hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 07:00 on the following day.

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.

20. No amplified or other music shall be played on the roof terraces.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

21. The restaurant/bar/takeaway uses hereby permitted shall not be open to customers between the hours of (23:00) on one day and (07:00) on the following day.

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.

22. Self-closing mechanisms must be fitted on the doors at Ground Floor before the Sui Generis (Pubs with expanded food provision, hot food takeaways) use/Class E (Restaurant) use commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency or for maintenance purposes.

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.

23. (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 most affected noise sensitive premises. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which the 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.

24. 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 and should include the provision of noise mitigation measures in the periphery of site in the form of an acoustic insulation sheeting. 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.

25. 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 and should include the provision of noise mitigation measures in the periphery of site in the form of an acoustic insulation sheeting. 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.

26. 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 restaurant 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 restaurant 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.

27. 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

28. Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

29. 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.

30. 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.

31. No cooking shall take place within any Sui Generis (Pubs with expanded food provision, hot food takeaways) use/Class E (Restaurant) unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not

give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.

REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.

32. All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3.

### Archaeology

33. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- b) Where appropriate, details of a programme for delivering related positive public benefits
- c) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

34. No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

### Transportation

35. 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.

36. 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.

37. Prior to the commencement of the Section 278 design works a Pedestrian Comfort Level Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Assessment shall meet Transport for London guidelines in order to confirm the impact of the development prior to agreeing highways mitigation.

REASON: To ensure that pedestrian movement is facilitated by the provision of suitable pedestrian routes around the site in accordance with the following Local Plan policies: DM 16.1 and DM 16.2.

38. Prior to the commencement of works including demolition, a site condition survey of the adjacent highways 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. Proposed finished floor levels at basement and threshold ground floor (threshold review) levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces, must be submitted and agreed with the Highways Authority. The development shall be carried out in accordance with the approved levels 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.

39. Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the buildings sufficient to accommodate a minimum of 10 long stay spaces and 6 short stay spaces. All doors on the access to the parking area shall be automated, push button or pressure pad operated. The cycle parking provided on the site must remain ancillary to the use of the buildings and must be available at all times throughout the life of the buildings 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, and emerging policy AT3 of the Draft City Plan 2036.

40. A minimum of 5% of the long stay cycle spaces shall be accessible for larger cycles, including adapted cycles for disabled people.

REASON: To ensure that satisfactory provision is made for people with disabilities in accordance with Local Plan policy DM10.8, London Plan policy TS cycling, emerging City Plan policy 6.3.24.

41. A minimum of 3 showers and 34 lockers shall be provided adjacent to the bicycle parking areas and changing facilities 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 cycle more convenient in order to encourage greater use of cycles by commuters in accordance with the following policy of the Local Plan: DM16.4.

42. Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM16.1, DM16.5, DM21.3.

43. Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.

44. Minimum of one electric charging point must be provided within the delivery and servicing area and retained for the life of the building.

REASON: To further improve the sustainability and efficiency of travel in, to, from and through the City in accordance with the following policy of the Local Plan: CS16.

TfL

45. Before the demolition stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have

been submitted to and approved in writing by the local planning authority.

- a) Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to London Underground (LU). Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- b) Demonstrate that the design allows for any EMC emissions from LU's tunnel tracks and adjacent electrical equipment.
- c) Details of any changes in loading to LU's infrastructure because of the works or temporary works
- d) Written confirmation will be required from Thames Water that any increased drainage or sewage from the site will not be discharged directly or indirectly into LU's drainage system.
- e) Accommodate the location of the existing LU infrastructure.
- f) There should be no opening windows, roof gardens or balconies facing the LU elevation.
- g) Demonstrate access to elevations of the proposed building adjacent to the property boundary with LU can be undertaken without recourse to entering LU land or airspace.
- h) Demonstrate that there will at no time be any potential security risk to LU's railway, property or structures.
- i) Provide a proposal for future maintenance of the building facade.
- j) No works to commence near or on the boundary with London Underground assets until any party wall agreements required with TfL Engineering, TfL Property or TfL Legal have been agreed and signed by all parties.
- k) Mitigate the effects of noise and vibration arising from the adjoining railway operations and maintenance within their structures and land.
- l) No claims to be made against TfL or LU by the Local Authority (e.g. The Royal Borough of Kensington and Chelsea), purchasers, tenants, occupants or lessees of the development for any noise or vibration resulting from LU running, operating and maintaining the adjacent railway
- m) No works to commence on any part of TfL/LU Property or in it's airspace until any agreements required with TfL Engineering, TfL Property or TfL Legal have been agreed and signed by all parties.
- n) Landscaping to be agreed in accordance with the London Underground landscaping standard.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

46. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.
  - a) Prior to commencement of each phase of the development, provide detailed design for foundations, basement and ground floor

- structures, or for any other structures below ground level, including piling (temporary and permanent)
- b) Site specific Risk Assessments and Method Statements (RAMS) for any activities (groundworks, piling) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- c) Details of any changes in loading to LU's infrastructure considering sequence of temporary and permanent works
- d) A ground movement assessment/Impact assessment will be required for substructure.
- e) No support to be taken from LU's land or structures.
- f) Completion of a glare and glint study to ensure no vision impairment to the drivers on the operational railway from the construction, or any lighting.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

47. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.
- a) Provide detailed design for all superstructure works (temporary and permanent)
  - b) Provide details on the erection and use of tall plant (e.g. tower cranes, mobile cranes and piling rigs) and scaffolding prior to commencement of works
  - c) Tower Crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius. No cranes should be erected or dismantled until LU Engineer's approval has been obtained in writing.
  - d) Site specific Risk Assessments and Method Statements (RAMS) for any activities (craneage, scaffolding, use of tall plant) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing
  - e) Details of any changes in loading to LU's infrastructure because of the works or temporary works
  - f) Ground movement assessment/impact assessment will be required.
  - g) Structure monitoring and track monitoring duration of construction works if required.
  - h) No glare or glint to be shed onto the railway from the construction, the completed structure, or any lighting.
  - i) No support to be taken from LU's land or structures.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with

London Plan policy T3 and 'Land for Industry and Transport'  
Supplementary Planning Guidance 2012.

48. Before the Demolition stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.
- a) Site specific Risk Assessments and Method Statements (RAMS) for any activities scaffolding tall plant use and demolition plant.
  - b) A ground movement analysis will be required for demolition only.
  - c) Structure monitoring and track monitoring duration of construction works if required.
  - d) Full consultation with TfL Engineering Infrastructure Protection to agree demolition, and site remedial methodologies.
  - e) No support to be taken from LU's land or structures.
  - f) No glare or glint to be shed onto the railway from the construction, or any lighting.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

49. None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling, any temporary works, and site investigations, have been submitted to and approved in writing by the Local Planning Authority which:
- a) Accommodate the Elizabeth line infrastructure, including any temporary works associated with the Elizabeth line (formerly known as Crossrail);
  - b) Mitigate the effects on the Elizabeth line, of ground movement arising from the development. The development shall be carried out in all respects in accordance with the approved design and method statements.

All structures and works comprised within the development hereby permitted which are required this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

Reason: To ensure that the development does not impact on existing Crossrail transport infrastructure, in accordance with London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

#### Wind

50. No development other than demolition shall take place until the detailed design of all wind mitigation measures based on the findings of either

Computational Fluid Dynamics (CFD) or Wind Tunnel Testing has been submitted to and approved in writing by the Local Planning Authority. These details shall include the size and appearance of any features, the size and appearance of any planting containers, trees species, planting medium and irrigation systems. No part of the building shall be occupied until the approved wind mitigation measures have been implemented unless the Local Planning Authority agrees otherwise in writing. The said wind mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.

REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with the following policies of the Local Plan: DM10.1, DM16.1, DM16.2. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

#### Thermal Comfort

51. No development other than demolition shall take place until the detailed design of all thermal comfort mitigation measures based on the findings of a detailed Thermal Comfort Assessment has been submitted to and approved in writing by the Local Planning Authority. The said thermal comfort mitigation measures shall be retained in place for the life of the building unless otherwise agreed by the Local Planning Authority.

REASON: In order to ensure that the proposed development does not have a detrimental impact on the amenities of the area in accordance with London Plan Policy D8 and Policy D9 and emerging City Plan policies S8 and S12, and the guidance contained in the Thermal Comfort Guidelines for Development in the City of London. These details are required prior to construction in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

#### Road vehicle attack measures

52. 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.

#### Lighting

53. Prior to the commencement of the relevant works, a Lighting Strategy and a Technical Lighting Design shall be submitted to and approved in writing by the Local Planning Authority, which should include details of:

- a) lighting layout/s;
- b) details of all functional and decorative luminaires (including associated accessories, bracketry and related infrastructure);
- c) a lighting control methodology;
- d) proposed operational timings and associated design and management measures to reduce the impact on the local environment and residential amenity including light pollution, light spill, and potential harm to local ecologies;
- e) all external, semi-external and public-facing parts of the building and of any internal lighting in so far that it creates visual or actual physical impact on the lit context to show how the facade and/or the lighting has been designed to help reduce glare, excessive visual brightness, and light trespass;
- f) details for impact on the public realm, including typical illuminance levels, uniformity, colour appearance and colour rendering.
- g) details of aviation lights including locations

Detail should be provided for all external, semi-external and public-facing parts of the building and of internal lighting levels and how this has been designed to reduce glare and light trespass. All works and management measures pursuant to this consent shall be carried out and maintained in accordance with the approved details and lighting strategy.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and the measures for environmental impacts, and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, 15.7, CS15, emerging policies DE1, DE2 and HL3 of the Draft City Plan 2036 and the City of London Lighting SPD 2023.

54. Before any works thereby affected are begun, details of the provision to be made in the building's design to enable the discreet installation of street lighting on the development, including details of the location of light fittings, cable runs and other necessary apparatus, shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

REASON: To ensure provision for street lighting is discreetly integrated into the design of the building in accordance with the following policy of the City of London Local Plan: DMI0.1.

55. There shall be no high level external lighting of the external facades.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and the measures for

environmental impacts, and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM10.1, 15.7 , CS15.

### Design

56. 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 surfaces of the building including external ground level and upper level surfaces;
- b) Construction of 1:1 sample material and facade panels of agreed sections of the facades;
- c) Details of the proposed new façade including typical details of the fenestration, entrances and shopfronts at a scale of no less than 1:20;
- d) Detailed drawings of a scale no less than 1:20, in plan, section and elevation, of agreed typical bays;
- e) Details of awnings;
- f) Details of signage for all aspects of the building;
- g) Details of soffits, privacy screens, handrails and balustrades;
- h) Details of terraces;
- i) Details of gates and fencing;
- j) Details of rooftop including any plant equipment and the roofscape;
- k) Details of the integration of M&E and building services into the external envelope;
- l) Details of external ducts, vents, louvres and extracts;
- m) Details of the integration of window cleaning equipment and the garaging thereof, plant, flues, and other excrescences at roof level including within the plant room; and
- n) Details of access to the roof for cleaning and maintenance, including details of mansafe equipment

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DMI0.1, DMI0.5, DM12.2.

57. Notwithstanding the details shown on the drawings, before any works thereby affected are begun, details of measures to prevent jumping or falling from the development shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be in place prior to occupation and remain in situ for the lifetime of the development.

REASON: In the interests of safety in accordance with the following policies of the draft City Plan 2036: DE2 and DE5.

58. Before any works thereby affected are begun detailed plans, elevations and sections including spot heights of the roof level shall be submitted to and approved in writing by the Local Planning Authority to ensure sufficient design quality and the protection of the heritage significance of surrounding designated heritage assets.

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 and to ensure design quality and the protection of the heritage significance of surrounding designated heritage assets in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.3, CS13 and emerging policies SE1, DE2, DE6 and HE1 of the Draft City Plan 2036.

### Accessibility

59. Before any construction work hereby permitted are begun, details of the proposed lifts shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the approved details and be retained as such in perpetuity.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. 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.

60. Prior to the occupation of the buildings, details of an Access Management Plan shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the approved details and be retained as such in perpetuity.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. 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.

61. Prior to the commencement of works including demolition, a site condition survey of the adjacent highways 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. Proposed finished floor levels at basement and threshold ground floor (threshold review) levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces, must be submitted and agreed with the Highways Authority. The development shall be carried out in

accordance with the approved levels 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.

62. Before any construction work hereby permitted are begun, a scheme indicating the provision to be made for disabled people to gain access to all areas shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details before the development hereby permitted is brought into use.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. 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.

63. The threshold of the private public realm and public route entrances shall be at the same level as the rear of the adjoining footway.

REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

#### Waste Management Plan

64. A Waste Management Plan to include details of backloading of waste onto delivery vehicles from the consolidation centre shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Waste Management Plan (or any amended Waste Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policy of the Local Plan: DM16.1.

#### Air Quality

65. Prior to the installation of any generator. A report shall be submitted to show what alternatives have been considered including a secondary

electrical power supply, battery backup or alternatively fuelled generators such as gas fired or hydrogen. The details of the proposed generator shall be submitted for approval. Where it is not possible to deploy alternatives, any diesel generators must be the latest Euro Stage available. The generator shall be used solely on brief intermittent and exceptional occasions when required in response to a life-threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time.

REASON: In accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2019 and the London Plan Policies SI1 and SD4 D.

66. All combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants, and must be located away from ventilation intakes and accessible roof gardens and terraces.

REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10 and 2.5, in accordance with the City of London Air Quality Strategy 2019, Local Plan Policy DM15.6 and London Plan policy SI1.

67. Prior to the commencement of the development, the developer/ construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (Or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (or any updates thereof), Local Plan Policy DM15.6 and London Plan Policy SI1D. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.

### Fire Hydrants

68. No development other than demolition shall take place until details of fire hydrants have been submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved details and be retained as such in perpetuity.

REASON: in the interest of fire safety, in accordance with policies D5 and D12 of the London Plan.

### Compliance

69. No doors, gates or windows at ground floor level shall open over the public highway.

REASON: In the interests of public safety.

70. The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1

71. The threshold of the vehicular access point shall be at the same level as the rear of the adjoining footway.

REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

72. No plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.

REASON: To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.

73. The threshold of the private public realm and public route entrances shall be at the same level as the rear of the adjoining footway.

REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

74. The development shall provide:

- a) 5,110 sq.m of hotel floorspace (Class C1);
- b) 167 sq.m of retail/café/restaurant (Class E(a) and (b))

REASON: To ensure the development is carried out in accordance with the approved plans.

75. 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:

- 11246-EPR-ZZ-XX-DR-A-TP-0001 P1
- 11246-EPR-ZZ-XX-DR-A-TP-0010 P1
- 11246-EPR-00-B1-DR-A-TP-0099 P1
- 11246-EPR-00-GF-DR-A-TP-0100 P2
- 11246-EPR-00-01-DR-A-TP-0101 P1
- 11246-EPR-00-02-DR-A-TP-0102 P1

11246-EPR-00-03-DR-A-TP-0103 P1  
11246-EPR-00-04-DR-A-TP-0104 P1  
11246-EPR-00-05-DR-A-TP-0105 P1  
11246-EPR-ZZ-XX-DR-A-TP-0400 P1  
11246-EPR-ZZ-SO-DR-A-TP-0401 P1  
11246-EPR-ZZ-NO-DR-A-TP-0402 P1  
11246-EPR-ZZ-WE-DR-A-TP-0403 P1  
11246-EPR-ZZ-EA-DR-A-TP-0404 P1  
11246-EPR-ZZ-XX-DR-A-TP-0500 P1  
11246-EPR-00-B1-DR-A-TP-0299 P1  
11246-EPR-00-GF-DR-A-TP-0300 P1  
11246-EPR-00-01-DR-A-TP-0301 P1  
11246-EPR-00-02-DR-A-TP-0302 P1  
11246-EPR-00-03-DR-A-TP-0303 P1  
11246-EPR-00-04-DR-A-TP-0304 P1  
11246-EPR-00-05-DR-A-TP-0305 P1  
11246-EPR-ZZ-SO-DR-A-TP-0421 P1  
11246-EPR-ZZ-NO-DR-A-TP-0422 P1  
11246-EPR-ZZ-WE-DR-A-TP-0423 P1  
11246-EPR-ZZ-EA-DR-A-TP-0424 P1  
11246-EPR-ZZ-XX-DR-A-TP-0520 P1  
11246-EPR-00-B1-DR-A-TP-0199 P2  
11246-EPR-00-GF-DR-A-TP-0200 P4  
11246-EPR-00-01-DR-A-TP-0201 P2  
11246-EPR-00-02-DR-A-TP-0202 P2  
11246-EPR-00-03-DR-A-TP-0203 P2  
11246-EPR-00-04-DR-A-TP-0204 P2  
11246-EPR-00-05-DR-A-TP-0205 P2  
11246-EPR-00-06-DR-A-TP-0206 P2  
11246-EPR-00-07-DR-A-TP-0207 P4  
11246-EPR-00-08-DR-A-TP-0208 P4  
11246-EPR-00-09-DR-A-TP-0209 P2  
11246-EPR-ZZ-XX-DR-A-TP-0410 P3  
11246-EPR-ZZ-SO-DR-A-TP-0411 P4  
11246-EPR-ZZ-NO-DR-A-TP-0412 P4  
11246-EPR-ZZ-WE-DR-A-TP-0413 P3  
11246-EPR-ZZ-EA-DR-A-TP-0414 P3  
11246-EPR-ZZ-XX-DR-A-TP-0510 P1  
11246-EPR-ZZ-XX-DR-A-TP-0511 P2  
11246-EPR-ZZ-XX-DR-A-TP-0512 P1  
11246-EPR-ZZ-XX-DR-A-TP-0513 P1  
11246-EPR-ZZ-XX-DR-A-TP-0514 P1

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 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7C79bb749481fb4aebb01c08dc265fae0d%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638427439639442980%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=rGcgQXRzTRNW RQBpRG%2Bpqnld0yLT1E01iZQ1YDGWcxo%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section.
- 2 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.
- 3 The Developer is recommended to assess and mitigate the possible effects of noise and vibration arising from the operation of the Elizabeth line.
- 4 The applicant is advised to contact TfL Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant: scaffolding: security; boundary treatment; safety barriers; landscaping and lighting. A Party Wall notice will be required to be served to Transport for London Infrastructure Protection in advance of carrying out any works near or on a party wall.
- 5 A Party Wall notice will be required to be served to Transport for London Infrastructure Protection in advance of carrying out any works near or on a party wall.
- 6 Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for

Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 7 Small refuse vehicle is expectable on this proposal but architects are reminded to work with standard RVC dimensions.
- 8 Waste store to be built to BS5906 specifications.
- 9 Waste bins cannot be left on the highway for collection.
- 10 **Roof Gardens**  
The developer should be aware that, in creating a roof terrace, and therefore access to the roof, users of the roof could be exposed to emissions of air pollutants from any chimneys that extract on the roof e.g. from gas boilers / generators / CHP.  
In order to minimise risk, as a rule of thumb, we would suggest a design that places a minimum of 3 metres from the point of efflux of any chimney serving combustion plant, to any person using the roof terrace. This distance should allow the gases to disperse adequately at that height, minimising the risk to health.
- 11 **Compliance with the Clean Air Act 1993**  
Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.
- 12 **Generators and combustion plant**  
Please be aware that backup/emergency generators may require permitting under the MCP directive and require a permit by the appropriate deadline. Further advice can be obtained from here:  
Medium combustion plant and specified generators: environmental permits - GOV.UK ([www.gov.uk](http://www.gov.uk))

### **Background Papers**

31/01/24 - 09:54	Network Rail	External
05/02/24 - 08:19	District Surveyors Office	Internal
05/02/24 - 15:33	Thames Water	External
08/02/24 - 13:35	Historic England	External

09/02/24 - 08:04	Contract and Drainage Service	Internal
09/02/24 - 10:37	Transport For London	External
12/02/24 - 15:08	Planning Obligations	Internal
14/02/24 - 14:58	Transport For London	External
16/02/24 - 15:06	Historic England	External
19/02/24 - 16:00	Environmental Health	Internal
19/02/24 - 16:45	Lead Local Flood Authority	Internal
21/02/24 - 14:30	Transport For London	External
28/02/24 - 09:30	Barbican Association	External
02/03/24 - 22:48	Community Facilities Manager	Internal
05/03/24 - 14:20	Transport For London	Internal
25/03/24 - 12:56	Air Quality Officer	External
18/04/24 - 13:49	Environmental Resilience	Internal

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Carroll, Ray

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From: Seda Guillen Izuma [REDACTED]  
Sent: 31 January 2024 09:54  
To: PLN - Comments  
Subject: RE: Planning Application Consultation: 23/01417/FULMAJ

THIS IS AN EXTERNAL EMAIL

OFFICIAL

Dear Planning,

Thank you for consulting Network Rail. However, the application site is close to TfL assets.

Please contact them directly.

Kind regards,

Seda Guillen Izuma  
Town Planning Technician  
Network Rail Property (Southern)

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

From: [REDACTED]  
Sent: 31 January 2024 09:39  
To: Town Planning Southern [REDACTED]  
Subject: Planning Application Consultation: 23/01417/FULMAJ

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

Dear Sir/Madam

Please see attached consultation for 1-8 Long Lane London EC1A 9HF .  
Reply with your comments to [REDACTED]

Kind Regards

Planning Administration

On behalf of

Anna Tastsoglou  
Environment Department  
City of London

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**Memo**

**To** Assistant Director (Development Management)  
Department of the Built Environment

**From** District Surveyors Office  
Department of the Built Environment

**Telephone** [REDACTED]

**Email** [REDACTED]

**Date** 24 January 2024

**Our Ref** DS/FS24/0008

**Your Ref** PT\_AT/23/01417/FULMAJ

**Subject** 1-8 Long Lane London EC1A 9HF

**In response to your request for comments in relation to the fire statement the District Surveyors Office has the following comments to make:**

The District Surveyors Office has reviewed the fire statement and has the following comments;

1. The fire statement is acceptable and the proposal is considered to generally comply with policies D5 and D12. However, there is no information regarding provision of fire hydrants and I would recommend dealing with this by way of condition.





Ms Anna Tastsoglou  
City of London Corporation  
Environment Department  
PO Box 270, Guildhall  
London  
EC2P 2EJ

Direct Dial: 020 7973 3520

Our ref: P01572248

8 February 2024

Dear Ms Tastsoglou

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

**1-8 LONG LANE LONDON EC1A 9HF  
Application No. 23/01417/FULMAJ**

Thank you for your letter of 31 January 2024 regarding the above application for planning permission.

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

Please note that this response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/>

Yours sincerely



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

Telephone 020 7973 3700  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)





Historic England

Kate Tatlow  
Business Officer



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

Telephone 020 7973 3700  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



*Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.*

# Memo



To Department of Planning & Transportation

From Paul Jones

Contract and Drainage Service

Department of the Built Environment

Telephone [REDACTED]

Email [REDACTED]

Date 9 February 2024

Subject GREASE TRAP REQUIREMENT

For action

Application No. 23/01417/FULMAJ

Address: **1-8 Long Lane, London, EC1A 9HF**

Under the UK Water Industry Act 1991, section S111(1) and Building Regulations, Part H (Drainage and Waste Disposal) 2002, the proposals for the above planning application, need to comply with the requirements of the Sewerage Undertaker (Thames Water Utilities Ltd), these being:

ANY BUILDING PROPOSAL WHICH INCLUDES CATERING FACILITIES WILL BE REQUIRED TO BE CONSTRUCTED WITH ADEQUATE GREASE TRAPS TO THE SATISFACTION OF THAMES WATER UTILITIES LTD OR THEIR CONTRACTORS.

I would be obliged if you could incorporate this in your response to the planning department, regarding this application.



09 February 2024  
Crossrail Ref: CRL-IP-3090

Transport for London  
Crossrail  
Safeguarding  
5 Endeavour Square  
London E20 9EJ

Dear Anna Tastsoglou,

**23/01417/FULMAJ : 1-8 Long Lane London EC1A 9HF**

*Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.*

Transport for London (TfL) administers the Crossrail Safeguarding Direction made by the Secretary of State for Transport on 24 January 2008.

Your letter to TfL dated 31 January 2024, requesting the views of CRL\_Safeguarding on the above application was directed to [CRL\\_Safeguarding@tfl.gov.uk](mailto:CRL_Safeguarding@tfl.gov.uk) a statutory consultee. I confirm that the application relates to land within the limits of land subject to consultation by the Crossrail Safeguarding Direction. If the Council, in its capacity as Local Planning Authority, is minded to grant planning permission, please apply the following conditions on the Notice of Permission:

**Elizabeth line condition for foundation design and settlement**

- C1 None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling, any temporary works, and site investigations, have been submitted to and approved in writing by the Local Planning Authority which:-
  - (i) Accommodate the Elizabeth line infrastructure, including any temporary works associated with the Elizabeth line (formerly known as Crossrail),
  - (ii) Mitigate the effects on the Elizabeth line, of ground movement arising from the development. The development shall be carried out in all respects in accordance with the approved design and method statements.

All structures and works comprised within the development hereby permitted which are required by paragraphs C1(i) and C1 (ii) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

**Elizabeth line Informative - transmitted groundbourne noise & vibration**

- I1 The Developer is recommended to assess and mitigate the possible effects of noise and vibration arising from the operation of the Elizabeth line.

.....

**NOTE:**

TfL Location Enquiries [SMBLocationEnquiries@tfl.gov.uk](mailto:SMBLocationEnquiries@tfl.gov.uk) and other TfL teams may also wish to comment.

If you require any further information, please contact:

[REDACTED]

Yours sincerely,

**Will Orlik**

Safeguarding Officer (Elizabeth line)

[REDACTED]

TfL Infrastructure Protection Team

Floor 7 B5 : 5 Endeavour Square : London : E20 1JN

.....

Please send, by email, all planning application consultations that are captured by the SoS Crossrail Safeguarding Direction to [REDACTED]

.....

The Elizabeth line (Crossrail) is a new railway that links Heathrow, Maidenhead and Reading in the west to Shenfield and Abbey Wood in the east, using existing Network Rail tracks and new stations and tunnels under Central London.

Transport for London (TfL) administers the Crossrail Safeguarding Direction made by the Secretary of State for Transport on 24 January 2008. The Direction was extended on 29 April 2009 (Maidenhead to Reading) and 14 October 2009 (Abbey Wood to Gravesend and Hoo Junction).

## Planning Obligations Comments (City CIL, Mayoral CIL and S106)

**Address:** 1-8 Long Lane, London EC1A 9HA

**Application Reference:** 23/01417/FULMAJ

**Case Officer:** Anna Tastsoglou

**Description:** Demolition of existing buildings to basement level and construction of a nine-storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground floor together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works

### **Mayoral CIL 2 (MCIL2) and City Community Infrastructure Levy (CIL)**

Mayoral and City CIL applies to developments where there is an uplift in Gross Internal Area (GIA) of at least 100sqm or create one or more dwellings. Social housing, and development for charities for charitable purposes, are offered relief or are exempt from the levy. Education and Health related developments are charged at a nil rate. In the case of MCIL2 a rate of £80 per sqm is applied to eligible developments however, as the City is located within the Central Activity Zone (CAZ), differential rates apply to office, retail and hotel developments and are set at £185, £165 and £140 respectively. City CIL is also set at differential rates for riverside residential £150 per sqm and £95 per sqm for 'Rest of City' residential and £75 for offices and all other uses.

**MCIL2** has been calculated to be **£288,903.48** (excl. indexation) and the **City CIL** is **£153,900.00** (excl. indexation) based on the uplift in floorspace of 2,052sqm (GIA).

In accordance with the CIL regulations the City Corporation would retain 4% of MCIL2 and 5% of the City CIL for its expenses associated with administering City CIL and Mayor of London CIL.

### **City Planning Obligations**

In accordance with the Planning Obligations SPD 2021, financial contributions would be payable on commercial developments, where there is a net increase of 500sqm or more of Gross Internal Area, at a rate of:

- Affordable Housing Contribution (£50 per sqm);
- Local Training, Skills and Job Brokerage Contribution (£30 per sqm);
- Security Measures Contribution (£10 per sqm); and
- Carbon Offsetting (£95 per tonne of carbon to be offset over a period of 30 years).

Residential developments which have the potential for 10 or more units of housing, developers would be required to pay the Local Training, Skills and Job Brokerage at a rate of £5 per sqm.

Local Plan Strategic Policy S3: Housing seeks the provision of affordable housing units on-site (or off-site) or the payment of a commuted sum in-lieu of on-site provision. Affordable housing on-site must be provided at a rate of:

- a minimum of 35% of the total number of housing units proposed; or
- a minimum of 50% affordable housing on public sector owned land.

Where it is demonstrated that is not viable to provide units on-site, a commuted sum or cash in-lieu contribution will be required. The level of contribution will be calculated on a site-by-site basis. The Local Plan Viability Assessment indicates that

a viable contribution to off-site provision should lie in the range of £440,000 to £460,000 per unit.

In this case, the following financial contributions will be secured through a Section 106 Agreement:

- Affordable Housing Contribution (£102,600 *minus 1% for S106 Monitoring*)
- Local Training, Skills and Job Brokerage Contribution (£61,650 *minus 1% for S106 Monitoring*)
- S106 Monitoring Contribution (£2,750 *plus 1% of AH & LTSJB Contributions*)
- Construction Monitoring Cost (£30,935 - *First Year of development and £25,760 for subsequent years*)
- Section 278 Works - Evaluation and Design Fee (TBC)

It is the City's practice for all financial contributions to be index-linked with reference to the appropriate index from the date of adoption of the City's Planning Obligations SPD (May 2021) to the date of planning permission.

In addition to the contributions above, the obligations set out below will also be secured through the Section 106 Agreement. They are required in accordance with the City's Planning Obligations SPD 2021 and are necessary to make the application acceptable in planning terms.

- Highway Reparation and other Highways Obligations  
(*Highways Schedule of Condition Survey, site access, consents, licences etc*)
- Local Procurement Strategy
- Employment and Skills Plan (*Demolition / Construction / End Use*)
- Delivery and Servicing Management Plan (*including Consolidation*)
- Travel Plan (including Cycling Promotion Plan)
- Carbon Offsetting
- 'Be Seen' Energy Performance Monitoring
- Section 278 Agreement (CoL)
- Public Realm Space (*Specifications, Public Access & Management Plan*)
- Cultural Plan

### **Administration and Monitoring**

The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. These charges are set out on the City Corporations website and will be reviewed from time to time.

## **Informative – 005B**

### Informative 005B - CIL

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

Office £185 sqm

Retail £165 sqm

Hotel £140 sqm

All other uses £80 per sqm

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

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

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

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

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

### **Planning Obligations**

**12/02/2024**

**LR**



Historic England

Anna Tastsoglou  
PO Box 270  
Guildhall  
London EC2P 2EJ

Your Ref: 23/01417/FULMAJ  
Our Ref: 219280

Contact:  
Helen Hawkins



16<sup>th</sup> February 2024

Dear Anna,

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)**  
**NATIONAL PLANNING POLICY FRAMEWORK 2021**

1-8 Long Lane London EC1A 9HF

*Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works*

**Recommend Two Archaeological Conditions**

Thank you for your consultation received on 31<sup>st</sup> January 2024.

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

**Assessment of Significance and Impact**



Historic England, 4<sup>th</sup> Floor, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA  
Telephone 020 7973 3700 Facsimile 020 7973 3001

HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available.



The proposed development is in an area of archaeological interest. The City of London was founded almost two thousand years ago and London has been Britain's largest and most important urban settlement for most of that time. Consequently, the City of London Local Plan 2015 says that all of the City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost due to deep basement construction or other groundworks.

The site is located to the north-west of the Roman and medieval city walls. An Archaeological Desk Based Assessment accompanied the planning application (MOLA 2023) which identified a high potential for Roman agricultural and quarrying remains, a possibility for Roman burials and a moderate potential for remains of medieval and post-medieval date. Buildings are shown on the site on historic maps and the site is just outside the medieval Charterhouse Precinct.

Although the site is currently occupied by a building that has a basement, the basement is only single storey and therefore the site retains a potential for archaeological deposits of Roman and medieval date. The proposed development comprises a new basement slab being constructed in 1-5 Long Lane and the lowering of the existing basement in 6-8 Long Lane. There will also be associated piling. The lowering of the basement and the construction of a new slab is likely to have an impact on archaeological remains.

#### Planning Policies

NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 200 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

NPPF paragraphs 195 and 203 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

If you grant planning consent, paragraph 211 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

#### Recommendations

I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable



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safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

I therefore recommend attaching two conditions as follows:

**Condition 1** No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

**Informative** Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

## Condition 2 Foundation Design

No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.



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These pre-commencement conditions are necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to these pre-commencement conditions, please let us know their reasons and any alternatives suggested. Without these pre-commencement conditions being imposed the application should be refused as it would not comply with NPPF paragraph 211.

I envisage that the archaeological fieldwork would comprise the following:

### **Geotechnical Monitoring**

Archaeological monitoring of geotechnical pits and boreholes can provide a cost-effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation.

### **Evaluation**

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

You can find more information on archaeology and planning in Greater London on our website.

This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.

Yours sincerely

Helen Hawkins

Archaeology Adviser  
Greater London Archaeological Advisory Service  
London and South East Region



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Telephone 020 7973 3700 Facsimile 020 7973 3001  
HistoricEngland.org.uk



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**From:**  
**To:**  
**Subject:** RE: Planning Application Consultation: 23/01417/FULMAJ  
**Date:** 14 February 2024 14:57:52

THIS IS AN EXTERNAL EMAIL

FAO Anna Tastsoglou,

Planning Application Consultation: 23/01417/FULMAJ

Location: 1-8 Long Lane London EC1A 9HF

Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part

ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Thank you for your consultation.

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. Therefore, it will need to be demonstrated to the satisfaction of TfL Infrastructure Protection engineers that:

- our right of support is not compromised
- the development will not have any detrimental effect on our structures either in the short or long term
- the design must be such that the loading imposed on our structures is not increased or removed
- we offer no right of support to the development or land

Therefore, we request that the grant of planning permission be subject to the following separate numbered conditions to be discharged in a phased manner as and when they are completed.

1. Before the commencement stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a. Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to London Underground (LU). Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- b. Demonstrate that the design allows for any EMC emissions from LU's tunnel tracks and adjacent electrical equipment.
- c. Details of any changes in loading to LU's infrastructure because of the works or temporary works
- d. Written confirmation will be required from Thames Water that any increased drainage or sewage from the site will not be discharged directly or indirectly into LU's drainage system.
- e. Accommodate the location of the existing LU infrastructure.
- f. There should be no opening windows, roof gardens or balconies facing the LU elevation.
- g. Demonstrate access to elevations of the proposed building adjacent to the

property boundary with LU can be undertaken without recourse to entering LU land or airspace.

- h. Demonstrate that there will at no time be any potential security risk to LU's railway, property or structures.
- i. Provide a proposal for future maintenance of the building facade.
- j. No works to commence near or on the boundary with London Underground assets until any party wall agreements required with TfL Engineering, TfL Property or TfL Legal have been agreed and signed by all parties.
- k. Mitigate the effects of noise and vibration arising from the adjoining railway operations and maintenance within their structures and land.
- l. No claims to be made against TfL or LU by the Local Authority (e.g. The Royal Borough of Kensington and Chelsea), purchasers, tenants, occupants or lessees of the development for any noise or vibration resulting from LU running, operating and maintaining the adjacent railway
- m. No works to commence on any part of TfL/LU Property or in its airspace until any agreements required with TfL Engineering, TfL Property or TfL Legal have been agreed and signed by all parties.
- n. Landscaping to be agreed in accordance with the London Underground landscaping standard.

2. Before the Demolition stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a. Site specific Risk Assessments and Method Statements (RAMS) for any activities scaffolding tall plant use and demolition plant.
- b. A ground movement analysis will be required for demolition only.
- c. Structure monitoring and track monitoring duration of construction works if required.
- d. Full consultation with TfL Engineering Infrastructure Protection to agree demolition, and site remedial methodologies.
- e. No support to be taken from LU's land or structures.
- f. No glare or glint to be shed onto the railway from the construction, or any lighting.

3. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a. Prior to commencement of each phase of the development, provide detailed design for foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent)
- b. Site specific Risk Assessments and Method Statements (RAMS) for any activities (groundworks, piling) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- c. Details of any changes in loading to LU's infrastructure because of the works or temporary works
- d. A ground movement assessment/Impact assessment will be required for sub-structure.
- e. No support to be taken from LU's land or structures.
- f. Completion of a glare and glint study to ensure no vision impairment to the drivers

on the operational railway from the construction, or any lighting.

4. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.

- a) Provide detailed design for all superstructure works (temporary and permanent)
- b) Provide details on the erection and use of tall plant (e.g. tower cranes, mobile cranes and piling rigs) and scaffolding prior to commencement of works
- c) Tower Crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius. No cranes should be erected or dismantled until LU Engineer's approval has been obtained in writing.
- d) Site specific Risk Assessments and Method Statements (RAMS) for any activities (craneage, scaffolding, use of tall plant) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing
- e) Details of any changes in loading to LU's infrastructure because of the works or temporary works-
- f) Ground movement assessment/impact assessment will be required.
- g) Structure monitoring and track monitoring duration of construction works if required.
- h) No glare or glint to be shed onto the railway from the construction, the completed structure, or any lighting.
- i) No support to be taken from LU's land or structures.

**Reason:** To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

We also ask that the following informative is added:

The applicant is advised to contact TfL Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; tall plant: scaffolding: security; boundary treatment; safety barriers; landscaping and lighting.

A Party Wall notice will be required to be served to Transport for London Infrastructure Protection in advance of carrying out any works near or on a party wall.

*This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.*

Kind regards,

**Mehmet Kani (AlstructE) | Safeguarding Engineer**

LU/DLR | Infrastructure Protection | Engineering

Transport for London

7<sup>th</sup> Floor Zone B, 5 Endeavour Square, Stratford E20 1JN

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

From:

Sent: 31 January 2024 09:40

To: Location Enquiries

Subject: Planning Application Consultation: 23/01417/FULMAJ

Dear Sir/Madam

Please see attached consultation under Article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 for 1-8 Long Lane London EC1A 9HF .

Reply with your comments to

Kind Regards

Planning Administration

On behalf of

Anna Tastsoglou  
Environment Department  
City of London

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This message has been scanned for malware by Forcepoint. [www.forcepoint.com](http://www.forcepoint.com)

# Memo



**To** Assistant Director (Development Management)  
Environment Department

**Telephone** [REDACTED]

**Email** [REDACTED]

**From** Alexander Carlyon Smith  
Environmental Health Officer  
Environment Department

**Telephone** [REDACTED]

**Email** [REDACTED]

**Date** 19/02/2024

**Our Ref** 24/00707/NPLN

**Your Ref** PT\_AT/23/01417/FULMAJ

**Subject** Commercial Union House 1 - 5 Long Lane

Thank you for your memorandum and attached drawings etc.

This Department has the following observations and comments to make:-

No part of the roof areas except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.

**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.*

126 The roof terraces hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 07:00 on the following day.

**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.*

127 No amplified or other music shall be played on the roof terraces.

**REASON:** *To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.*

**City of London** PO Box 270, Guildhall, London EC2P 2EJ

**Switchboard** 020 7606 3030

[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

The restaurant/bar/takeaway usage hereby permitted shall not be open to customers between the hours of (23:00) on one day and (07:00) on the following day.

*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.*

Self-closing mechanisms must be fitted on the doors at Ground Floor before the Sui Generis (Pubs with expanded food provision, hot food takeaways) use/Class E (Restaurant) use commences and shall be retained for the life of the premises. The doors must not be left open except in an emergency or for maintenance purposes.

*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.*

- (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.*

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 Sui Generis (Pubs with expanded food provision, hot food takeaways) use/Class E (Restaurant) 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 Sui Generis(Pubs with expanded food provision, hot food takeaways) use/Class E (Restaurant) 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.*

No cooking shall take place within any Sui Generis(Pubs with expanded food provision, hot food takeaways) use/Class E (Restaurant) unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or

an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.

*REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.*

Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the demolition and construction of the building(s) hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall be completed in accordance with the Mayor of London's Construction Logistics Plan Guidance dated July 2017, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The Plan must demonstrate how Work Related Road Risk is to be managed. No demolition or construction shall be carried out other than in accordance with the approved details and methods.

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

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.*

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.*

Prior to the commencement of the relevant works, a full Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of all luminaires, both decorative, functional or ambient (including associated infrastructure), alongside details of the impact of lighting on the public realm, including intensity, uniformity, colour, timings and associated management measures to reduce the impact on light pollution and residential amenity. Detail should be provided for all external, semi-external and public-facing parts of the building and of internal lighting levels and how this has been designed to reduce glare and light trespass. All works pursuant to this consent shall be carried out in accordance with the approved details and lighting strategy.

**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: DM10.1, 15.7 and emerging policy DE2 of the Draft City Plan 2036

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.*

Before the development hereby permitted is begun a detailed site investigation shall be carried out to establish if the site is contaminated and to determine the potential for pollution of the water environment. The method and extent of this site investigation shall be agreed in writing with the Local Planning Authority prior to commencement of the

work. Details of measures to prevent pollution of ground and surface water, including provisions for monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall proceed in strict accordance with the measures approved.

REASON: To prevent pollution of the water environment in accordance with the following policy of the Local Plan: DM15.8. These details are required prior to commencement in order that any changes to satisfy this condition are incorporated into the development before the design is too advanced to make changes.

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.*

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.*

All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

**REASON:** *Reason: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3*

**Alexander Smith**  
**Environmental Health Officer**



**Memo**

**To** Assistant Director (Development Management)  
Environment Department

**From** Lead Local Flood Authority  
Environment Department

[REDACTED]

**Date** 19 February 2024

**Our Ref** DS/SUDS24/0010

**Your Ref** PT\_AT/23/01417/FULMAJ

**Subject** 1-8 Long Lane London EC1A 9HF

**In response to your request for comments in relation to SUDS/drainage the Lead Local Flood Authority has the following comments to make:**

The Lead Local Flood Authority has reviewed the Sustainable Drainage Strategy P2 for the above application and would recommend the following conditions should the application be approved:

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, schematic and layout drawings for the proposed SuDS components including but not limited to: attenuation systems (including blue roofs), rainwater pipework, flow control devices, pumps, design for system exceedance, design for ongoing maintenance including silt removal; surface water flow rates shall be restricted to no greater than 1.7 l/s, provision should be made for an attenuation volume capacity capable of achieving this;
- (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.
- (c) Evidence that Thames Water have been consulted and consider the proposed discharge rate to be satisfactory.

Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) A Lifetime Maintenance Plan for the SuDS system to include:
  - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
  - A Maintenance Inspection Checklist/Log;
  - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

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

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** 23/01417/FULMAJ 1-8 Long Lane London EC1A 9HF - TfL comments  
**Date:** 21 February 2024 14:29:58  
**Attachments:** [Outlook-eyvlesop.png](#)

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THIS IS AN EXTERNAL EMAIL

Dear City of London planning,

Thanks for consulting us on this planning application:

23/01417/FULMAJ

1-8 Long Lane London EC1A 9HF

Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

We have the following comments:

The site is located on a strategic cycle route, Quietway 11, which passes immediately outside of the site, currently in an advisory on-carriageway cycle lane. This is not acknowledged or mentioned anywhere in the application materials.

Long Lane is not part of the Transport for London Road Network (TLRN) and TfL is not the highway authority.

We note that colleagues from within TfL have commented separately on LU infrastructure protection matters. Please consider and reflect their comments carefully.

The submitted Outline Construction Logistics Plan (CLP) shows no drawings or proper proposals for how access by construction vehicles will actually work. These may be proposed to access via the existing crossover onto Long Lane.

The proposal mentioned vaguely for construction access vehicles to use existing on-street bays across the street does not sound safe or workable, although very little detail has been provided on it to enable proper assessment. Specifically, it may be unsuitable and cause unacceptable highway safety risk to cyclists using Quietway 11 during construction.

The existing on-street parking and loading bays across the street on Long Lane should be surveyed for existing levels of occupancy prior to determination. As many of them as possible should be reduced/removed in the final local highway arrangement.

Drawings in the Design & Access Statement show cycle new on-street cycle parking stands on Long Lane close to its junction with A1 Aldersgate Street. The City Corporation should

secure these and other improvements via a Section 278 (S278) agreement for local highway works.

However no drawings have been provided for a proposed package of S278 works to support the scheme, which is unacceptable.

Where would cycling access to cycle parking within the scheme actually take place from? In terms of the relationship with adjacent highway. Again, can a drawing or more spatial information be provided?

Overall, we currently object to the scheme due to a lack of sufficient information and because no enhancements are proposed to Quietway 11 immediately adjacent to it.

Specifically we would strongly recommend production of drawings to show a workable proposed arrangement for construction access, which should be subject to a Stage 1 Road Safety Audit (RSA) and Designer's Response prior to determination. In the absence of such drawings we currently object to the outline CLP due to highway safety concerns.

We also recommend schematic or concept design drawings are produced to show a package of Section 278 (S278) works to support the scheme, enhancing Quietway 11 as required by London Plan policy T5 (Cycling). This should cover both sides of Long Lane between its junctions with Cloth Street and A1 Aldersgate Street.

The carriageway should be resurfaced at least.

A traffic survey, which can be a spot check, should also be carried out in order to enable assessment of this stretch of local highway against the TfL Cycle Route quality criteria (see <https://content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf>)

The current advisory cycle lane is only acceptable as a Quietway on parts of London's highway network with certain features and traffic flows, as application of the criteria Check can show.

Should the Check demonstrate that more significant highway works are needed outside the development site to make necessary improvements to Quietway 11 (e.g. enhanced segregation), those works should be secured from this development proposal. This may be achievable at relatively low cost, for example using wand or armadillo cycle lane separators.

We would also recommend that the City Corporation considers requesting and having designed up carriageway narrowing and footway widening and replacement wherever possible at this location, in addition to the reduction i.e. removal of on-street vehicle bays referred to above.

Subject to further clarification being provided on construction access and an acceptable package of S278 works enhancing Quietway 11, the cycle parking quantum and access arrangement proposed could be deemed acceptable on balance, even despite the proposal to limit general access to the basement by hotel guests, so they would be reliant on hotel staff to take their bikes there, which is undesirable.

Thanks and kind regards,

**Gavin McLaughlin MSc; MA; MRTPI**

**Spatial Planning | City Planning**

Construction Logistics Planning (CLP) - Advanced, CIHT/TfL-accredited course

[REDACTED]

[REDACTED]

**PLEASE CONFIRM ALL MEETINGS BY CALENDAR**

TfL Spatial Planning is committed to equity, diversity and inclusion and we strive to ensure that Londoners are fully represented in the planning process.



For more information regarding TfL Spatial Planning, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications/pre-application-services>

This message has been scanned for malware by Forcepoint. [www.forcepoint.com](http://www.forcepoint.com)



## Representing the interests of Barbican Residents

BA Planning Sub-Committee  
c/o 343 Lauderdale Tower  
Barbican  
London EC2Y 8NA

The City Planning Officer  
Department of the Built Environment  
City of London  
PO Box 270,  
Guildhall  
London EC2P 2EJ

28<sup>th</sup> February 2024

**For the attention of Ms Anna Tastsoglou, Principal Planning Officer (Development Management)**

### **Objection to application: 23/01417/FULMAJ; 1-8 Long Lane**

*Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.*

Dear Ms Tastsoglou,

We are writing on behalf of the Barbican Association, a Recognised Tenants 'Association representing residents of the Barbican Estate, to object to the above application on the grounds of 1) its unacceptable height and mass 2) the consequent loss of residential amenity on the grounds of loss of light, overlooking and noise pollution and 3) the dangerous impact on traffic flow and cyclist and pedestrian safety. We would note that we have asked the developers via Concilio Communications to respond to questions regarding our concerns and it is disappointing to note that a response still remains unforthcoming as at the date of this letter ie. the application's Standard Consultation Expiry date of 28<sup>th</sup> February 2024.

Taking each of our concerns in turn:

### **Unacceptable height and mass**

This application represents a substantial overdevelopment of the space with an increase in total floorspace of a hefty 64% compared to the footprint of the existing buildings. Whilst we are

aware that the previous office development scheme was consented for the site at 1-12 Long Lane, we remain of the opinion that the height and massing of the revised proposals for this smaller site at 1-8 Long Lane are still inappropriate for this setting and hence that reductions to both are necessary.

Part 7 of the Design & Access Statement states that “*The project team has worked hard to design a building that sits within its local context..... Our proposed building, excluding plant equipment, is approx. 350mm lower than the 2021 consented scheme*”. However, Part 1 of the Heritage Townscape and Visual Impact Assessment goes on to say that “*the Proposed Development sits **slightly outside** the massing of the consented scheme, to allow for circulation at upper levels and to comply with the updated fire regulations*” – but nowhere does it seem to say how much outside of the massing this new proposal is. Indeed, in the submitted documents it states “*at the stepped back upper levels the proposed footprint has extended beyond this massing in order to provide adequate circulation and functionality of the hotel guestrooms at these levels. We have also complied with the London Plan requirement to extend the secondary evacuation lift up to 8th floor.....*”.

This suggests that the proposed scheme is **actually one floor higher** than the previously consented scheme and may help to account for at least part of the 64% increase in the massing. The submitted documents are unhelpful in clarifying this issue.

The proposed height and volume of the building will clearly be at odds not only with the historic character of the area but also and more significantly with the height-line of the other buildings in Long Lane. As such it will set an unwelcome precedent for other potential developments in the area. The building will be higher than the Kaleidoscope Building OSD at the Elizabeth Line station and will continue to overshadow both neighbouring properties and the historically significant Charterhouse and Smithfield Conservation areas. Indeed, the accompanying documentation confirms that “*Our proposed building, **similar** to the height of the consented scheme, **reflects a new datum** for Long Lane.....*”.

As we pointed out in our objection to the previous application, the Elizabeth Line OSD set a new reference height for buildings at the other end of Long Lane, and we are concerned that the increasing height of new developments along Long Lane will just continue to be perpetuated. We would remind that Policy HS3 of the Draft City Plan 2040 states that “*the **cumulative impact** of planning applications for individual developments on the amenity of existing residents will be considered*”. This is clearly not the case here. Our view remains that the height of this proposed development should be restricted either to its existing height, or to that of the Kaleidoscope Building, whichever is the greater.

## **Loss of residential amenity**

In the emerging Draft City Plan 2040 in Policy HS3: Residential Environment it states that: “*All development proposals should be designed to minimise overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation. Light spill from development that could affect residential areas should be minimised, in line with policy DE9.....*”

Although not yet formally adopted, the emerging Draft City Plan 2040 should carry considerable weight, partly because it has been so long in production and the policies on

residential protection have been there (unchallenged) since the first iteration. We note that the Corporation's Planning and Transportation Committee voted overwhelmingly to approve the plan at its meeting of 31<sup>st</sup> January 2024 and will now go before the Policy and Resources Committee and Court of Common Council for consideration.

This application concerns us given the loss of residential amenity, particularly in terms of loss of light, overlooking, loss of privacy and noise and light pollution – all in contravention of Policy HS3 as detailed above.

### **Roof terraces and balconies**

Policy DE5 of the emerging Draft City Plan 2040, Terraces and Viewing Galleries states that roof terraces will be encouraged where *“there would be no immediate overlooking of residential premises, unacceptable disturbance from noise or other significantly adverse impacts on residential amenity. Where there is a potential for a significantly adverse impact, the use of an extensive green roof and a restriction on access should be considered as an alternative...”*

We would also point out that Policy CV5 of the emerging Draft City Plan 2040: Evening and Night-Time Economy states that *“Proposals for new evening and night-time entertainment and related uses and the extension of existing premises will be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:*

- *the amenity of residents and other noise-sensitive uses;*
- *environmental amenity, taking account of the potential for noise, disturbance, waste and odours arising from the operation of the premises, customers arriving at and leaving the premises, and the servicing of the premises...”*

We are concerned that the existence of the outside spaces put forward in this application are in potential contravention of these policies and will cause significant harm to the amenity of residents in the near vicinity. The Planning Statement states at Point 7.94 *“On upper floors of the Proposed Development, guest rooms include a private ‘garden’ for guests to use. The depictions of this “private garden” show its location to be at the Eastern end of the building ie. the closest point to the many residential flats both in the Barbican Estate and the wider locality. The same issues arise with the proposed use of the “pocket park” at street level.*

The accompanying documents state *“In addition to the above initiatives offered by the hotel, as illustrated in the submitted Landscape Design and Access Statement, there is the potential for the public realm within the Proposed Development to offer a meaningful contribution towards a Cultural Strategy. The cultural offer could be realised through the following: engagement with or commission of local artists to make use of the space for temporary features; **performance within the landscape setting...”***

Given the obvious concerns that the existence of these outside spaces would raise, it is disappointing that the applicant has provided no accompanying details as to the timing and scale of their proposed use – an important omission indeed. What is meant by *“performance within the landscape setting”*? How many guests will be able to use these outdoor spaces? Will the general public be able to use them? At what times? Will parties/groups be allowed? Are outside events planned here? If so, what type? Will music be played? These are significant omissions from the application.

We note that the prior planning application was consented in 2021 but, significantly, with conditions attaching to it which restricted, inter alia, the use of the terraces on the office development to between 8am-9pm on weekdays only. No live, amplified or other music was to be played on the roof terraces and no promoted events were to be allowed on the premises. These conditions were imposed in order 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.*”

**Should this current hotel application be approved, we would suggest that such conditions – but with stricter time limits - should also be applied to this application in order to protect the amenity of the many residential flats in the near vicinity.**

### **Loss of light**

In terms of loss of light, overshadowing etc, the **Daylight and Sunlight** analyses throw up the usual conclusions. For Seddon House, Lauderdale Tower and John Trundle Court the effects of the proposed building on daylight and sunlight are all deemed to be “*within the recommendations of the BRE guidelines. The effects are therefore considered negligible*”.

We would point out however that what developers deem to be “negligible” losses of light are clearly not the same as what is considered negligible to the property occupants impacted by the overdevelopment of this space. Policy DE8 of the emerging Draft City Plan 2040: Daylight and Sunlight states that “*Development proposals should have regard to the daylight and sunlight levels of historic interiors and should seek opportunities to improve daylight and sunlight levels where this would be achievable and appropriate*”. This is clearly not the case in this application.

### **Dangerous implications for traffic flow and cyclist and pedestrian safety**

In the emerging Draft City Plan 2040 in Policy HS3: Residential Environment it also states: “*The amenity of existing residents will be protected by resisting uses that would cause unacceptable disturbance from noise, fumes and smells and vehicle or pedestrian movements....*”

We would remind that Long Lane is a busy, narrow and already congested road, with eight short stay car parking bays (seemingly always fully occupied) on the opposite side of the road to the hotel and with a narrow cycle lane on the same side (ie. eastbound towards Aldersgate Street) and directly in front of the proposed entrance to the hotel. The increased traffic generated during construction, then continued by guests and hotel service vehicles will inevitably worsen the already poor air quality in the area, increase noise pollution and endanger motorists, pedestrians and cyclists.

Part 10 of the Design & Access Statement - SITE ACCESS & ENTRANCES confirms that “*The main guest access to the hotel is off Long Lane. The retail unit will also be accessed from Long Lane*”. We note that “*Delivery access will be the south of the site on Long Lane with goods in to the rear of the building at GF level*”. It continues “*Some guests, visitors and staff may utilise taxis and minibuses to arrive to the Site. These vehicles accessing the Site **will be***

*required to make use of the section of single yellow line kerbside adjacent to the Site on Long Lane to pick-up/drop-off guests, also being able to make use of parking bays on Long Lane for set down purposes. Due to the spatial constraints of the Site, it is not possible to afford taxi set-down areas on-site. Note that black cabs and other vehicles rely on a kerb on which to deploy their built-in ramps, and community transport vehicles often have a large wheelchair-platform lift at the rear”.*

We would point out that this “single yellow kerbside adjacent to the site” is a narrow cycle lane. Cyclists facing stationery taxis dropping off passengers to the hotel will have to swerve into oncoming traffic to avoid these – which is both unacceptable and highly dangerous.

The Transport Statement confirms these plans “*Taxi and Coach Pick-up / Drop-off 5.33 Taxis undertaking pick-up/drop-off activity to the Site will be able to make use of the single yellow line kerbside adjacent to the Site....*”.and then goes on to pass on the responsibility for the monitoring of taxi activity to hotel staff....” *The hotel reception will be located directly opposite this location and will be able to monitor taxi activity at this frontage to ensure that vehicles do not dwell on-street and utilise this kerbside location for short set-down/collection purposes only.*

In theory this may sound just about plausible but how on earth can this work effectively in practice? What if the receptionist is busy? Will a taxi driver really take notice of someone with no authority to move them on? This is clearly unworkable and has not been properly thought through. As for the possible arrival of guests by coach, “*The hotel will advise upon bookings being taken that there is **limited opportunity for coaches** to unload guests and will advise visiting coaches to utilise larger loading locations such as the significant provision of loading bays on West Smithfield circa 120m west of the Site...*”

“Limited opportunity”? We would point out that there is NO opportunity for coaches to unload guests in such a restricted and narrow road in a location in a cycle lane just ahead of traffic signals at the busy junction with Aldersgate Street rather than “limited opportunity”.

In the consultation meeting with residents held on 25 September 2023, the developers said that they did not envisage that many guests would need to use taxis given that so much public transport was available in the near vicinity. Consequently, we were told that only one pick up/drop off space would be provided. In an earlier meeting held with the local Common Councillors on 11<sup>th</sup> July, this same sentiment had been expressed ie. that although the developers expected guests to make use of the excellent public transport links there would be a taxi drop-off bay in the proposals. The inference was that a taxi drop off bay would be located in the rear service road. We now find this is not the case – why not?

The applicant seeks to justify this lack of safe and dedicated taxi drop off point in the Transport Statement by comparing rates of drop off and pick ups at two so-called comparable hotels in London. However, the statement then goes on to admit that “While it is noted that the sites selected are not within the CoL (due to a lack of comparable recent hotel survey data on the TRICS database), the **sites selected are in highly accessible locations** .....1-8 Long Lane is NOT a highly accessible location and hence these comparisons are worthless.

We are not against the redevelopment of the site per se but the problems of access do cause us some concern. We do agree that hotel guests will be likely to use the excellent nearby transport links....but that is most likely once they have arrived. We believe that many guests, particularly

those from overseas, will prefer to take a taxi or similar on arrival and departure so as to avoid having to carry luggage on public transport with which they may be unfamiliar. As we have pointed out, Long Lane is a narrow street that already carries a high volume of pedestrians, cyclists and motor vehicles on an important through route in the City. A hotel will inevitably add significantly to traffic volumes and the prospect of taxis blocking the cycle lane and part of the carriageway while guests load/unload baggage and pay the driver will surely bring about traffic chaos.

We would also note that a hotel, by its very nature, will have more people and servicing movements than an office development which will inevitably increase traffic volumes. In addition, the location is also in close proximity to the Smithfield gyratory system and could disrupt key deliveries and market operations to this essential business area. As is the case with the use of outside spaces, the previously approved office scheme had conditions regarding servicing attaching to the consent. These conditions stated that no servicing of the premises were to be carried out between the hours of 23.00 on one day and 07.00 on the following day on weekdays, with more restrictive times applied at weekends and Bank Holidays. This servicing condition “*includes the loading and unloading of goods from vehicles and putting rubbish outside the building. REASON: To manage traffic, avoid congestion and manage the safe and convenient movement of pedestrians and cyclists in the area and to reduce air and noise pollution, in accordance with the following policies of the Local Plan: DM15.7, DM16.1, and DM16.2, DM21.3*”. We would expect similar such conditions to be attached to any consideration of this application.

## Summary

In summary, we object to the revised plans and would request that the height of the development be further reduced, at least to match the height of the Kaleidoscope Building and neighbouring properties, in order to prevent unacceptable levels of overshadowing and loss of residential amenity in what are significant and historic Conservation Areas. We also have concerns over the potential use of the external spaces and request that, **should this current hotel application be approved, conditions over their use and timings be applied in order to protect the amenity of the many residential flats in the near vicinity**. We also have severe misgivings over the access plans for guests to the hotel, with the lack of a dedicated drop-off point in the service road at the rear of the property suggesting not only traffic chaos in this narrow lane but also significant danger to cyclists and pedestrians.

For all of the reasons discussed in this letter, we reiterate our objection to this application in its current form.

Yours sincerely,

Jane Smith – Chair, Barbican Association Planning Sub-Committee

Sue Cox – Deputy Chair, Barbican Association Planning Sub-Committee

From: Varma, Vimal [REDACTED]  
Sent: Saturday, March 2, 2024 10:48 PM  
To: Tastsoglou, Anna [REDACTED]  
Cc: Turner, Lee [REDACTED]  
Subject: 23/01417/FULMAJ - 1-8 Long Lane

Hi Anna,

The waste storage and collection facilities indicated in The Delivery, Servicing and Waste Mgt Plan, December 2023, and Drawing No. 11246-EPR-ZZ-00-DR-A-TP-0200 Rev P01 comply with our requirements. This Division will, therefore, raise no objections to this application.

Please note,

1. Small refuse vehicle is expectable on this proposal but architects need to work with standard RVC dimensions.
2. Waste store to be built to BS5906 specifications.
3. Waste bins cannot be left on the highway for collection.

Thanks

Vimal

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

From: [REDACTED]  
Sent: Wednesday, January 31, 2024 9:37 AM  
To: Varma, Vimal [REDACTED]; Turner, Lee [REDACTED]  
Subject: Planning Application Consultation: 23/01417/FULMAJ

Dear Sir/Madam

Please see attached consultation for 1-8 Long Lane London EC1A 9HF .  
Reply with your comments to HYPERLINK "<mailto:PLNComments@cityoflondon.gov.uk>"  
PLNComments@cityoflondon.gov.uk

Kind Regards

Planning Administration

On behalf of

Anna Tastsoglou  
Environment Department  
City of London

---

**From:** Salt, William [REDACTED]  
**Sent:** Tuesday, March 5, 2024 2:20 PM  
**To:** Tastsoglou, Anna [REDACTED]  
**Cc:** Patricio, Taluana [REDACTED]  
**Subject:** 23/01417/FULMAJ: 1-8 Long Lane - Transport Observations

Hi Anna,

I have managed to take a look at 1-8 Long Lane and can provide the following comments:

### **Trip Generation**

- The applicant has undertaken a net trip generation assessment ,and it has been demonstrated that there would be a net reduction in peak hour user trips associated with the proposed development.

### **Servicing**

- It has been proposed by the applicant to retain the existing servicing function of the site. An off-street loading bay would be provided which is in accordance with CoL policy.
- The proposals would consolidate the 2x existing crossovers into one and this approach is supported.
- The size of the loading bay is constrained; the loading bay would be big enough to cater for vehicles including: 3.5t box van, 4.6t panel van and small refuse vehicle (and no larger).
- The site frontage along the site is a designated Quietway and is therefore not suitable to facilitate on-street deliveries, nor is it CoL policy to accept such in any event.
- The applicant notes that, "*The existing Site typically sees servicing activity undertaken on-street adjacent to the Site, with the existing on-site parking areas not providing sufficient space for servicing activity*". The applicant therefore accepts the on-site limitations with respect to the size of vehicles that can be accommodated, and the corollary impacts currently experienced on-street as a result. On-street servicing is not acceptable per CoL policy. A condition limiting the size of vehicles accepted on site will therefore be required to prevent the existing issues continuing. The proposed Delivery Booking System would enable this to be enforced by on-site management. This should be secured via the s106.
- The applicant has demonstrated via Swept Path Analysis that these vehicles (3.5t box van, 4.6t panel van and small refuse vehicle) can be accommodated on site.
- The applicant notes that the proposals are forecast to generate a daily servicing demand of 3-5 vehicles. A daily vehicle cap of 4 should be applied by condition (with cargo bikes being exempt). This should be secured via the s106.
- The applicant notes restricted servicing hours per CoL policy and servicing by vehicles will not be permitted between 07:00-10:00, 12:00-14:00, and 16:00-19:00 (with cargo bikes being exempt). This should be secured via the s106.

### **Highway Boundary / S278**

- A GA plan has been submitted but is lacking in required detail.

- The plan should be updated to include highways boundary information and the applicant should confirm this has been drawn per Standards for Highways. If not, the plan will need to be updated accordingly.
- The package of works should include proposals to improve the cycle lane which routes along the frontage of the site.
- No doors are permitted to open outwards onto public highway.
- No short stay cycle parking is permitted on CoL highway and the applicant should review the current proposals to make use of private land (pocket garden and / or on-site).

### **Blue Badge Car Parking**

- No blue badge parking is proposed to be provided on site.
- An existing on-street space is referred to, but London Plan requirements require one new space to be provided on-site in the interests of accessibility.

### **Cycle Parking**

- It is noted that cycle parking would be provided in line with London Plan requirements.
- Cycle parking will be accessible via a lift, which exceeds the minimum required size of 2.3m x 1.2m as per the London Cycle Design Standards (LCDS), as well as stair access from ground floor.
- Can the applicant confirm how the spaces for larger cycles would be accessed noting the space requirements for manoeuvres of these larger cycles.
- The applicant notes, *“The cycle spaces are provided for both staff and visitors to the hotel, however, to increase the security of the basement and to avoid accessibility issues, the cycle store will only be directly accessible by staff. Visitors will be able to use the cycle store by presenting their bicycles to the hotel reception. Staff will then wheel the cycles to the basement accessing the cycle store. Guests will then be able to ask staff to retrieve their cycle from the store when they depart the hotel or when they wish to use their bicycle during their stay.*
  - More information is required on this aspect, with particular regard to how the cycle parking availability would be advertised to guests.
- As noted, no short stay cycle parking is permitted on CoL highway.
  - The applicant refers to existing cycle parking however it is not clear what cycle parking they are referring to. Nevertheless, the applicant should amend the short stay cycle parking proposals to remove them from CoL highway.

### **Travel Plan**

- It is considered that (both) a Travel Plan and Cycle Promotion Plan would not be required. A detailed Travel Plan is preferred in this situation when considering the proposed use(s). This document should however include specific measures to encourage the uptake of cycling as a mode of travel.

### **Delivery and Servicing Plan (General Comment)**

- A detailed Delivery and Servicing Plan will be required and should be secured by condition, which clearly commits to the necessary servicing measures as outline above.
- A key focus of the DSP should be on measures to encourage use of cargo bikes given the servicing constraints noted. Servicing by cargo bike would be an appropriate solution for

the proposed retail use, and when considering the site's location adjacent to the cycle network.

### Construction

- The outline CLP does not provide any drawings detailing how the site would be safely accessed during construction (with access suitably maintained for other users).
- The site is located adjacent to a Quietway which will be sensitive to any construction proposals.
- The applicant is advised to liaise with CoL Highways in advance of the detailed CLP (secured by condition) to ensure that project delays are avoided where possible. As no detail is provided within the outline CLP, CoL will not be responsible for any potential delays in this regard.
- An RSA of the proposals should be undertaken, and Designer's Response prepared.

Please let me know if you would like to discuss anything.

Many thanks,  
Will



---

**Will Salt | Transport Planning and Development Officer (Development Management)**

Environment Department | City of London | Guildhall | London EC2V 7HH

Mob: [REDACTED]

[REDACTED] | [www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

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2023

# Memo

To Assistant Director (Development Management)  
Environment Department

Email [REDACTED]

From Kyri Eleftheriou-Vaus  
Air Quality Officer

Telephone [REDACTED]

Email [REDACTED]

Date 25/03/02/2024

Your Ref: 23/01417/FULMAJ



**Subject:** 1-8 Long Lane London EC1A 9HF

Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Detailed air quality modelling has been scoped out of the air quality assessment as the road traffic generated does not reach the threshold detailed in the IAQM Guidance and there is no on-site combustion plant proposed for heating and hot water. However a diesel generator is proposed for life safety purposes.

The development is considered to meet both the transport and building emissions benchmarks for the Air Quality Neutral Assessment.

Should the development be approved please attach the following conditions:

## **Condition M28C**

Prior to the installation of any generator. A report shall be submitted to show what alternatives have been considered including a secondary electrical power supply, battery backup or alternatively fuelled generators such as gas fired or hydrogen. The details of the proposed generator shall be submitted for approval. Where it is not possible to deploy alternatives, any diesel generators must be the latest Euro standard available. The generator shall be used solely on brief intermittent and exceptional occasions when required in response to a life-threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time.

## **Reason**

In accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in accordance with the City of London Air Quality Strategy 2019 and the London Plan Policies SI1 and SD4 D.

### **Condition M29**

Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants, and must be located away from ventilation intakes and accessible roof gardens and terraces.

### **Reason**

In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10 and 2.5, in accordance with the City of London Air Quality Strategy 2019, Local Plan Policy DM15.6 and London Plan policy SI1.

### **Condition M32 NRMM**

Prior to the commencement of the development, the developer/ construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (Or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

### **Reason**

To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (or any updates thereof), Local Plan Policy DM15.6 and London Plan Policy SI1D. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.

### **Informatives**

#### Roof gardens

The developer should be aware that, in creating a roof terrace, and therefore access to the roof, users of the roof could be exposed to emissions of air pollutants from any chimneys that extract on the roof e.g. from gas boilers / generators / CHP.

In order to minimise risk, as a rule of thumb, we would suggest a design that places a minimum of 3 metres from the point of efflux of any chimney serving combustion plant, to

any person using the roof terrace. This distance should allow the gases to disperse adequately at that height, minimising the risk to health.

#### Compliance with the Clean Air Act 1993

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

#### Generators and combustion plant

Please be aware that backup/emergency generators may require permitting under the MCP directive and require a permit by the appropriate deadline. Further advice can be obtained from here: [Medium combustion plant and specified generators: environmental permits - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

## APPLICATION COMMENT FORM

**From:** Ben Bishop, Environmental Resilience Officer

**Application No:** 23/01417/FULMAJ

**Development Management Case Officer:** Anna Tastsoglou

**Site Address:** 1-8 Long Lane London EC1A 9HF

**Proposal:** Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

**Application Received:** 22<sup>nd</sup> December 2024

**Request for Comment Received:** 27<sup>th</sup> March 2024

### Comment:

Application submission documents relating to climate change resilience and adaptation have been reviewed, including:

- Sustainability Statement (Arup Dec 2023)
- Design and Access Statement (EPR Architects Dec 2023)
- Landscape Design and Access Statement (Farrer Huxley 2023)
- Energy Statement (Mactaggart Third Fund and Ian Mactaggart Trust Dec 2023)
- PEA and BNG assessment (Ecology Partnership Dec 2023)
- Drainage Strategy (Elliot Wood Nov 2023)

### Overheating and the urban heat island effect

There is one specific reference to urban heat island in the Sustainability Statement, although the report does refer to Policy CR1 in the policy review. Landscaping at roof level will be utilised to manage microclimate and 'mitigate urban heat'. Analysis of the design parameters suggests that structural design covers projected climate change scenarios, including the increased risk of overheating.

In the Energy Statement the approach to internal cooling and overheating has been outlined, and follows the London Plan's 'Cooling Hierarchy'. Internal management of heat gain includes: use of low heat output lighting, reduction of standing heat loss through insulation and energy efficient equipment to reduce heat gain. To reduce summer solar gains the following mitigation methods are proposed: facades developed with suitable glazing to rations, in particular on south facing aspects; suitable g-values will be specified and bedrooms fitted with internal shading. Passive ventilation has been deemed unfeasible due to the adverse acoustic impact on building users. Mechanical ventilation has been identified as suitable likely to be located at roof level to provide fresh air flow which will support the regulation of internal temperatures.

The proposed development is in Flood Zone 1 and has been assessed to be at low risk of flooding from all sources. The proposed SuDS strategy

Date &  
Initials

## APPLICATION COMMENT FORM

reduces surface water runoff by 94.5% in the 1 in 100-year return+40% climate change allowance, therefore a significant betterment from the existing case. Proposed measures include: a rainwater harvesting system; attenuation of rainwater with green/blue roof on the 9th Floor level, with a total catchment area of 396m<sup>2</sup>; and storage within the basement in attenuation tanks working in conjunction with the blue roof. Foul water appliances within the basement are to be pumped to a suspended drainage network at high level in the basement which will reduce the risk of flooding to the basement as a result of sewer surcharge.

### Water stress

In the sustainability statement there are reference to rainwater harvesting systems, however there are no specified uses outlined. Specification of low consumption sanitary fittings are mentioned in Energy Statement in line with Wat 01 credit.

### Biodiversity and pests and diseases

The site baseline is of low ecological value containing a small amount of introduced shrub in the redline boundary. A total of 0.16 units are expected to be achieved through the landscaping proposed for the 0.0794 ha development (calculated by the statutory metric), an expected 12,275% uplift. Five key cover in the soft landscaping of the development, 'biosolar' green roof, wildflower green roof, a balcony planting mix, green walls and flower-rich perennial planting (at street level). Habitat area totals: green roof (0.0237ha), flower-rich perennial grassland (0.0023ha), six new trees and green walls (0.0026ha). further enhancements include artificial nesting infrastructure for birds and wild bees. Green roof measures include: Loggeries and natural deadwood to provide respite for insects and pollinators; bug hotels; bird baths; areas of bare sand for solitary bees and other insects/pollinators to nest. Tree pallet includes *Malus baccata* which can provide nectar/pollen for pollinators and *Ulmus 'columella'* which is a disease resistant species of elm which has potential to support a London priority butterfly species white letter hairstreak. Species mixes supplied for ground and terrace level planting contain a mix of recommended species that have good ecological value and are appropriate for the conditions and expected conditions. This will compliment species utilised in wildflower mix for roof level planting.

No formal mention of the future impacts of emerging pests and diseases.

### Food, trade and infrastructure

The proposed development is highly accessible by non-car modes, with good provision for pedestrians, cyclists, and public transport users in the surrounding area and will be car-free, with staff travelling by active and sustainable means. Any guests arriving by car being able to utilise local on-street and private parking opportunities. The proposal suggests it will reinstate high quality level footways along the site frontage, promoting active travel.

### Recommendation:

## APPLICATION COMMENT FORM

The proposed development **is not** compliant with Local Plan Policy DM 15.5 (Climate change resilience), Draft City Plan 2036 Strategic Policy S15 (Climate Resilience and Flood Risk) and associated City Plan 2036 Policies CR1 and CR2.

The following condition **is recommended** to provide details of how the development has responded to risks from climate change; this condition may be fulfilled by a satisfactory assessment in support of the BREEAM Wst 05 credit:

*Prior to the commencement of the development (other than demolition) a Climate Change Resilience Sustainability Statement (CCRSS) shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is resilient and adaptable to predicted climate conditions during the lifetime of the development. The CCRSS shall include details of the climate risks that the development faces (including flooding, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions for addressing such risks. The CCRSS will demonstrate that the potential for resilience and adaptation measures (including but not limited to: solar shading to prevent solar gain; high thermal mass of building fabric to moderate temperature fluctuations; cool roofs to prevent overheating; urban greening; rainwater attenuation and drainage; flood risk mitigation; biodiversity protection; passive ventilation and heat recovery and air quality assessment to ensure building services do not contribute to worsening photochemical smog) has been considered and appropriate measures incorporated in the design of the building. The CCRSS shall also demonstrate how the development will be operated and managed to ensure the identified measures are maintained for the life of the development. The development shall be carried out in accordance with the approved CCRSS and operated and managed in accordance with the approved CCRSS for the life of the development.*

BB

18/04/24

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# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Nils Fischer

Address: 88 John Trundle Court, Barbican, London EC2Y 8NE

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The proposed development drastically exceeds the height of the existing structures - by in excess of 10 metres and 3 floors. This will notably impact the view from my east facing property on the 4th floor of 88 John Trundle Court.

The additional height will fully feature as a reduction in visible sky from my property, and eliminate views to landmarks such as the London Eye.

Further, the north facing windows of the new, top three floors of the proposed development will be exposed to my living room and vice-versa. This applies to all east facing flats on the 4th-6th floor of John Trundle Court.

As a side note, the elevations forming part of the Application appear to systematically omit heights on elevations, sections and plans which suggests that there may be an intent to consciously distract from the fact that it represents a significant increase over both the existing buildings and the context in Long Lane. These heights are key information for an assessment and comparison of the proposal; the only document containing heights would appear to be the daylight study. This should not be tolerated.

I strongly suggest to keep the building height in line with the existing structures on site to mitigate any adverse impact on neighbours; the proposal is significantly higher than any of the surrounding buildings and sets a precedent for further vertical densification directly adjacent to the city's biggest residential development.

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**From:** Chairman  
**Sent:** Tuesday, February 13, 2024 3:40 PM  
**To:** PLN - Comments  
**Subject:** 23/01417/FULMAJ, 1-8 Long Lane, EC1A 9HF

THIS IS AN EXTERNAL EMAIL

Dear Sirs

I am writing as Chairman of the Smithfield Market Tenants' Association which represents the interests of the meat traders at Smithfield Market. I am also an elected member for the ward of Farringdon Without.

I note that the SMTA is not listed as a consultee on this matter. You should not assume that the interests of the Markets Department at the CoL and the SMTA are totally aligned.

My comments refer in particular to the Outline Construction Logistics Plan.

It is interesting that this plan barely mentions the Market except as a local amenity/attraction in 2.11 (page 6) again on page 9, and as a place of interest in figure 2.4 on page 14.

We don't rate a mention in 2.40 – Local Commercial and Residential Properties.

It is to be hoped that Market operations have been factored into the logistics plan?

Point 4.5 - Vehicular routes – the arrival route is deceptively simplified – it in fact entails Farringdon Street, West Smithfield, East Poultry Avenue, Charterhouse Street, Lindsey Street and then Long Lane, due to the one-way system. This takes all the construction traffic most of the way around the Market. If the construction traffic hours are strictly observed, which in our experience they generally are not, ie no construction traffic before 8am or after 6pm Monday to Friday, then there should not be a problem. We do not wish to see construction traffic queuing back into the Market before 8am and preferably not even then.

It should be noted that Long Lane is a major route into and out of the Market and it is important that unimpeded two-way traffic is maintained at all times when the Market is operating. Furthermore, in the run-up to Christmas, the single yellow line on the north side is replaced by double yellow lines to prevent inappropriate stopping and to ensure that Market traffic flows smoothly.

You will understand, therefore, our concerns regarding any on street loading/unloading areas or the suggestion of any road closures. Points 3.5 and 4.1 are of particular concern and we would like reassurance that none of the restrictions mentioned will impact on Market trading hours. You will be aware, no doubt, that traffic flow during the day eastbound through the traffic lights at Aldersgate Street is not quick and I would be interested to know what measures are envisaged

to redirect this flow – I trust that they will only be present during the day.

Finally, I would like to raise the matter of dust and I trust that appropriate testing and mitigation measures will be in place to ensure that our products are not contaminated.

Kind regards

Greg Lawrence  
Chairman  
Smithfield Market Tenants' Association  
Management Offices Suite B  
East Market Building  
London Central Markets  
London EC1A 9PQ

Peter Golob  
42 Charterhouse Square  
London EC1M 6EA  
21st February, 2024

E | [REDACTED]  
M | [REDACTED]

For the attention of:

**Anna Tastsoglou Planning Officer**

**Thomas Roberts MRTPI | Planning Officer (Design)**

Urban Design & Conservation | Planning Division | Environment Department

City of London Corporation | Guildhall | London EC2V 7HH

Comment on **Daylight and Sunlight Assessment** in relation to  
**23/01417/FULMAJ** | Demolition of existing buildings to basement level and construction of a  
nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b))  
use at part ground and basement levels together with ancillary cycle parking, associated  
servicing, plant, amenity terraces, landscaping and other associated works. | 1-8 Long Lane  
London EC1A 9HF

Dear Anna and Thomas -

I have had the opportunity to read through some of the 136 documents uploaded to date in  
connection with the above application.

This comment confines itself to concerns with regard to the 3 part Daylight & Sunlight  
Assessment prepared by Point 2 and dated 19th December, 2023.

I am clearly not an expert in this area but trust that Point 2 would not mis-represent the BRE  
guidelines per the discussion of same in section 4 of the report so make my observations with  
this condensed version of the guidelines as a reference.

## Observations

- 1) **Selective Data:** Point 2 does not apply the criteria consistently in the body of the report  
with respect to the windows of Flat 6, or other flats, even though their data is contained  
in the annexes. Sometimes we have a figure for VSC with “balcony”; sometimes without;  
sometimes a fixed VSC and sometimes a “reduction in the VSC”; sometimes an APSH,  
mostly not and similarly casual approach with regard to the BRE Guidelines (sometimes  
relevant sometimes not in the opinion of Point 2).

The appendix to the report and conclusions, is rather more consistent and paints a very  
consistently negative picture for my property. Of the five windows identified by the  
authors of the report, **none** would meet the minimum BRE standard of 27% as a result of  
the proposed development. One would suffer a reduction in VSC of ~50%, one a  
reduction of ~30% and two a reduction of ~20%, meaning that 4 do not pass the third  
BRE Daylight test. (see table 1 below).

- 2) **Misrepresentation 1:** The report states the authors have had access to my flat. (7.52 *We have had access into this flat and it is dual aspect with windows also facing onto Charterhouse Square.*). As the owner of the flat this statement surprises me since I have not provided access to the authors or given permission for them to have access. Secondly, if the authors of the report had obtained access they would be aware that the flat on 3<sup>rd</sup> floor 42 Charterhouse Square is joined to the flat on 3<sup>rd</sup> floor 43 Charterhouse Square, and has been since 2000. However, the authors state that they have not had access to the flat on 3<sup>rd</sup> floor 43 Charterhouse Square (7.72 *We have not had access into this flat, but we have found a floor plan within the lease held by the land registry which is given below.*).
- 3) **Misrepresentation 2:** The authors of the report present floorplans for Flat 6 which are inaccurate, both at the date of the report and per planned alterations. This means that rooms identified as “bedrooms” or “hallway” are in fact neither but form parts of the main living space and are which calls into question their conclusions (7.59 *Overall, there are only bedrooms being affected to this flat which, as set out in the BRE guidelines, are considered less important.*)
- 4) **Misrepresentation 3 and Missing Analysis:** The authors of the report make many convenient adjustments to the estimated VSC to allow for the presence of “balconies”. In fact there are no balconies on the south face of 41-43 Charterhouse Square. There are fire escapes which differ greatly from balconies in that they are shallow (<1m wide) have galvanised railings and galvanised grating rather than solid floors and solid upstands like a balcony. Point 2 does not disclose the methodology deployed to obtain the different VSC impact between the various windows and the various windows “without balcony” but it is apparent that the analysis significantly overstates the impact of the “balconies” on the VSC. The analysis “without balconies” should be ignored. I strongly believe that a physical inspection of these “balconies” will demonstrate the point that they do not screen the sky any more than a tree in winter.
- 5) **Impacts from Proposed Development compared to the Consented Scheme:** It is not clear what methodologies the authors of the report have deployed to arrive at their conclusions in this section (Section 8), and the report is confusing as to the base line. The authors seem to imply that the overall impact of the proposed scheme is less than that of the consented scheme but only because the proposed scheme does not entail raising the heights of the buildings 9-12 Long Lane to unacceptable levels. Given that plans in relation to 9-12 Long Lane are yet to be presented it seems odd to present this as an argument at all.

Nevertheless, the authors feel able to conclude that (8.7) *The 11 windows that no longer meet the BRE guidelines in this scenario are located within 39-40 Charterhouse Sq (5 windows), 43 Charterhouse Square (3 windows) and Carthusian Court (3 windows).* With respect to the 3 windows within 43 Charterhouse Square, the report states (8.8) *The 3 windows within 43 Charterhouse Square are part of a large Living/Kitchen/Dining room and there are a further 5 windows serving this space that meet the BRE guidelines. The fact that 3 of the windows are now just beyond the BRE guidelines is therefore not material as the average of the percentage reductions are still below 20% and the retained VSC value above 25%.*

There is no offer of any analysis as to how these figures are reached, what the baseline is or how it is estimated. It is also worth noting that in this analysis, 43 Charterhouse Square is treated as a single integral property whereas the previous analysis (Section 7) was more accurate in identifying several separate flats which would be individually very severely affected without any mitigation from access to windows which lie within separate properties. It seems that the authors have unwittingly provided substantiation of the extreme loss of light amenity caused by the proposed development, but not identified the properties which are expected to suffer.

It is worth noting that in the January, 2019 addendum to the original 2018 Daylight and Sunlight Report (since deleted and replaced by a report issued in July, 2020) the same authors (Point 2) note with respect to 41-43 Charterhouse Square: 5.4 *The VSC and NSL test results show that all rooms are likely to experience reductions which are beyond the BRE guidelines. When looking at the windows most likely to be impacted, and with the fire escape balconies in place, the percentage reductions range from 30-65%* [my emphasis].

The critical point here is that the applicants apparently have consent to increase the height of 9-12 Long Lane and any development which will be massively detrimental to the Daylight & Sunshine available to all properties to north of the proposed development. As table 1 below shows, the impact of the proposed scheme is already significantly negative compared to the consented scheme, so it follows that any development whatsoever of 9-12 Long Lane will increase the impact. Do the developers offer to ensure no application will ever be made to increase the height of 9-12 Long Lane despite the consented plan of 2021? If not then we simply have a case of dividing up one site as many times as is required to ensure that each impact considered individually can be presented as tolerable in relation reinterpreted BRE Guidelines. This is simply dishonest.

As the owner of Flat 6, I am clearly very familiar with the flat in question and can detect evident inaccuracies, misrepresentations, questionable data and inconsistencies. It concerns me that other owners throughout the affected area might be in a similar position but not have the time to comb through the report in detail to detect multiple additional inaccuracies, misrepresentations, questionable data and inconsistencies. I do not regard it as credible that my flat has been singled out for same and therefore presume that inaccuracies, misrepresentations, questionable data and inconsistencies are endemic to the report which should give recipients of the report great cause for concern.

To be fair to the authors, I strongly suspect that many of these faults are due to a “copy and paste approach” based on the report compiled for the previous planning application from July, 2020. This is evidenced by whole paragraphs being extracted from the prior report *verbatim*. However, I think it compounds misrepresentation to attribute validity as of December 2023, to misrepresentations which originally date from 2020 or even 2018. Point 2’s Methodology was criticised as “dubious” on every occasion when reviewed by the independent consultants BRE in the context of the 2018 and there is little evidence that this firm has responded constructively to the criticism.

Even though the report takes unprofessional liberties to present a positive spin on the Daylight and Sunlight impact of the proposed development it is clear that this development would lead

to severe loss of light for my property and in the nature of it, for all the properties to the north of the proposed development site. The more detailed sunlight loss analysis presented in the Appendices to the main report makes this clear, with all windows suffering a winter loss of 46-100%, to name one figure (Appendix 7: Sunlight Analysis p.8). In plain English the loss of Daylight and Sunlight from the proposed scheme is more significant than in the previously approved scheme even on Point 2's own data because the height and massing of the building is so significant compared to the extended mass and height of the previously approved scheme (see annex 1).

The consented plan was "seven floors" (not including the ground floor, so 8 floors in total) while the proposed plan is for "nine floors" (not including the ground floor, or the extensive plant on the roof which suggests it is rising to 10 floors maximum in total, though raked back towards the centre from floor 9) rising to an unacceptable height which is far too high for the neighbourhood. I believe that City of London Planning should restrict the height of any development to ensure it is in keeping with Griffen Court and 135-137 Aldersgate Street, which are already somewhat higher than the highest levels of Carthusian Court.

In this comment I only have regard to the daylight loss to a flat on the upper floors of 42/43 Charterhouse Square. Other properties at lower levels on the northern side of the proposed development will suffer much more significant impact. It is simply not equitable to deprive existing residents of a valuable and necessary amenity for the sake of the commercial gain of a development without extending any compensating benefits to those existing residents.

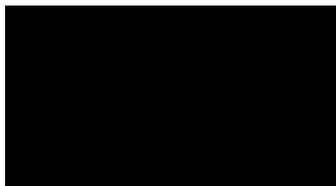
In the course of examining the prior application for development of this site 18/1020, the methodology of the same Daylight and Sunlight Consultants was called into question and independent assessment of their work was sought on four occasions. The issue with these independent reports is that they reviewed and criticised the work of Point 2, occasionally in very strong terms, but did not conduct a re-examination of the basic findings and took Point 2 factual statements as being, well, factual. My analysis suggests that even factual statements from Point 2 should be re-examined independently and therefore I believe CoL planning should commission a fully independent Daylight and Sunlight Assessment for all affected properties. Put another way, I have little confidence that the base data is accurate or unbiased.

Finally, I think a photo from directly behind one window at 42 Charterhouse Square (R2/W30/403 in the Point 2 numbering system) adjusted to show the impact of the proposed scheme (as best as I am able to estimate same) goes a long way to demonstrating the significant impact on Daylight and Sunlight available to this room where dry numbers do not. Incidentally, the photograph also shows that the "balconies" are as noted, formed of grating with galvanised railings which do not significantly impede daylight or sunshine.



R2/W30/403 2024.02.16

Yours Sincerely –



Peter Golob

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### Table 1

The below data shows that in most cases all the daylight and sunlight loss of the previously analysed scheme is taken by the current proposed scheme even though there is no allowance for the development of 9-12 Long Lane which would block considerable amounts of light in its own right. This is demonstrated by the below diagram from the Design & Access Assessment submitted in conjunction with **23/01417/FULMAJ** (section 2.8, p.20) (41-43 Charterhouse Square Highlighted in [light blue](#)). This shows that late morning and early afternoon sun strikes 31-43 Charterhouse Square though the footprint 9-12 Long Lane, emphasising the impact of the height and massing under proposal 23/01417, which alone causes as much impact as when 1-12 Long Lane were going to be developed to nearly the same height under 18/01020.



**1-8 Long Lane Comparison of Daylight Impact of 18-01020-FULMAJ vs. 23-01417-FULMAJ on Flat 6 42 Charterhouse Square**

Point 2 Ref		2020.07		2023.12		2020.07		2023.12		2020.07		2023.12	
Room	Window	Existing VSC		Delta		Proposed VSC		Delta		Loss		Delta	
		2020.07	2023.12	Delta		2020.07	2023.12	Delta		2020.07	2023.12	% Loss	Delta
R1 403	W1 403	7.08	7.08	0.00	5.07	5.07	0.00	2.01	2.01	0.00	28.4%	28.4%	0.0%
R2 403	W2 403	2.82	2.82	0.00	2.75	2.73	-0.02	0.07	0.09	0.02	2.5%	3.2%	0.7%
R2 403	W30 403	31.27	31.27	0.00	24.63	24.67	0.04	6.64	6.60	-0.04	21.2%	21.1%	-0.1%
R3 403	W29 403	31.48	31.49	0.01	24.78	25.23	0.45	6.70	6.26	-0.44	21.3%	19.9%	-1.4%
R1 18	W1 18	12.24	12.24	0.00	7.31	6.42	-0.89	4.93	5.82	0.89	40.3%	47.5%	7.3%
NSL		2020.07		2023.12		2020.07		2023.12		2020.07		2023.12	
		Existing Sq. ft		Delta		Proposed Sq. ft		Delta		Loss		Delta	
R1 403	W1 403	96.5	96.5	0.0	96.5	96.5	0.0	0	0	0.0	0%	0%	0%
R2 403	W2 403	197.2	197.2	0.0	124.1	126.2	2.1	73.1	71	-2.1	37%	36%	-1%
R3 403	W29 403	86.0	86.0	0.0	86.0	86.0	0.0	0	0	0.0	0%	0%	0%
R1 18	W1 18	180.4	180.4	0.0	170.9	174.8	3.9	9.5	5.6	-3.9	5%	3%	-2%
ASHP		2020.07		2023.12		2020.07		2023.12		2020.07		2023.12	
		Existing Winter		Delta		Existing Annual ft		Delta		Proposed Winter		Delta	
R1 403	W1 403	4	4	0.0	19	19	0.0	0	0	0.0	15	15	0.0
R2 403	W2 403	1	1	0.0	3	3	0.0	1	1	0.0	3	3	0.0
R2 403	W30 403	23	23	0.0	74	74	0.0	12	11	-1.0	63	62	-1.0
R3 403	W29 403	22	22	0.0	74	74	0.0	13	12	-1.0	65	64	-1.0
R1 18	W1 18	15	15	0.0	36	36	0.0	6	2	-4.0	27	23	-4.0
ASHP		2020.07		2023.12		2020.07		2023.12		2020.07		2023.12	
		Proposed Winter Loss		Delta		Proposed Annual Loss		Delta		Proposed Winter Loss %		Delta	
		-4	-4	0.0	-4	-4	0.0	-100%	-100%	0%	-21%	-21%	0%
		0	0	0.0	0	0	0.0	0%	0%	0%	0%	0%	0%
		-11	-12	-1.0	-11	-12	-1.0	-48%	-52%	-4%	-15%	-16%	-1%
		-9	-10	-1.0	-9	-10	-1.0	-41%	-45%	-5%	-12%	-14%	-1%
		-9	-13	-4.0	-9	-13	-4.0	-60%	-87%	-27%	-25%	-36%	-11%

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Alberto Garciga

Address: FLAT 151 LAUDERDALE TOWER, BARBICAN, LONDON London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: I object to this planning application due to the potential impact on traffic, pedestrian, cyclists and neighbours of this property. Vehicle traffic can potential increase in what is already a very narrow yet busy street with HGVs entering and exiting Smithfield Market six days a week. There would be impact to the cycle lane as taxis and other forms of transport stop to allow potential hotel guests to disembark and embark vehicles. This may cause a danger to cyclists as they have to veer into traffic. There is also a lack of access for vehicles that would be required to support the hotel operation.

I further object on the additional floor that would be required for the ventilation equipment, lift shafts and additional lift to upper floor to evacuate guests in case of an incident.

I also object to potential noise to neighbours and in particular those in Lauderdale Tower from events that could be held on terraces and balconies.

This is no location for a hotel as road is too narrow and traffic impact studies have not been adequately done.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Dr Mary Chard

Address: 171 Lauderdale Tower Barbican London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other

Comment:1 Long Lane is too narrow to sustain the additional traffic created by a busy hotel

2 there is a notable lack of rear access to any proposed hotel to allow movement of lorries servicing hotel

3 Proposed height and volume of building is substantially higher than existing building and disproportionate to the neighbouring buildings

4 The plans have failed to describe the inevitable additional floor(s) for plant and equipment

5 Balconies and terraces are likely to generate noise thus impacting on nearby residents

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mrs Lesley Steward

Address: 132 Lauderdale Tower London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Traffic congestion. Difficulty for goods vehicles servicing Smithfield. Road too narrow to accommodate extra traffic. Noise. Hazardous for cyclists.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mrs A Resident

Address: Lauderdale Tower London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: I live in Lauderdale Tower. I object to the addition of any terraces for events as it would significantly increase noise for Lauderdale residents. We already get a lot of traffic noise, and noise from the street which carries upwards with no obstacles to stop or dampen the noise. Adding terraces or much more foot traffic in the area would significantly impact on quality of life and sleep for me and my children.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Dr Clare Wood

Address: Flat 301, Lauderdale Tower Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Traffic or Highways

Comment: Our apartment looks directly down on this site.

I object on the following bases:

1. We already have to deal with regular traffic jams from Smithfield to the Aldersgate traffic lights. Car / lorry horns sound out on a regular basis. The road is very narrow with small cycle lanes on either side. I cannot conceive how the road could cope with the traffic that a hotel would create. There will be no goods entrance at the back so everything will need to come off the road. Taxi's picking up and dropping guests etc. There will be more noise / traffic jams / disruption in an already deeply congested area.
2. Smithfield market creates an large amount of heavy goods traffic most of which is at night however it starts in the early evening and can go through to late morning. This will add to the issues stated above.
3. The cycle lanes may become unsafe due to the additional traffic and the crossing of the cycle lane to provide access to the hotel.
4. The proposed height is twice the current size (or more when adding the roof services). It is not in keeping with the neighbourhood or the ability of the road to provide access to so many people.
5. To permit a change of use from offices to a hotel with balconies and terraces on which outdoor activities will be held when you have residences so close beside the property is a deep and very serious concern. The Barbican is a listed estate. We are not permitted to put in triple glazing and in any event the heating means that windows are often left open.

I object to this proposed development.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Ms Judith Brown

Address: 243 Lauderdale Tower Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: Though I am in favour in principle of the proposal to replace the existing office building with a boutique hotel, I object to the height of the proposed building which is out of scale with the surrounding buildings and local streetscape, and inappropriate for this site.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Ann George

Address: 173 Lauderdale Tower Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: This is an absurd place to site a busy hotel. Street too narrow. Traffic congestion in an already busy area an additional hazard for all road users and pedestrians.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Dr James Backhouse

Address: Flat 293 Lauderdale Tower London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment:Objection Points:

1. Traffic Congestion and Safety Concerns:

- Narrowness of Long Lane: Long Lane is too narrow to accommodate the significant increase in traffic that a busy hotel will generate. The introduction of additional vehicles, including taxis, Uber cabs, and lorries servicing the hotel, will exacerbate existing congestion and could lead to traffic gridlock, impacting the daily lives of local residents and businesses.

2. Increased Risk of Accidents:

- Danger to Eastbound Traffic: The location's proximity to the Smithfield gyratory presents a hazard as eastbound traffic will suddenly encounter standing vehicles servicing the hotel. This situation increases the risk of accidents, posing a threat to both vehicular and pedestrian safety in the area.

3. Impediment to Local Logistics and Servicing:

- Impact on HGVs Servicing Smithfield: The absence of a rear access road for the new hotel will severely restrict the movement of lorries and other large vehicles servicing both the hotel and Smithfield market. This could block essential east-west travel routes, disrupting deliveries and market operations, vital to the local economy and community.

4. Incompatibility with Local Architecture:

- Disproportionate Scale of Development: The proposed height and volume of the new building are

not in keeping with the character of the surrounding area. The historical and architectural context of Long Lane and its environs should be preserved, and any new development should complement, rather than dominate, this setting.

#### 5. Misrepresentation of Building Height:

- Deceptive Planning Application: The planning application is misleading as it fails to adequately disclose the total height of the development, omitting additional floors designated for plant and equipment. This omission raises concerns about the transparency of the application and the full visual impact of the proposed development.

#### Conclusion:

The proposed development at 1-8 Long Lane raises significant conce

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Dr Patricia Marsden

Address: Flat 81 Lauderdale Tower Barbican london

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I agree with the suggestion to keep the building height in line with the existing structures on site to mitigate any adverse impact on neighbours; the proposal is significantly higher than any of the surrounding buildings and sets a precedent for further vertical densification directly adjacent to the city's biggest residential development.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Paul Morgan

Address: 321 Lauderdale Tower, Barbican, London EC2Y 8NA

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:1. Proposed height and volume of building not in keeping with surrounding buildings - Deceptive height in planning application that does not mention additional floor(s) for plant and equipment.

2. Balconies and terraces that can hold events that may generate noise thus impacting on nearby residents.

3. Long Lane is too narrow to sustain the additional traffic created by a busy hotel. The danger to traffic heading east and coming out of the Smithfield gyratory as traffic will suddenly encounter standing vehicles such as taxis, Uber cab or lorries servicing the hotel. HGVs servicing Smithfield will get blocked if unable to travel east or west to enter/exit the market. Lack of rear access or road to new hotel to allow movement of lorries servicing hotel. Cyclists heading east will be forced onto coming traffic if the cycle lane is blocked due to taxis or other vehicles blocking the cycle lane.

4. Over development of limited site with serious highway implications.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Nigel Bolt

Address: 61 John Trundle Court Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: The height of the proposed building is completely out of keeping with the surrounding neighbourhood, not only does this create issues around overlooking and loss of light, it will also look extremely silly when viewed from the Barbican.

The outdoor areas will inevitably result in increased noise which will directly affect residents in John Trundle Court.

Long Lane is narrow and a hotel is bound to increase traffic in an already congested road. This will impede traffic going to and from St. Bartholomews and Smithfield Market and will also cause congestion on Aldersgate Street resulting in increased traffic noise, furthermore Aldersgate Street is regularly used by emergency vehicles. Also, I could not find a traffic assessment for the construction phase which must involve part closures in Long Lane.

Accordingly I object to this proposal because it is inappropriate and detrimental to the area.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Paulie Fasoli

Address: 61 John Trundle Court Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I object to this proposal as it represents an overdevelopment of a small plot which is not in keeping with, and will be detrimental to, the neighbourhood.

The height proposed will result in loss of light and raise privacy issues for local residents. The proposed private guest terraces on the upper floors will add to noise and light pollution.

Long Lane is a busy, narrow and already congested road. The increased traffic generated during construction, then continued by guests and hotel service vehicles will add to the poor air quality, noise pollution and endanger pedestrians and cyclists.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Ms Ida May

Address: 57 John Trundle Court London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other

Comment: The proposed design of the hotel is out of alignment with the current architecture in the area. Especially it being next to iconic Barbican.

The height of the building will block light especially for the residents in Barbican.

And there will be noise, not just when the demolishing the current office building but when the building itself would be ready for it's hotel guests.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Sash Manev

Address: 36 John Trundle court London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: There are already enough building sites on our doorstep, resulting in increased pollution, noise and deterioration of our neighbourhood.

There is already construction on the opposite side of that street with massive trucks all day. Having another one will be even worse.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Mrs HELEN CLIFFORD

Address: 15 Defoe House Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Traffic or Highways

Comment:1. Hotel not suitable for this location. Access for hotel residents from Long Lane will cause traffic issues if only a small amount of guests arrive and depart via Ubers or Taxis. Parking down that narrow and busy street is impossible.

2. Re-restrict - in line with previous planning consent - the use of the terraces to between 8am-9pm on weekdays only. No live, amplified or other music was to be played on the roof terraces and no promoted events were to be allowed on the premises.

These conditions were imposed in order 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."

# Comments for Planning Application 23/01417/FULMAJ

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Ms Nora Vitola-Jones

Address: 3 Hayne Street London

## Comment Details

Commenter Type: Neighbour

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

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: Having looked through most of the enclosed documents, I have not found a description of how the air quality and noise levels will be monitored throughout the demolition and construction process to make sure the surrounding residents and the schoolchildren of The Charterhouse Square School don't feel the negative impact.

The height of the planned and proposed building is excessive by two to three stories, based on loss of light and change of the landscape to the North of the building. It would set a precedent for building at increased height on the adjacent plot in future proposals. This would affect us directly. If an annual daylight simulation video was provided (which, I believe, has been made during the design process, and if not, could easily be provided by designated architects), the darkening effect could easily be observed. It seems either an oversight or an intentional occlusion.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Nora Vitola-Jones

Address: 3 Hayne Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: Having looked through most of the enclosed documents, I have not found a description of how the air quality and noise levels will be monitored throughout the demolition and construction process to guarantee the surrounding residents and the schoolchildren of The Charterhouse Square School don't feel the negative impact.

The height of the planned and proposed building is excessive by two to three stories, based on the loss of light to the North of the building and the change of the landscape. It would set a precedent for building at increased height on the adjacent plot in future proposals. This would affect us directly.

If an annual daylight simulation video was provided (which, I believe, has been made during the design process, and if not, could easily be provided by designated architects), the darkening effect could easily be observed. It seems either an oversight or an intentional occlusion.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr david Lawrence

Address: 181 Lauderdale Tower London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Dear Sir/Madam

I am writing to object to the current plan to turn 1-8 Long Lane into a hotel, alongside the view that the plans proposed have made changes to original building shape / size which change the impact this building has on the environs.

A proposal to build a hotel on the site has many limitations. It requires different traffic flows which will impact pedestrian traffic on already narrow pavements. In addition the level and frequency of deliveries will need to increase to handle the requirements for food, laundry and similar servicing requirements for a hotel. This will involve greater disruption to normal traffic flows as there is no back entrance for deliveries. I would note that Long Lane is already heavily congested, at times, due to the level of traffic flowing West to East, as the traffic lights provide very limited flows of traffic which are frequently blocked by vehicles turning right into Aldersgate St.

A hotel would need to reinforce more strongly the current limit on external use of rooftop and similar space which is currently applied to office sites with roof / terraced spaces.

Regarding the overall building size of the proposed building and the height. This was objected to in

the original application and is still disproportionate to the area. At nine floors it will exceed the height of the local buildings.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mrs Sally Woodward

Address: 223 Lauderdale Tower Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity

Comment: I object to this planning application. The proposed height (including accommodation for plant and equipment) is too high and disproportionate to buildings around the site. If there are to be terraces, their use should be hours restricted so as not to cause unwarranted disturbance to nearby residents. In view of the site's proximity to a large residential community, working hours during construction should be restricted to avoid disturbance particularly at weekends.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Dr Michael Pike

Address: Flat 111, Lauderdale Tower Barbican 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 will impact negatively on safety, traffic flow and accompanying noise and pollution given that Long Lane is far too narrow to accommodate the extra moving and parked traffic associated with this development.

The new building will also impact on the light of adjacent buildings and their occupants.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Richard Tomkins

Address: 333 Lauderdale Tower, Barbican, London EC2Y 8NA

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Traffic or Highways

Comment: I wish to make two objections to the application.

The first is about the immense size of the proposed hotel which would be out of keeping with the character of Long Lane. The northern side of Long Lane has fallen victim to cumulative development whereby each new planning application has built on the height datum set by the previous planning consent. This new application uses evasive language to avoid revealing the true height of the proposed building but it appears that the height would be even greater than the height permitted by the expiring planning consent because of the addition of a further storey accommodating plant and equipment.

The same applies to the mass of the proposed hotel. The previously consented scheme, though far too big for the site, had stepped-back upper storeys to relieve its over-bearing effect on Long Lane. It appears that the proposed hotel would have less stepping-back than the previously consented scheme so that the over-bearing effect on Long Lane would be even greater. The combination of height and mass would turn Long Lane into a darkened canyon.

The second objection is about access. The planning application shows that the developers expect hotel guests to be picked up or dropped off at the kerbside on Long Lane. Some guests will use public transport but many will arrive by taxi, Uber or minibus especially if they have heavy baggage and/or are travelling in groups.

Long Lane is a busy street and the constant arrival and departure of vehicles loading or unloading guests and their baggage will cause severe traffic problems. It will create an especially severe danger to cyclists because every arriving and departing vehicle will block the cycle lane forcing

cyclists to swerve out into the traffic.

The change of use to a hotel should not be permitted unless vehicle access is provided in Long Lane to an off-street drop-off and pick-up area within the hotel premises. And the hotel should be very much smaller than the one proposed.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Mrs Sarah Mann

Address: 9 Defoe House Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other
- Residential Amenity
- Traffic or Highways

Comment: I object to the height of the proposed building which is significantly higher than the existing building and which will make Long Lane colder, windier and more unpleasant at street level.

I am concerned that there is no assessment of the potential loss of light to the flats on the West end of Defoe House.

If hotel residents arrive by taxi the cycle lane will be blocked with added risk to the cyclists.

There should be conditions to prevent light from the hotel or noise from the balconies affecting Barbican residents' bedrooms.

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Dr Nicholas Deakin

Address: Flat 372, Lauderdale Tower, Barbican Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Traffic or Highways

Comment: The mass of the proposed building and noise/light impact on the surroundings are my primary concern.

First - I am unsure why the requirements / restrictions on terraces in line with previous planning consent are not a pre-requisite here. They should be, eg the use of the terraces to between 8am-6pm on weekdays only. No live, amplified or other music was to be played on the roof terraces and no promoted events were to be allowed on the premises.

These conditions were imposed in order 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."

I am also concerned that this is yet again pushing up the height and mass of buildings on Long Lane. This is higher than other buildings and also previously had a design with stepped back other floors to minimise the impact on the street scene.

# Comments for Planning Application 23/01417/FULMAJ

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Peter Burrows

Address: 192 Cromwell Tower Barbican London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Traffic or Highways

Comment: I object to this planning application. Strategic cycle route C11 passes immediately outside of the site, currently in an advisory on-carriageway cycle lane, where the safety of people cycling is already compromised by the narrow roads and high traffic levels. Taxi pick-up and drop-off will inevitably cause cyclists to be forced out of the cycle lanes into the traffic. This will be similar to the disruption to the cycle lanes regularly encountered outside the Sea Containers Lifestyle Hotel at 20 Upper Ground SE1 9PD despite there being a designated drop off area for the hotel in that case.

The transport statement notes that "taxis will be able to make use of the single yellow line kerbside adjacent to the Site. The hotel reception will be located directly opposite this location and will be able to monitor taxi activity at this frontage to ensure that vehicles do not dwell on-street and utilise this kerbside location for short set-down/collection purposes only."

It is extremely optimistic to expect hotel staff to police the road outside.

There is also concern about the safety risk to people cycling using C11 during construction which will further restrict the available carriageway width.

For the attention of:

**Anna Tastsoglou Planning Officer**

**Thomas Roberts MRTPI | Planning Officer (Design)**

Urban Design & Conservation | Planning Division | Environment Department

City of London Corporation | Guildhall | London EC2V 7HH

Comment on **Planning History, Design & Access Statement, (Built) Heritage, Townscape  
And Visual Impact Assessment, and Planning Statement**

in relation to

**23/01417/FULMAJ** | Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works. | 1-8 Long Lane London EC1A 9HF

Dear Anna and Thomas –

We're submitting this objection to the above Planning Application as Residents and Business owners on the Southern Side of Charterhouse Square. Many of the names supporting this objection have been residents or had studios or businesses in these locations for over 30 years. Collectively we can recall many changes to the area but throughout them, development of the area has always left Charterhouse Square as one of the very few oases of green and tranquillity in a very busy City of London.

As occupants of offices and homes in the Square we value that, but we also appreciate the large number of visitors who value it as well. The proposed development threatens to overshadow Charterhouse Square as a looming monster lurking over the Victorian southern side and threatens to deprive the occupants of premises on the Southern side of the Square of daylight and sunshine binging noise, disruption and unwanted intrusion through overlooking directly into private residences in a manner which previous proposals dared not suggest.

Below we set out the factual basis for our objections, based on all considerations apart from the extreme loss of Daylight and Sunlight which has been treated separately as a specific topic for additional objections.

**Planning History & Implications for 23/01417 FULMAJ**

We can be reasonably certain that the City of London Planning archives contain more than enough information on the Planning History, but working from what is publicly disclosed in relation to **18/01020/FULMAJ** and **23/01417/FULMAJ** we have been able to piece together the following timeline of matters relevant to the current application.

Date & Reference	Summary [our emphasis in <b>bold</b> ]	Relevance to <b>23/01417/FULMAJ</b> from perspective of the South Side of Charterhouse Square
2016.02 2018.10.16 D&A Assessment 2.14	The initial pre-application document ...offered office accommodation over <b>22 stories</b> massing up from seven stories at the west end to a taller element at the east...the principal concern raised by officers was that the scale of the design was considered too tall in relation to the existing character of Long Lane	The applicant has always sought to maximise the height of the structure and this has been a primary planning issue from the outset.
2016.07-09 2018.10.16 D&A Assessment 2.14	Pre Application 2 was submitted in July 2016 and a site meeting held on the 28th September 2016....It was made clear that a massing reduction was required but it was agreed that the height should be determined by visual assessment work and not be set arbitrarily by a predetermined number of stories.	<i>Idem</i> City of London Planning was concerned about the mass of the proposals from the outset
2016.11-12 2018.10.16 D&A Assessment 2.14	Pre-Application Submission 3 was made to the City of London in November 2016... telephone [call] with the Planning Consultant, Montagu Evans, in December 2016.....Upper storeys would only be acceptable if they are not visible in the nearer views from which a pedestrian would be aware of the scale of the building. ...officers still feel that the height apparent on the artists impressions in the closer views are still not acceptable....Building appeared too monolithic for the character of the street.	It appears that a 9 floor building was being discussed in pre-app at this stage, and that the massing and vertical scale was still giving cause for concern.
2017.03 2018.10.16 D&A Assessment 2.14.	Pre-Application Submission 4 was reviewed at a meeting with officers in March 2017. Feedback was provided by email ...The proposals as shown on the day still retained an unacceptably high façade height. <b>The fifth floor was not set back as had been requested.</b> An alternative recessed treatment with a set-back at sixth floor had been developed for comment instead. The overall height of the scheme still remains under review. The acceptability of the extent of the 5th, 6th and 7th floors is dependent on views...the overall height was last discussed in detail and the issue of overall height was to be addressed again when the	City of London Planning was trying to persuade reluctant developers to address the imposing mass of the proposed development through reduced height and stepping back upper stories.

Date & Reference	Summary [our emphasis in <b>bold</b> ]	Relevance to <b>23/01417/FULMAJ</b> from perspective of the South Side of Charterhouse Square
2017.04 2018.10.16 D&A Assessment 2.14	4th and 5th floor modelling had been agreed. Pre-Application Submission 5 was reviewed at a meeting with officers in April 2017. Discussion and design variations focused on the façade and the effective separation of same – e.g. objection to 5 <sup>th</sup> floor faience.	n/a – the debate at this stage was concerned the extent to which the façade, which encompassed all of 1-8 and 9-12 Long Lane, should look like one edifice or two “shoulder buildings” with a faience structure in the middle
2017.07-10 2018.10.16 D&A Assessment 2.14	The City of London Culture Mile Initiative, linking the new Museum of London site with existing cultural institutions at the Barbican, earmarked as a space of interest the open area between 1 Long Lane and the corner of Aldersgate as in the context of the Culture Mile initiative....the impact of the loss of this area, and options for its relocation at upper floors was presented to officers... <b>providing the lost area from the open public space on a new 10th floor</b> . In October, officers reported they were uncomfortable with the appearance of the upper floor massing from the Aldersgate Street/ Beech Street junction. Officers suggested a re-massing of the eastern end to mitigate views of the upper floors.	The developer sought to recover “lost” footprint by resorting again to increased height, with Officers pushing back on the extent to which this risked creating a monolithic façade. Until this point, the developers had acquiesced in reducing then height of the building to less than 9 floors (which stands as precedent against the proposals in <b>23/01417/FULMAJ</b> )
2017.12 2018.10.16 D&A Assessment 2.14	Pre App 7 presented a response to officer’s concerns over the upper storey massing... fenestration design fronting on to the open space and facing Aldersgate Street was revised to a smaller window proportion that better reflects the building fenestration on the Long Lane façade ...	Officers continued to push for reducing the visual impact of the upper stories through recessing them and considered large fenestration (as per proposal <b>23/01417/FULMAJ</b> ) to be inconsistent with the surrounding area.
2018.01 2018.10.16 D&A Assessment 2.14	In January 2018 ...a scheme ....lowering the central and westernmost plots by one floor at street frontage. ...the scheme was certainly seen positively on how the remodelled corner felt ... However, the vertical differentiation of the Long Lane façade appeared to have been lost in the new scheme. “The continuous unbroken attic floor ...results in an impression of a more monolithic structure....	Baby steps in the direction of reduced massing.
2018.03 2018.10.16 D&A Assessment	Pre-Application 9 was discussed on the 23rd of March ....Indications on how the upper floors and terraces and perhaps	View of structure from Long Lane reached a satisfactory state to proceed to Planning App but still several issues

Date & Reference	Summary [our emphasis in <b>bold</b> ]	Relevance to <b>23/01417/FULMAJ</b> from perspective of the South Side of Charterhouse Square
2.14	rear facade would accommodate amounts of planting... Provide further drawings for Northern facade - and limit potential light spillage to Charterhouse Square.	including impact on Charterhouse Square
2018.06-07 2018.10.16 Assessment 2.14	<i>D&amp;A</i> Pre-Application 10 was discussed in July 2018 ...feedback was given ( <i>sic</i> ) on an email from the 19th July and the overall scheme was accepted subject to further information on daylight/sunlight and extra CGI views which were supplied to the planning officer	A reliable Daylight and Sunlight assessment was required for the application to proceed.
2018.10 2018.10.16 D&A And D&A 6.03	16 <sup>th</sup> October, 2018 Planning Application 18/01020/FULMAJ was filed to redevelop the existing buildings at 1-12 Long Lane, London EC1A 9HA (the 'Site') with an office <b>building of up to 9 storeys, with retail uses at the ground floor and basement.</b>	Planning Application filed for up to 9 storeys (plus ground plus plant on roof so 10 stories to the layman, and in fact per the cross sections submitted as part of the D&A Assessment
2018.11 2020.10.27 Committee Report pp16 BRE 2018.12 BRE 2019.02	First Consultation resulted in more scrutiny and drew 27 Objections. An independent Daylight and Sunlight analysis of the D&S Assessment was commissioned from BRE which drew attention to the fact that the 41-43 Charterhouse Square had been omitted entirely from the Daylight and Sunlight Assessment produced in respect of the Application. BRE concluded that Point 2 (the authors of the Daylight and Sunlight Assessment) had used inappropriate VSC target values to justify their assessment of limited impact on 41-43 Charterhouse Square – concluding that the development would have “ <b>a major adverse impact</b> ” on the residents.	Notwithstanding the fact that the properties on the South side of Charterhouse Square are those most affected by loss of light, the developers chose to ignore the impact on these buildings – a disposition which continues to the present day. The impacts of the current development are similar.
2019.12 2020.10.27 Committee Report pp16	As a result of objections raised and concerns expressed by City of London Planning Department, a new application was submitted on 13 <sup>th</sup> November, 2019, leading to a new round of revised reports, consultations, objections and subsequent revisions. <b>The new Scheme involved a reduction in massing through the removal of the</b>	In its most recent Daylight and Sunlight Assessment, Point 2 continues to “interpret” and “adjust” BRE guidelines so it can justify any loss of Daylight and Sunlight as “acceptable”. Notably, BRE was again called on to independently assess the Revised Daylight and Sunlight Assessment and found Point 2’s methodology “dubious”, reiterating their opinion

Date & Reference	Summary [our emphasis in <b>bold</b> ]	Relevance to <b>23/01417/FULMAJ</b> from perspective of the South Side of Charterhouse Square
2020.03 2020.10.27 <i>Committee Report pp16</i> 2020.03.09 <i>North Elevation</i>	<p><b>ninth floor and plant enclosure above and a reduction in the footprint of the seventh and eighth floors.</b></p> <p>Revisions to the scheme and further alterations involving set back elevations on the north west corner of the building at fifth to eight floors to minimise the daylight impact on Griffin Court.</p>	<p>from a year earlier that the impact would count as “moderate to major adverse” on the residents of 41-43 Charterhouse Square.</p> <p>Most of the revisions appear to relate to 9-12 Long Lane Superseded plans show 8 floor structure well stepped back from the East to the Centre</p>
2020.09 2020.10.27 <i>Committee Report pp16</i> 2020.07.29 <i>Southern Elevation PL05</i>	<p>Additional changes were introduced <b>including the removal of the eighth floor and the further setting back of the fifth, sixth and seventh floors from the western end of the building to minimise the daylight and sunlight impact on surrounding properties...</b></p>	<p>This appears to be the final scheme which was submitted for planning – revision 5 of the elevations show a ground floor of 5m from the lower western-most datum (12 Long Lane) reducing to ~4m at the eastern end (1 Long Lane), 6 further floors at 4m per floor of 4 bays from the east and a 7<sup>th</sup> floor of 9 bays in the centre (~32m total) to accommodate plant on the roof.</p>
2020.08.29 2020.08.29 Revised Application	<p>Revised Application Submitted. The original application was for 72% expansion of internal area (5,595 to 9,600 square m). while the revised application was submitted proposing a 57% expansion of the site in terms of square footage (5595 to 8,800 square m)</p>	<p><b>23/01417/FULMAJ</b> entails an GIA expansion of 64% (3,225 to 5,277 square m) plus roof space and balconies for hotel guests, and so is closer to the rejected site utilisation than the final proposed application.</p>
2020.10.02 <i>Revised Daylight and Sunlight Report</i>	<p>Further Daylight and Sunlight Assessments were commissioned and reviewed by BRE</p>	<p>BRE reiterated their previous assessments criticising Point 2’s methodology as “dubious” and recognising severe loss of daylight and sunlight amenity to the South side of Charterhouse Square while conceding that the impact was less damaging than previous schemes, but still severe for all except 3<sup>rd</sup> and 4<sup>th</sup> floors.</p>
2021.07.20 2021.07.20 <i>Decision</i> 2020.10.27 <i>Committee Report PP 123 -127</i>	<p>Conditional Planning Approval Granted Salient Conditions: (1) Work on site to start by 2024.07.20 (2) Eight storey office (Class B1) building with basement and lower basement with retail (Class A1/A2/A3) – much less intrusive on existing residential properties than a hotel</p>	<p>Condition 30 prohibits the use of terraces between 21:00 and 8:00, and weekends and holidays. This condition precludes balconies outside any hotel’s public or private spaces.</p>

Date & Reference	Summary [our emphasis in <b>bold</b> ]	Relevance to <b>23/01417/FULMAJ</b> from perspective of the South Side of Charterhouse Square
2023.12.22	<p>(3) Condition 30 The terraces hereby permitted shall not be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Saturdays, Sundays or Bank Holidays, other than in the case of emergency.</p> <p>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.</p> <p>(Condition 30 was further explained by the Committee Report)</p>	<p>23/01417/FULMAJ Filed – to repurpose the site as a hotel on substantially the same foot print as regards 1-8 Long Lane, but with much greater massing.</p>

**Links for Timeline**

- [2018.10.16 D&A](#)
- [BRE 2018.12](#)
- [BRE 2019.02](#)
- [2019.11 Application](#)
- [BRE 2020.01](#)
- [2020.03.09 North Elevation](#)
- [2020.07.29 Southern Elevation PL05](#)
- [2020.08.29 Revised Application](#)
- [2021.07.20 Decision](#)

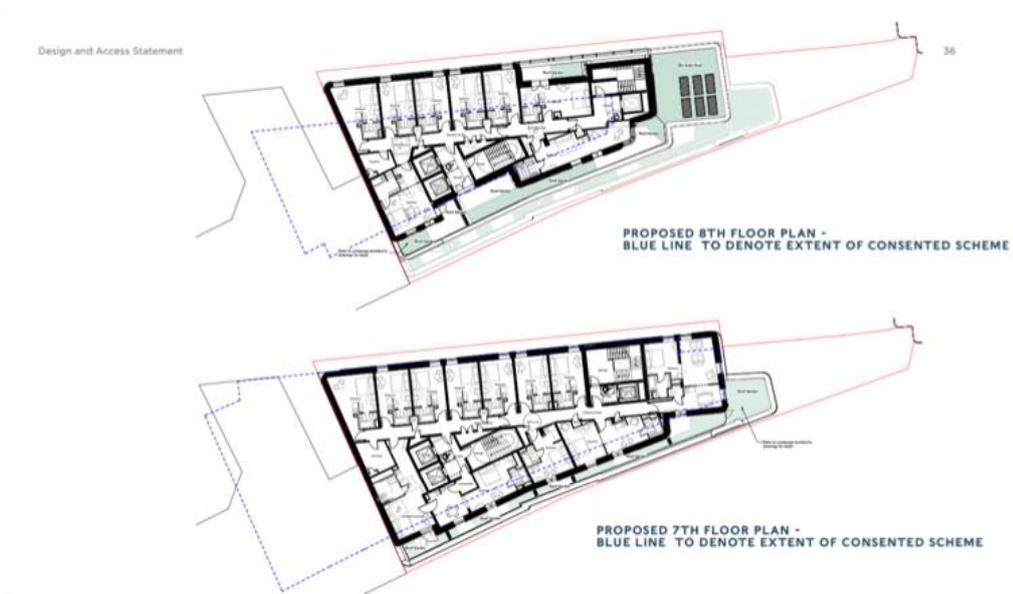
**Issues Arising from Application 23/01417/FULMAJ**

**(1) The Height and Massing of the Building**

- a. The height of the proposed development appears to be within the bounds of the previous plan according to the Design and Access Statement but it is very difficult to make the numbers add up.
  - i. The timeline above shows that over 5 years of negotiation CoL Planning successfully reduced the height of proposed development 18/01020, from an initially idiotic 22 stories to 7 floors including roof. It is difficult for the layman to judge the height of the design from the historic plans and it is clear that the datum drops somewhat from East

- to West but overall it seems that the final design was ~32-33m at its highest from ground level, with ~3-4m accounted for by housing for plant on the roof.
- ii. The Design and Access Statement for 23/01417 (4.3 p.37) states that *“Our proposed building, excluding plant equipment, is approx. 350mm lower than the 2021 consented scheme.”*
  - iii. The only filed source for the maximum height of 18/01020 final plans seems to be the Elevations revision PL05 cited above, but these include 4m for the 7th floor roof.
  - iv. It therefore follows that 23/01417 is at least **3650mm higher** than 18/10120 and this is possibly signified by the faint dotted green line in the plans which comment on the Massing Comparison in the Design & Access Statement (4.3 p.37)
  - v. The increase in height is consistent with the negative impact on Daylight and Sunlight presented by Point 2 with regard to the South side of Charterhouse Square, when 18/01020 is compared with 23/01417.
- b. Opportunity to revisit height of proposals for the site in light of realistic visuals
- i. The fact that the developer no longer proposes to avail itself of the conditional consent granted in respect of 18/01020, provides CoL Planning with an opportunity to revisit the visual impact of the height of the development on this site from critical perspectives which were not adequately reviewed in the earlier planning application.
  - ii. Any reader of the (Built) Heritage, Townscape and Visual Impact Assessment, which was submitted as part of 23/01417, is struck by how selective the view points for the visual impact are and the extent to which the authors make efforts to disguise the impact of the proposal (as was the case with a similar report in connection with 18/01020)
  - iii. One view which cannot be disguised at all is the one directly South of the proposed development from Cloth Street, but it is noticeable that the authors of the report have moved the standpoint slightly to provide a more favourable comparison with 18/01020, which is not in truth merited (see below)
  - iv. It is difficult to understand why no visual impact from directly north of the site was submitted in the case of 18/01020, or now in the case of 23/01417, when such views are readily obtainable, unless it was because the result was considered highly detrimental to the application’s chances of success.
  - v. In fact, the Design and Access Consultants (Emrys) did include a view from directly north of the proposed development in 2018, but only as a section break page in connection with their report supporting 18/01020, but this view (although clearly readily available) was not considered as an assessed viewpoint (see below)
  - vi. Proper assessment of the proposal should no longer make reference to plans which were granted conditional approval in 2021, but should assess the entire façade of the north side of Long Lane from the CrossRail building to Aldersgate (from the South) and take several perspectives from the North, which means several different viewpoints in Charterhouse Square (see below)
- c. Massing – the stepping back of the upper stories which CoL Planning fought for and largely delivered with respect to 18/01020 is discarded in the proposals for 23/01417.
- i. The timeline clearly shows that CoL Planning considered the stepping back of the upper stories of the proposed 18/01020 to be critical in securing conditional approval for same.
  - ii. To obtain permission for the prior development, the applicants extolled the “stepping back” of the upper floors as both reducing the massing effect of the building and providing an opportunity for green spaces. E.g.

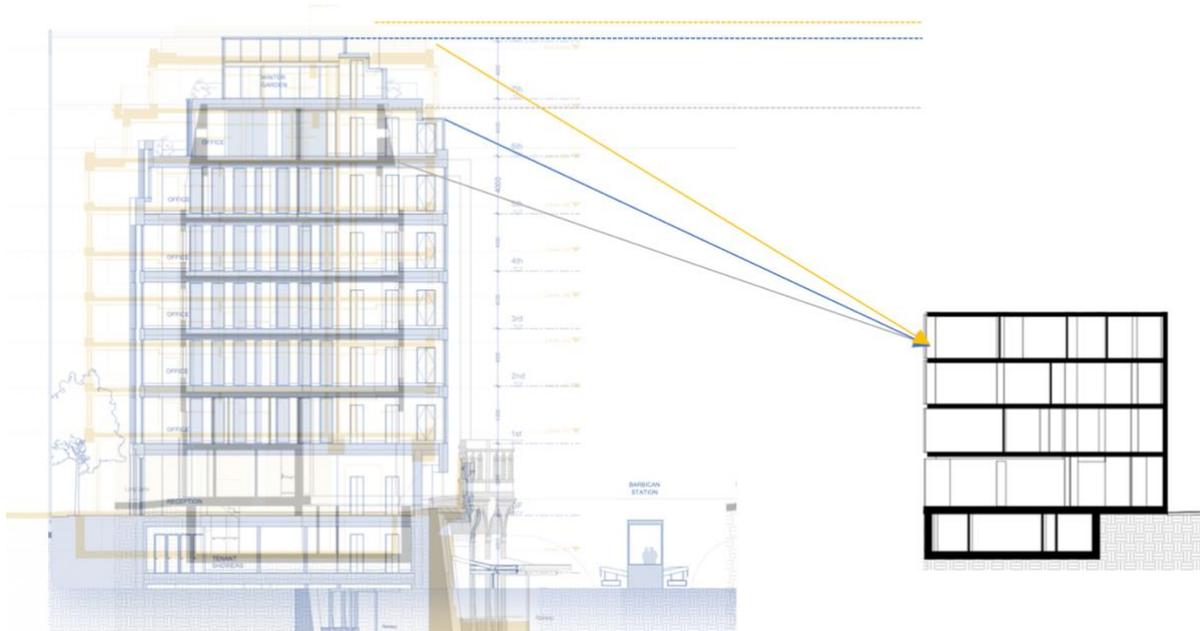
1. 18/01020 Planning Statement 4.9 *“The massing / floor plates of the building reduce as the building steps back from Long Lane to respond to the townscape.”*
  2. 18/01020 Planning Statement 4.10 *“The setbacks provide the opportunity for terraces and urban greening at each set back level. Greening is also taken around to the rear façade at these levels.”*
  3. 18/01020 Planning Statement Addendum (2019.11 Changes to the Proposed Development) 3.2 *The extent of the eighth floor has been reduced substantially and incorporates a plant enclosure within it and a small winter garden. It is set back from the rear elevation by approximately 3.5m. **The eighth floor is reduced in width by approximately 15m along the northern boundary.***
  4. 18/01020 Planning Statement Addendum (2019.11 Changes to the Proposed Development) 3.3 *At seventh floor level the building would be set in from the east by 13m. **This reduces the width of the floor along the northern boundary by approximately 15m.***
- iii. There are many other examples in the records of the importance placed on the “stepping back” of the upper stories both from the East, West and North boundaries of the site and it is extremely difficult to conclude otherwise than that these changes to the proposals were the *sine qua non* for the eventual conditional approval of 18/01020 in July, 2021.
  - iv. The “stepping back” is radically reduced in 23/01417: on the seventh and eighth floors, there is a sizeable increase in massing to the East, North and South to the extent that the “stepping back is eliminated”.



*(from 23/01417 Design & Access Statement 4.3, p.36)*

- v. It is very difficult to appreciate the impact of the massing on neighbouring buildings from the drawings and plans which have been provided in support of the application. It would be helpful to show an extended site cross-section, based on Sections A-A, B-B, and C-C (per below) which includes 42/43 Charterhouse Square and uses coloured lines to show the outline profile of (a) the existing building (b) the previously proposed schemes. These sectional drawings are missing from the publicly available files but must have been filed with the other application plans on 26<sup>th</sup> September, 2018, must have been debated, discussed and ultimately rejected and adapted in the eventually consented scheme from 18/01020. Comparison of the sectional drawings for the consented scheme and the the currently proposed scheme, is indeed essential so that the incremental massing impact of the set-back to floor 8 can be adequately considered by CoL Planning and all affected properties.

The below provides an illustration of the suggestion and also serves to demonstrate the extent of the height and massing issue from the perspective of the properties on the South side of Charterhouse Square (23/01417 impact shown in yellow and 18/01020) shown in light blue, with nearest point from 18/01020 in grey ).



- vi. Massing of this extent has been such a critical issue since development of this site was first proposed in 2016, therefore it is difficult to believe that it can be countenanced in the context of 23/01417
- vii. Other Planning concessions (e.g. the extent of lost Daylight and Sunlight beyond BRE guideline levels; maximum elevation slightly more than CrossRail etc.) were no doubt granted in lieu of reduced massing, therefore it is difficult to believe that the entire precedent of consent for 18/01020 should not be revisited in every respect. Otherwise, the developers are incentivised to secure planning on a different basis ever year or so, taking their concessions as the new base line and expanding on that until they have a 22 floor building as originally sought.

**(2) A Hotel is very different from an Office**

- a. In the context of 18/01020, CoL planning recognised that a much larger office development would have a negative impact on the private residences in the area and the townscape generally. Conditions were imposed when conditional approval was granted to 18/01020 in July, 2021 and Condition 30 has been cited in the timeline above.
- b. Other conditions in the formal decision (31-33) made efforts to ensure that there would be no incremental noise pollution as a result of the development (no musical events, no promoted events, no external live or recorded music).
- c. The Committee deliberations (2020.10.27 Committee Report paragraphs 123 -127) explained the rationale of these conditions in more detail as follows:
  - i. *125. Residents have raised objections that the proposed terraces would give rise to increased noise nuisance and overlooking over nearby residential properties and have suggested that the hours of use of the roof terraces should be limited by condition.*
  - ii. *126. The proposed terrace at seventh floor has been designed and located to help ensure that there would be no direct overlooking of the adjacent residential properties on the upper floors of Griffin Court, 13 – 17 Long Lane. The terrace has been set back*

*from the western edge of the building and the layout has been designed to include a landscaped buffer zone along their western perimeter, to further reduce the potential for overlooking. The western end of the proposed terrace at sixth floor level is considered to have the potential to overlook the residential premises at Griffin Court. Therefore, a condition is recommended restricting access to the western end other than for maintenance purposes or in the case of emergency.*

- iii. *127. The hours of use of the terraces would be restricted by condition so that cannot be used or accessed between the hours of 21:00 on one day and 08:00 on the following day and not at any time on Saturdays, Sundays or Bank Holidays, other than in the case of emergency*
- d. The terraces originally proposed for an office building have become roof gardens for rooms or communal use in the proposal 23/01417. A hotel cannot at the same time charge guests for these amenities and then tell them not to use them, so it is clear that the applicant is really asking for the revocation of another important condition to the conditional approval of 18/01020.
- e. While at first reading, the references to Griffin Court may seem irrelevant, given that 23/01417 does not propose the development of 8-12 Long Lane, the principle is very much at issue with regard to the proposal's reclaiming of the "stepped back" footprint to the North and South for the creation of balconies, which threaten the same level of overlooking in those directions, as was the case with regard to Griffin Court in 18/01020.
- f. It would follow that the restrictions which were applied to the terraces to the West in 18/01020, should be applied to the North and South elevations with respect to 23/01417, though of course, this is entirely unworkable for a hotel.
- g. It is also worth noting, that given the height of the structure and floor plans which disclose rooms with views to the north, these rooms will overlook and infringe the privacy of all residential dwellings to the North of the site, particularly on weekends and out of office hours, which would be less of an issue with an Office building.

### (3) Planning with respect to 8-12 Long Lane – Cumulative Impact

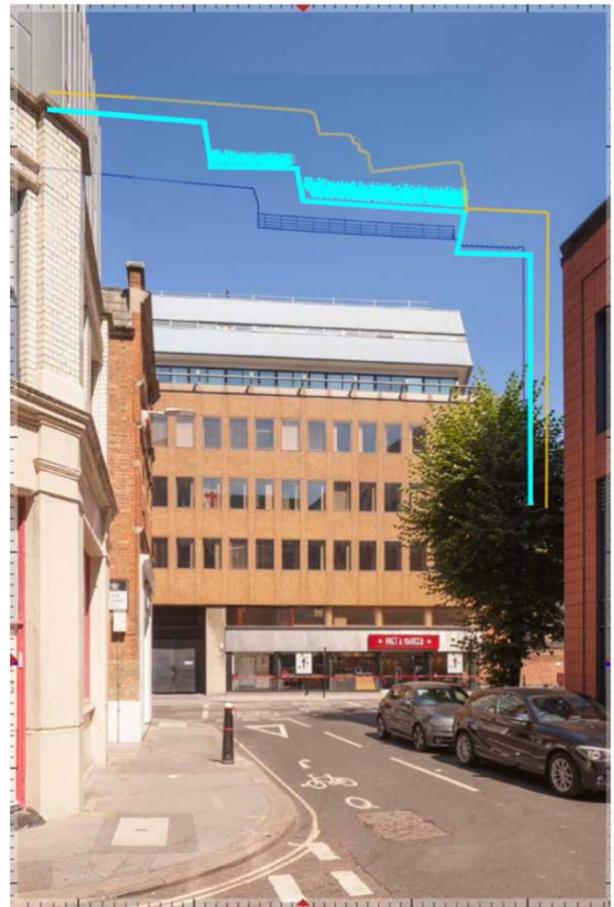
- a. The elephant in the room with respect to 23/01417 is what planning application will be pursued with regard to 8-12 Long Lane, also owned by the applicant.
- b. In absence of a definitive application, it looks very much as though the applicant has decided to divide the site, to maximise planning gain on one part and then use that as precedent for the next part, so that the cumulative effect is to secure concessions which have in principle been rejected already.
- c. The danger for residents can be quantified to some extent by reference to the Daylight and Sunlight Assessment.
  - i. Assuming that the authors of the Daylight and Sunlight Assessment were at least consistent in application of their "dubious" methodology, their calculations show that the **entirety** of the negative impact expected from 18/01020 on the South side of Charterhouse Square is matched by the negative impact of 23/01417, which includes no allowance for the development of 8-12 Long Lane.
  - ii. If these limits – which are outside the BRE guidelines – are allowed to be utilised fully through 23/01417, then what protection do residents have with regard to their residual Daylight and Sunlight amenity, and what protection is offered that it is not to be removed altogether through the cumulative impact of incremental applications ?
  - iii. Without a categorical undertaking that there will be no development of 8-12 Long Lane – which seems contractually impossible – the occupants of properties on the South side

Charterhouse Square (and many others) can simply await a further unspecified deterioration of their amenities, well beyond that inflicted as a result of conditional approval for 18/01020.

**(4) Visual Impact – Viewpoints from North and South Matter**

- a. Given that the development is built along an approximate East-West Axis, the issue of Massing and Visual impact is best appreciated from North and South perspectives.
- b. The Heritage Reports which have accompanied both 18/01020 and 23/01417 suffer from the absence of views from direct North, and it is surprising that this bias was not challenged in the case of 18/01020, but the examination of 23/01417 provides an opportunity to address this.
- c. Apart from the statutory LVMF assessment from Alexandra Palace – which in the case of the Heritage and Visual Impact Assessments associated with both 18/01020 and 23/01417 disclose little more than an abundance of foliage – most of the views are oblique East and West Views of the proposed developments. The exceptions are those from Cloth Street to the South and Charterhouse Precincts, when other potential viewpoints from the North would serve to demonstrate the extent of the visual impact more concretely.
- d. South Perspective Cloth Street:
  - i. The Heritage, Townscape and Visual Impact Assessment for 23/01417 section 10.45 and 10.46 shows the mass of the proposed plan from Cloth Street, but takes a view point which is inconsistent with the viewpoints adopted for previously rejected and the eventually consented scheme 18/01020 in order to show a more favourable comparison.
  - ii. The below left views is as presented in the Heritage, Townscape and Visual Impact Assessment for 23/01417 section 10.45 (in yellow), the view on the right shows the profile of the new proposals per 23/01417 section 10.45, in relation to the visual impact assessment from 18/01020 Revised Addendum Built Heritage, Townscape and Visual Impact Assessment from August 2020, showing the outline of the previously proposed (i.e. rejected) plan in light blue as well as the eventually consented plan in dark blue

- iii. Comparison of the three views from the same viewpoint shows that the vertical profile of the proposals under 23/01417 are more imposing than the revised and previously proposed schemes of 18/01020, and would completely dominate the view of Long Lane from Cloth Street.



- iv. CoL Planning should also consider the submission of alternative views from further south along Cloth Street to fully assess how much the proposed development imposes itself on the Cloth Fair and St Bartholomew character area, particularly in relation to previously proposed schemes which were revised specifically because of the extent of the imposition they forced on the area.
- e. Charterhouse Square
  - i. The Heritage, Townscape & Visual Impact Assessment is modelled on that submitted in the context of 18/01020 originally and as revised in 2020. It takes two viewpoints from the North within the selected Townscape Area Plan area No 1, being Charterhouse Square.
  - ii. As noted above, this is an odd omission when there are several other unobscured viewpoints available with serve to demonstrate the imposing nature of this as well as the previously proposed schemes.
  - iii. Emrys- the authors of the Design and Access Statement in connection with 18/01020 - did include one such view in the original D&A Statement, but only as a section separator [18/1020 D&A Part 3](#). Nonetheless, the view is instructive especially in light of the claims that *“Every effort has been made to respect the massing of the consented scheme.”* Since we can observe that this is not true with respect to the “stepping back” of the eastern elevations we can judge that the below CGI view of the previously proposed (i.e. rejected) scheme- while completely dominating the view from Charterhouse Square, is

nevertheless not as imposing as the scheme presented in 23/01417. The relevance of



the impression to the current application is emphasised by the fact that the western section (9-12 Long Lane) which is not part of 23/01417, is obscured by foliage in the CGI.

- iv. The above view also shows that it is possible to analyse the visual impact of the scheme from other viewpoints in Charterhouse Square and indeed suggests that it is negligent not to do so, given that this is the one public green space in the entire Townscape Character Area where people can congregate to escape an entirely urban environment (much as is illustrated in the above CGI).
- v. It is also somewhat cynical that the only view illustrated by authors of the Heritage, Townscape and Visual Impact Assessment for 23/01417, is clearly taken in summer from the extensive foliage which obscures any view of the site whatsoever. It should be recalled that the date of this Assessment is December, 2023 when the trees are not in leaf, and that in the introduction to this report we can find the statement “*The photographs were taken in winter 2023, and so capture deciduous trees without their foliage, in line with best practice.*”
- vi. In addition, the claims in section 10.68 of this report are evidently false, as demonstrated by the above CGI.
  1. *10.68 The experience of the view is likely to be transient, while walking through the Square. Some receptors may sit in the garden in a similar viewing location, although this would be closer to the Proposed Development, where it would be more screened by interposing development.*
- vii. While viewpoint 10 has been selected to show a picture of lime trees in leaf in mid-summer, view point 11 has been selected to show that if a “receptor” is sufficiently far northwest within the private precincts of medical college grounds, it is difficult to see above the northern elevations of the Charterhouse. Neither view is representative of the impact of the development on the publicly accessible areas of Charterhouse Square.

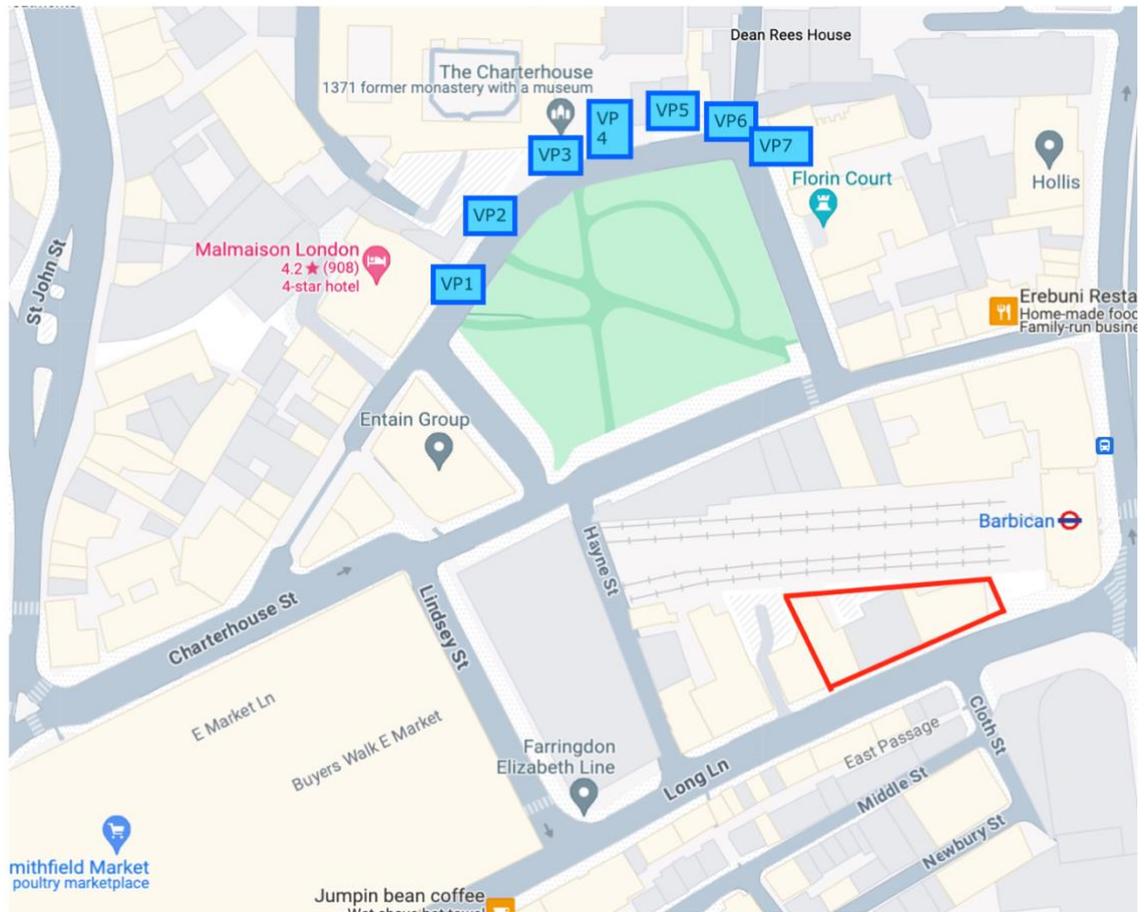
Heritage, Townscape and Visual Impact Assessment View 10



Heritage, Townscape and Visual Impact Assessment View 11



- viii. More relevant viewpoints are clearly available, especially from November through April when foliage interferes less with the views, as illustrated below.



- ix. To explore further the suggestion that the true impact of proposal is best appreciated by making use of alternative viewpoints, some crude illustrations are presented below. The CGI noted above (e.iii) serves as a decent proxy for VP4 above.

viii. View Point 2 (VP2)



ix. View Point 7 (VP7)



- x. Further crude illustrations of the visual impact on Charterhouse Square are possible but hopefully enough have been provided here to prove the case that alternative view points in Charterhouse Square need to be examined and hopefully before there is an abundance of foliage to disguise the impact of the proposals.

In summary, application 23/01417 is retrograde.

- (a) The proposal inflicts a material adverse impact in terms of height and mass achieved in the scheme of 18/1020, and rescinds many of the adjustments made in the period 2016-2021 when the developer was negotiating an accommodation which eventually resulted in consent for a much altered scheme.
- (b) The applicant does not recognise any of this, treating the “consented scheme” as a base-line on which further expansion in terms of height and massing can be delivered.
- (c) The proposal for a Hotel is very different and will intrude on residential properties and radically affect the privacy of existing residents of the area, as well as running contrary to the specific planning conditions of the “consented scheme”, in a further illustration of (b) above.
- (d) The proposal is silent with respect to the development of 9-12 Long Lane but given that both properties are owned by the same party and previous consent has been sought for the development of both as part of a single scheme, and that future development of 9-12 Long Lane could lead cumulatively to a further material adverse impact on the area, the residents and the historic townscape. It is impossible to consider 23/0147 without securing contractual undertakings with respect to 9-12 Long Lane.
- (e) The Visual Impact of the proposed scheme is significant and adverse on the neighbourhood and cannot be analysed adequately based on the carefully selected and foliage obscured visual images which have been submitted in support of the scheme. In particular, CoL Planning should seek an independent report which considers alternative view points which are more likely to do justice to the impact on Charterhouse Square.

The undersigned occupants of properties on the South side of Charterhouse Square object to the proposed development 23/01417.

Neal Birnie  
Casimir Fulleylove-Golob  
Peter Golob  
Claudia Janesenwillen  
Stefan Kaszubowski  
Robyn Minshall  
Peta Turvey  
Sophie Walter  
Richard Wentworth

Miranda Fulleylove  
Ralph Fiennes  
Juliet James  
Kirstin Kaszubowska  
Ian Logan  
Jörg Mohaupt  
Shane Walter  
Jane Wentworth

*Sent by: Peter Golob, Flat 6, 42 Charterhouse Square, London EC1M 6EA*

# Comments for Planning Application 23/01417/FULMAJ

## Application Summary

Application Number: 23/01417/FULMAJ

Address: 1-8 Long Lane London EC1A 9HF

Proposal: Demolition of existing buildings to basement level and construction of a nine storey plus basement level building for hotel use (Class C1) with retail (Class E(a) / E(b)) use at part ground and basement levels together with ancillary cycle parking, associated servicing, plant, amenity terraces, landscaping and other associated works.

Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Jonathan Vaughan

Address: Guildhall School of Music & Drama Silk Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I support the proposal on the basis that it will enhance the area for tourism and cultural engagement, increase footfall and support the objectives of Destination City.

# Comments for Planning Application 23/01417/FULMAJ

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Case Officer: Anna Tastsoglou

## Customer Details

Name: Mr Tom Elliott

Address: 32 Great James Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment:GMS Estates Ltd (GMS) are freeholders of CAP House immediately adjoining 1-8 Long lane. GMS are fully supportive of the repurposing of an unused 1970's office building to create high quality hotel accommodation. The future development plans for the Museum of London and the 'Cultural Mile' will inevitably require hotel accommodation within the vicinity. 1-8 Long Lane is situated next to the Barbican Station and the Elizabeth Line Farringdon (Long Lane) entrance is 100 yards away. It is perfectly located to fill the hotel requirements for the Museum of London and indeed wider London with its links to the TFL network.

Peter Golob  
42 Charterhouse Square  
London EC1M 6EA

21<sup>st</sup> April, 2024

E | [REDACTED]  
M | + [REDACTED]

### Comment and Objection to 23/01417/FULMAJ based on Daylight and Sunlight Assessment in relation to the proposed Development of 1-8 Long Lane

In the weeks since submitting an initial objection to the above development, solely from my own perspective, on the grounds of the evident misrepresentations and concerning inaccuracies contained in the Daylight and Sunlight Assessment prepared by Point2, further consideration has produced evidence that this report is wholly inadequate. Its failings appear to be so manifest that it raises questions as to whether the report can be relied on to assess the material consideration of the impact on neighbouring properties' daylight and sunlight amenity. We strongly recommend that City of London Planning should oversee the commissioning of an alternative and independent report by consultants appointed directly by, or in consultation with, City of London Planning (see 3 below).

D&S is a complex area, and not one which can easily be contested without expert advice. There are BRE guidelines, but some of these are open to interpretation or adjustment, depending on the particulars of the area being considered. For this reason, and because there is necessarily doubt about the assemblage of the base data, and the analysis or conclusions of the Point2 submission, it would be in the interests of all residents, businesses and CoL Planning to have access to a completely independent report, with the benefit of independently verified data and calculations which all stakeholders can agree have been prepared with the requisite degree of professional integrity.

Our suspicions are aroused because wherever we can cross-check a fact as presented, or a supposition or conclusion, we find an issue with the Point2 D&S Assessment. By extension, we can have little confidence that those areas we have not been able to cross-check serve as examples of a different standard. This criticism extends to the base data, which should be verified independently, rather than accepted and reviewed as in previous third party commentaries.

- (1) The Daylight and Sunlight Assessment submitted by Point2 ("D&S P1348") is dated December, 2023, but it is clear that it relies almost entirely on information dating from 2018 or before. For example, the section detailing Window Maps still does not include any windows from 41-43 Charterhouse Square, as per the original report compiled in relation to planning application 18/01020/FULMAJ. This was criticised at the time of that application and Point2 were forced to conduct additional work to make good these failings in relation to that application. Because Point2 conducted that analysis as a separate exercise, it is

probable that the inclusion was omitted in the “cut and paste” from the 2018 report, suggesting some sloppiness which concerns us.

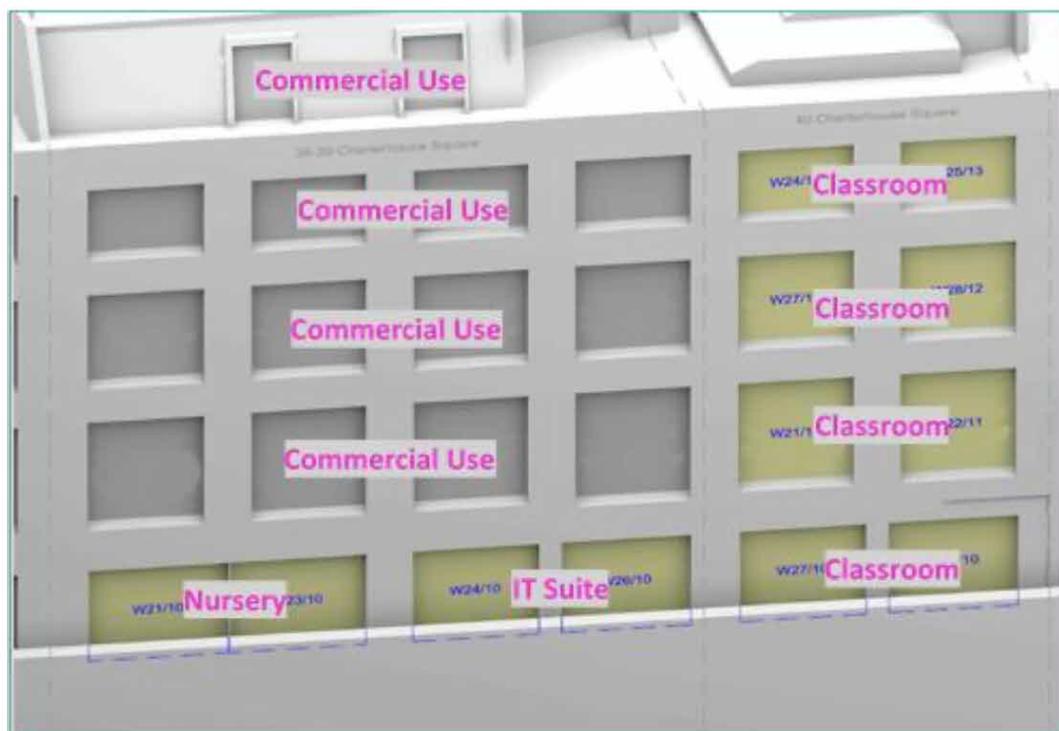
- (2) The fact that the report is out of date, means it relies on out-of-date data. For example, D&S P1348 states (p.3)

*Detailed daylight and sunlight assessments have been carried out to the surrounding residential habitable room windows on Long Lane, East Passage, Middle Street, Cloth Street, Charterhouse Square and Aldersgate Street. In accordance with the BRE guidelines detailed assessments have not been carried out to the surrounding commercial or non-habitable room windows, with the exception of the windows which serve Charterhouse School, as they are not considered to have a reasonable expectation of daylight or sunlight. (my emphasis)*

and

*We have obtained some floor plan layouts from the City of London’s planning portal, however, are of the understanding that the school occupies the basement and ground floor levels of 38-39 Charterhouse Square and all floors of 40 Charterhouse Square as shown within the purple bounding lines below. (p.24)*

leading the authors to propose the window map below (p.25)



**Figure 10: Window Map of Charterhouse School**

In fact, in the time which has elapsed since early 2018 when we presume the underlying work for D&S P1348 was conducted, the school has expanded and for some time has occupied the entire set of buildings from the main entrance at 33 Charterhouse Square through and including 40 Charterhouse Square at all floor levels as well as the roof. Independent reviews of the school compliment all aspects of the school – approach, curriculum, academic

standards, - and include the internal design (“corridors are wide, bright and functional with space for desks”) (e.g. [school-reviews/ charterhouse-square-school/](#)).

All the windows of all buildings from 33-40 Charterhouse Square should form part of any D&S Assessment, and not just those identified in 2018 and outlined in purple, as noted in a report dated 19<sup>th</sup> December, 2023.

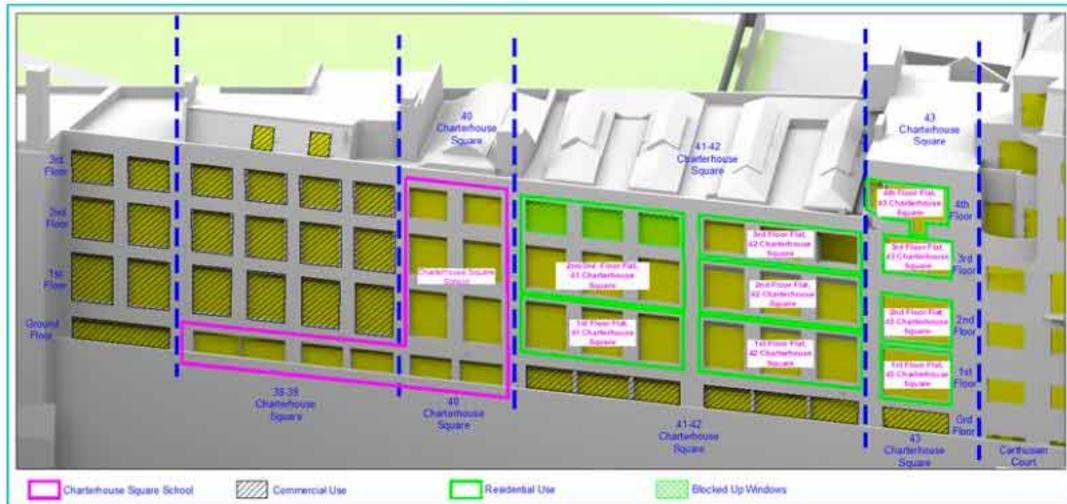


Figure 9: Elevation to northern Side of the Railway Line

The above is but one example of the omissions and inaccuracies which are evident in the report and stem directly from the submission of a report which purports to date from December, 2023 when the underlying work seems to have been carried out approximately five years previously.

The above is critical since loss of light to school children in classrooms should be of concern to all, as noted in the first of the BRE reviews of Point2’s previous D&S Assessment in relation to 18/01020/FULMAJ (see below 3.a.iv, 3.d.iii)

- (3) Nothing in the prior history of Point2’s conduct in relation to this and prior applications relating to this site suggests that the analysis presented can be relied upon. In the period 2018-2020, Point2’s D&S Assessment in relation to 18/01020/FULMAJ was heavily criticised and independent reviews of their work were conducted on four separate occasions.
  - a. BRE prepared a review of the original D&S Assessment from July, 2018 (no longer available on the planning website) for CoL Planning which was issued on 20th December, 2018.
    - i. The remit of this report was “to review the scope and methodology, text and conclusions of the report, but not verification of the calculations.” (p.2)
    - ii. The initial submission was criticised for ignoring 41-43 Charterhouse Square, and 18-21 Middle Street. (pp.2, 11,13)
    - iii. The report was also criticised since “Point2 have sought to determine alternative target values for daylight and sunlight...[but] Point2’s choice of comparable area is dubious. Suggesting that Point2 would be better advised to utilise as comparators the “more generously spaced residential buildings on the Barbican Estate or in Charterhouse Square.” (p. 6)
    - iv. BRE chided Point2 for its cursory analysis of the impact of the proposed development on Charterhouse School, noting “There would also be a

*significant impact on daylight distribution to five of the six rooms analysed. Daylight provision is particularly important for young children, and the negative impact will depend on what the use of the rooms is and whether the children will be in them all day.”* (p.11)

- b. The above report by BRE led to additional D&S submissions, which BRE reviewed in February 2019, in which Point2 addressed some of the omissions from its original D&S Assessment.
  - i. BRE noted that Point2 had now considered 41-43 Charterhouse Square commenting that the impact would be well outside the BRE guidelines for the impact of new developments on existing residences, with VSC reductions of 45-60%
  - ii. BRE noted that Point2 had made some adjustments per BRE guidance, to allow for “balconies”, but even so the reductions in VSC remained “*well outside BRE guidelines*” at 40-48% based on Point2’s calculations which BRE did not check. Nor did BRE visit the sites which would have shown that the “balconies” were not “balconies” but fire-escapes which admitted light to the rooms.
  - iii. BRE criticised Point2’s methodology of referring to a target area which was particularly conducive to producing a more favourable analysis for the developer and was insistent that “*The new development would result in large non-daylit areas on the first and second floors within these flats.... This would count as a major adverse impact.*”.
  - iv. While the proposed development was much revised to take account of these and other concerns, resulting in a lower impact, the historical submissions and reviews are cited here to demonstrate that Point2 has a track record of (a) overlooking matters which are inconvenient to its client’s plans (e.g. major adverse impacts) and (b) choosing to apply questionable methodologies to create data which suits their arguments (in the two reviews so far, BRE gently suggested that the reference point for alternative target values was inappropriate, but Point2 did not address this criticism)
- c. BRE was tasked to prepare a review of the revised D&S report and submitted this in January, 2020 in light of changes to the height and mass of the proposed development as reflected in a revised application which was filed in November, 2019. BRE again reviewed the work of Point2, strengthening the language employed to criticise Point2’s methodology in relation to the same matter already highlighted in BRE’s two previous reviews of Point2’s work.
  - i. “*Point2 have sought to determine alternative target values for daylight and sunlight. While the principle behind this is endorsed by the BRE Report, Point2’s choice of comparable area is dubious.*”
  - ii. BRE concluded that the loss of light to the buildings on the southern side of Charterhouse Square would count as “*a moderate to major adverse impact*”
- d. After further revisions to the proposed development scheme, BRE was tasked to prepare a further review of the further revised D&S report dated July, 2020 in a report which BRE submitted in October 2020. This final revised D&A Assessment is the one available on the City of London Planning Portal.
  - i. BRE reiterated the criticism of Point2’s methodology in seeking an alternative target value, repeating the statement “*Point2’s choice of comparable area is dubious*” in reference to Point2’s discussion of same in section 6 of the final report.

- ii. Point2 considered all those windows which it attributed to the school as well as all those windows it attributed to residential occupation in 41-43 Charterhouse Square, and we focus on the latter here, since we are better able to cross-check the accuracy of those assessments.
- iii. In the case of every one of 68 windows assessed on the south side of Charterhouse Square, including 35 in No 12 Carthusian Court, Point2 found only one to be problematic. This window was in Carthusian Court. All other windows assessed were “considered acceptable” by Point2.
- iv. BRE on the other hand noted that one window in 39 Charterhouse Square was marginally outside BRE guidelines and that “*In number 40, loss of vertical sky component would be outside the BRE guidelines for three of the windows analysed, but only marginally. However, there would also be a significant impact on daylight distribution to four of the six rooms analysed. Daylight provision is particularly important for young children, and the negative impact will depend on what the use of the rooms is and whether the children will be in them all day. In the absence of further information, a minor adverse impact is suggested; the results are better than for the previous scheme.*”
- v. With respect to 41-43 Charterhouse Square, BRE concluded “*Except on the top floor of number 43, and a small number of secondary windows that do not directly face the proposal site, all the windows on this side, would have a loss of light outside the BRE guidelines. Windows on the main façade would have relative reductions in vertical sky component of between 20-40%, with residual VSCs down to 7-15% for those windows with balconies or fire escape stairs above them. Daylight distribution would also be adversely affected in some of these rooms, with three rooms in 42 Charterhouse Square losing over a third of their daylit area...  
In summary, these dwellings are likely to be well daylit currently, but the new development would result in their being significantly less well daylit on this side of the building. This would count as a moderate adverse impact.*”
- vi. With respect to 12 Carthusian Court, BRE shows that it only reviewed the data provided to it by Point2, stating “*It appears that the lower four floors of this building are offices. Only the top three floors are residential. ...But concluding “Four of the rooms would have a significant adverse effect on their daylight distribution. However, the losses of light are not far below the guidelines, and therefore this would be classed as a minor adverse impact.”*”
- vii. In summary, where Point2 found one minor issue, BRE, on reviewing the data provided by Point2 and without conducting any on the ground assessment in its own right, concluded that: (a) the loss of daylight and sunlight to the school rooms merited special attention and (b) that virtually every window at 41-43 Charterhouse Square would suffer loss of light outside BRE guidelines. It is important to note that this was based on Point2’s surveying and not independent surveying.
- e. Given the bias in the analysis revealed by BRE, we assume that there would be merit in thoroughly checking the base data. And, if there’s a perceived need to check the basic data as well as the analysis of same, then there is clearly a need for a fully independent survey which really should have been commissioned in the case of 18/01020/FULMAJ. The point of this review of the D&S Assessment submitted with 18/01020/FULMAJ and BRE’s four examinations of same, is that 23/ 01417/ FULMAJ provides an opportunity to address this problem at the outset and commission an

independent report so that all stakeholders may have confidence in the results. It also enjoins all stakeholders to read the D&S Assessment submitted in connection with 23/ 01417/ FULMAJ with no small measure of suspicion.

i. For example, BRE's review of Point2's methodology described above (3.d.i) concluded it was "dubious" on two occasions. It seems that the focus of this criticism was section 6.4 in 18/ 01020/ FULMAJ as follows:

1. *To establish a suitable alternative target value for VSC we have considered the levels of daylight that are generally enjoyed in the immediate area. We understand that the area immediately to the south of the site is predominantly of residential use and we have therefore run assessments to the area within the red line shown below, the results of which are shown in Figure 4.*

which even the layman can tell is strangely similar to section 6.4 in the D&S Assessment submitted in connection with 23/ 01417/ FULMAJ , as follows:

*To establish a suitable alternative target value for VSC we have considered the levels of daylight that are generally enjoyed in the immediate area. We understand that the area immediately to the south of the site is predominantly of residential use and we have therefore run assessments to the area within the red line shown below, the results of which are shown in Figure 4.*

2. It seems safe to conclude that yet another review of this paragraph will lead to similar conclusions as to the nature of the methodology.

(4) I personally submitted an objection referencing the D&S Assessment only on 22<sup>nd</sup> February 2024, which solely addressed the concerns of Flat 6, 42 Charterhouse Square, but since then I have had the opportunity to consult with my neighbours to produce a more extensive and better set of images, which illustrate the loss of light from the proposal 23/ 01417/ FULMAJ .

In each of the following illustrations we endeavour to show (1) the status quo, and (2) the impact of the proposed scheme, if by a slightly different methodology in each case.

- a. Ground Floor 41 Charterhouse Square Office Apartment (not considered relevant by Point2) – Current



- b. Consented



c. Proposed



The above images clearly show that the proposed development represents a major further encroachment on the available daylight and sunlight to the rear windows of this property, which was not part of Point2's analysis.

d. 3<sup>rd</sup> Floor 42 Charterhouse Square (Point2 window reference W30/403) current with proposed development overlaid on panoramic photo of current outlook.



The above superimposition of the north elevation of the proposed scheme on this existing view from the central window W30/ 403 clearly shows that direct light is blocked almost entirely from the main

lower part of the window by the extent of the newly proposed development. When the owner/developer applies for a similarly large structure to be constructed on the site of 9-12 Long Lane the direct light through the main lower window will be obliterated completely.

e. 1<sup>st</sup> Floor, 42 Charterhouse Square (Point2 references W27/401)



This third illustration demonstrates the extreme loss of direct daylight to this window which results from the northern elevation of the proposed development being brought so far north compared with the consented plan which had that development well stepped back at the higher levels. As one may observe, there is total loss of the VSC to this window.

Unsurprisingly, Point2 concludes “*Overall it has been shown that whilst some daylight effects are beyond the BRE guidelines, the rooms will retain a good level of daylight for an urban area..We are therefore of the opinion that the effects of the Proposed Development can be considered acceptable*” in line with its “opinion” with respect to nearly every other window considered in its study.

In conclusion,

- (1) Given the concerns raised by the D&S Assessments submitted by Point2 in support of applications 18/ 01020/ FULMAJ and now 23/ 01417/ FULMAJ , it is challenging for independent stakeholders to have any faith in Point2’s (a) basic data (b) their methodologies - which were criticised as “dubious” in the past - or (c) their conclusions.
- (2) It is critical that all parties start from the same basis in this matter. Rather than accepting and then reviewing the desktop analysis from Point2, City of London Planning should insist on the appointment of a verifiably independent surveyor to conduct a verifiably independent D&S Assessment which is beyond reproach. It would be ideal, if this independent D&S Assessment could take advantage of the willingness of those affected by the proposed development to provide access to their properties so that the windows affected could be analysed from that perspective. This perspective is clearly much valued, otherwise Point2 would not go to such lengths to misrepresent the extent to which they’ve had access to same.

- (3) The fact that several of the most affected buildings are the premises of a primary school, something which Point2 has chosen to dispute in its report, makes this matter all the more urgent since as BRE stated in its reviews “*Daylight provision is particularly important for young children, and the negative impact will depend on what the use of the rooms is and whether the children will be in them all day.*”
- (4) The detrimental effects of the probable extent of the loss of daylight and sunlight to primary school children, suggests the need to ensure that the D&S Assessment is of the highest standard and that all parties should be able to rely on such a report for any deliberations on the merits of application 23/ 01417/ FULMAJ .
- (5) As noted already in a comment of 22<sup>rd</sup> February with respect to certain windows only , for which data comparisons were easily made, and according to Point2’s own (suspect ?) data, the proposed scheme 23/ 01417/ FULMAJ would create a negative differential in comparison with the much larger scheme proposed under 18/ 01020/ FULMAJ with respect to (1) Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (APSH), although there is a marginal improvement in terms of No Sky Line (NSL).
- (6) This raises the critical issue that a development, which would have been prohibited if proposed as a single scheme, is open to developers through filing for multiple applications for different parts of the same site, even though the cumulative impact on D&S of nearby properties is adversely affected well beyond the BRE guidelines. In other words, without contractual undertakings restricting the development of 9-12 Long Lane the prohibited combined loss of amenity rests only on a future application. Evidence to support this is reproduced in Annex 1 below.
- (7) Given that the developer is now happy to represent that the consented scheme will never be built ([Financial Viability Report April,2024](#) p,5), we question whether any representations which cite the precedent of 18/ 01020/ FULMAJ are valid.

Yours sincerely,

Neal Birnie	Claudia Janesenwillen	Peta Turvey
Miranda Fulleylove	Kirstin Kaszubowska	Shane Walter
Casimir Fulleylove-Golob	Stefan Kaszubowski	Sophie Walter
Ralph Fiennes	Ian Logan	Jane Wentworth
Peter Golob	Robyn Minshall	Richard Wentworth

*Sent by: Peter Golob, Flat 6, 42 Charterhouse Square, London EC1M 6EA*

#### Annex 1

The below data shows that in most cases, all the daylight and sunlight loss of the previously analysed scheme is taken by the current proposed scheme, even making allowance for the future development of 9-12 Long Lane, in a manner which is wholly unrealistic . Since any development of 9-12 Long Lane would follow the proposed development 23/ 01417/ FULMAJ in time and take advantage of the new height and mass levels established in 23/ 01417/ FULMAJ , the impact would never be as modelled by Point2 but much more severe. Point2 notes that its basis for comparison “*is not a real proposal*” but gives no indication as to why it assumed that a future development of 9-

12 Long Lane would undertake the same stepping back as the Consented Scheme, when approval has been assumed for 23/ 01417/ FULMAJ with its much reduced stepping back.

If 23/ 01417/ FULMAJ is approved, then the developers of 9-12 Long Lane will build to the increased height and mass of 23/ 01417/ FULMAJ . This should be analysed but it has not been.

1-8 Long Lane Comparison of Daylight Impact of 18-01020-FULMAJ vs. 23-01417-FULMAJ on Flat 6 42 Charterhouse Square													
Point 2 Ref	2020.07			2023.12			2020.07			2023.12			
Room	Window	Existing VSC	Delta	Proposed VSC	Delta	Loss	Delta	% Loss	Delta	2020.07	2023.12	Delta	
R1 403	W1 403	7.08	7.08	0.00	5.07	5.07	0.00	2.01	2.01	0.00	28.4%	28.4%	0.0%
R2 403	W2 403	2.82	2.82	0.00	2.75	2.73	-0.02	0.07	0.09	0.02	2.5%	3.2%	0.7%
R2 403	W30 403	31.27	31.27	0.00	24.63	24.67	0.04	6.64	6.60	-0.04	21.2%	21.1%	-0.1%
R3 403	W29 403	31.48	31.49	0.01	24.78	25.23	0.45	6.70	6.26	-0.44	21.3%	19.9%	-1.4%
R1 18	W1 18	12.24	12.24	0.00	7.31	6.42	-0.89	4.93	5.82	0.89	40.3%	47.5%	7.3%
NSL													
		2020.07	2023.12		2020.07	2023.12		2020.07	2023.12		2020.07	2023.12	
		Existing Sq. ft	Delta	Proposed Sq. ft	Delta	Loss	Delta	% Loss	Delta	% Loss	Delta		
R1 403	W1 403	96.5	96.5	0.0	96.5	96.5	0.0	0	0	0.0	0%	0%	0%
R2 403	W2 403	197.2	197.2	0.0	124.1	126.2	2.1	73.1	71	-2.1	37%	36%	-1%
R3 403	W29 403	86.0	86.0	0.0	86.0	86.0	0.0	0	0	0.0	0%	0%	0%
R1 18	W1 18	180.4	180.4	0.0	170.9	174.8	3.9	9.5	5.6	-3.9	5%	3%	-2%
ASHP													
		2020.07	2023.12		2020.07	2023.12		2020.07	2023.12		2020.07	2023.12	
		Existing Winter	Delta	Existing Annual	Delta	Proposed Winter	Delta	Proposed Annual	Delta				
R1 403	W1 403	4	4	0.0	19	19	0.0	0	0	0.0	15	15	0.0
R2 403	W2 403	1	1	0.0	3	3	0.0	1	1	0.0	3	3	0.0
R2 403	W30 403	23	23	0.0	74	74	0.0	12	11	-1.0	63	62	-1.0
R3 403	W29 403	22	22	0.0	74	74	0.0	13	12	-1.0	65	64	-1.0
R1 18	W1 18	15	15	0.0	36	36	0.0	6	2	-4.0	27	23	-4.0
ASHP													
		2020.07	2023.12		2020.07	2023.12		2020.07	2023.12		2020.07	2023.12	
		Proposed Winter Loss	Delta	Proposed Annual Loss	Delta	Proposed Winter Loss %	Delta	Proposed Annual Loss %	Delta				
		-4	-4	0.0	-4	-4	0.0	-100%	-100%	0%	-21%	-21%	0%
		0	0	0.0	0	0	0.0	0%	0%	0%	0%	0%	0%
		-11	-12	-1.0	-11	-12	-1.0	-48%	-52%	-4%	-15%	-16%	-1%
		-9	-10	-1.0	-9	-10	-1.0	-41%	-45%	-5%	-12%	-14%	-1%
		-9	-13	-4.0	-9	-13	-4.0	-60%	-87%	-27%	-25%	-36%	-11%

Peter Golob  
42 Charterhouse Square  
London EC1M 6EA  
8<sup>th</sup> May, 2024

For the attention of:  
Anna Tastsoglou Planning Officer  
Thomas Roberts MRTPI | Planning Officer (Design)  
Urban Design & Conservation | Planning Division | Environment Department  
City of London Corporation | Guildhall | London EC2V 7HH

Comment and Objection in relation to 23/ 01417/ FULMAJ with specific reference to  
DAYLIGHT/SUNLIGHT ADDENDUM REPORT

Dear Anna and Thomas -

This comment and objection concerns the Addendum to Daylight & Sunlight Assessment prepared by Point 2 dated 25<sup>th</sup> April, 2024, which attempts to address many of the issues raised in my letter to you of 21<sup>st</sup> February 2024.

I should note two points at the outset:

- (1) The Addendum does not address the subsequent Comment and Objection filed by me on behalf of a large number of residents of the South Side of Charterhouse Square dated 21st April
- (2) All submissions I have made personally or on behalf of others should be classified as "Comments and Objections" but for some reason the Public Comments Tab on your website records my comments as "Neutral". I hope this mis-categorisation does not contribute to any confusion as to the nature of the Objections.

Turning to the Daylight and Sunlight Addendum Report, I've aimed to keep comments brief, so that you're not hosting an entire written record of addenda submitted by Point2 with my comments pointing out errors and defects.

- (1) With respect to 38-40 Charterhouse Square, it is gratifying to note that Point2 now "*understand that this property is no longer a mixed-use building as set out in our Submitted Report but used solely a school*" some 4 years after the fact. I hope it will not take another 4 years for Point2 to accord the rest of the buildings belonging to the school a similar status. The fact that after multiple submissions over the past 5 years and two submissions in the past 6 months, Point2 is still accounting for only ~60% of the school building, demonstrates the inadequacy of the exercise which Point2 has carried out. The Assessment gives the appearance of relying on site visits (see below) but the Addendum confirms that no one from Point2 has bothered to visit even the reception area of the school.

This seems careless and forces the reader of the Addendum to consider what other

misrepresentations have resulted from such an approach. It should be recalled that in relation to 18/ 01020/ FULMAJ, Point2 had to be corrected with respect to the categorisation of 41-43 Charterhouse Square as “commercial”. These are serious errors, and the fact that Point2 seems to rely on others to discover where the errors are to be found, does not promote faith in the Assessment or its findings

- (2) The Daylight and Sunlight Assessment of December 2023 argues (1.13) that comparison with a wholly unrealistic scenario (that 9-12 Long Lane is developed as per the plan consented as 18/ 01020/ FULMAJ) could take place alongside the proposed scheme “*and overall, the impact on the surrounding neighbours is the same as the Consented Scheme*”. However, in the Addendum, the authors present no such evidence that this is the case with respect to the majority of the school buildings, which is directly in the shadow of any combined development. Why is the school treated differently ?

Turning now to the Addendum comments on the submission I made in my Comments and Objection of 21<sup>st</sup> February:

- (3) I note that the authors, having previously stated that they had access to Flat 6, but not to one half of it (giving the impression that they were unaware that the two flats had been conjoined some 20 years previously), now state that they *did* have access to all of it, but did not use the site notes which refer to half of it, but that this doesn’t make any difference because they would conclude the same, regardless of whether they or not they had visited the flat. I think I’ve got that right and I suppose that is all possible, though it does beg the question of how much value the authors place on site visits and real observations, versus desktop exercises. It leads to the impression that the answer to this may be “not enough”.
- (4) I had pointed out that the December Assessment decided that fire-escapes were “balconies” and that the authors of the Assessment felt it was reasonable to include an analysis with and without “balconies”. To the layman, it seems a bit odd to imagine alternative facts and to conduct an analysis based on them, since the fire-escapes certainly exist and cannot be removed. They are not optional; they are not amenities affording residents use of outside space, nor do they have solid floors. I suppose this again shows a preference for the ease of desktop exercises and convenient modelling (perhaps the software used does not allow for assessment semi-translucent structures ?) as opposed to actual data from site visits.
- (5) With respect to “Impacts from Proposed Development compared to the Consented Scheme”, it has since been confirmed that the Consented Scheme will not be built, and that 9-12 Long Lane will not be redeveloped per the Consented Plan (1-8, Long Lane, EC1A 9HF Financial Viability Review passim and p.5 - [FINANCIAL VIABILITY REVIEW](#)). In this context, Point2’s comment that “*Whilst some areas of the Proposed Massing are higher/set further forward than the consented, other parts are lower/set further back.*” is disingenuous with respect to the Daylight and Sunlight impact on the buildings to the south of the development site.

The authors will be aware that any elements of the proposed development which are lower / set further back (to be honest, I cannot find any) are on the northern side of the building, with the applicant admitting that there is increased massing on the northern

side of the proposed development site, creating a more severe impact on any building in the shadow of the proposed development site to the south.

In addition, if the Consented Scheme will not be built, why should it be seen as a precedent for anything? Finally, if the proposed development is allowed to proceed, will it not set new datum levels for height and mass when the owners of 9-12 Long Lane submit their development proposals? Why would the developers of 9-12 Long Lane rest their application on a scheme which has not been built, when they can refer to a scheme which has been built? Even a desktop exercise should at the very least consider the impact as if the entirety of 1-12 Long Lane would be built to the height, mass, and cross section precedents set by the proposed development of 1-8 Long Lane.

In any case, the authors state *“If we were to not include the western end of the consented scheme in this analysis the results would show a lot more gains when compared to the consented scheme which would be unrepresentative.”* I suppose we should assume from this comment that the authors consider their own submissions with respect to the windows of the school which they have analysed, to be “unrepresentative” (c.f. 2 above).

Turning to the final section of the addendum dealing with “Assessment Results for the Proposed Layouts to Flat 6, 42 Charterhouse Square”:

- (6) Paragraph 2.20: The VSC for the window which Point2 identifies as W1/18, shows a modelled reduction of 48% which is well outside BRE guidelines, but Point2 refers to a set of “alternative facts” as if the fire-escapes could be removed, and thereby the window retains a level of daylight which *“is considered good for an urban area and exceeds the commensurate target values we have established for the local area.”* It would take up too much space to comment on the logical contortions required to reach this – and similar conclusions – with respect to every window, but it is enough to say with respect to this instance that (a) we need to imagine that the fire-escapes do not exist, in order to have a reduction which remotely approximates something BRE guidelines might countenance and that (b) we then have to accept that the *“values we have established for the local area”* are valid, despite being criticised by BRE from 2018 onwards as “dubious”. If the fire escapes cannot be removed and if the values used for comparison with the local area are unreliable, it would seem that any conclusions are unrealistic as well as unreliable.

Similar logical contortions can be detected in each Addendum paragraphs 2.21-2.27, and I would be happy to elaborate if asked to do so. Needless to say, in every case Point2 concludes – Candide like - that the result of whatever development takes place, there is a “good level of daylight / sunlight”. It makes the layman wonder what the purpose of BRE guidelines are, if they can be ignored in such an obvious way.

- (7) The owners of Flat 6 have been forced to take a view on the possible development of this site and have concluded that to preserve certainty of adequate daylight and sunlight to living areas, it is necessary to open up more space to the sky on the southern end of the premises. These are mitigating actions, anticipating the negative impact of the proposed development on this property, which will enjoy no compensating benefits.

Not every resident of the south side of Charterhouse Square lives on the top floor and not every resident is in a position to sacrifice living space in this way to preserve adequate (and indeed recommended levels) of daylight and sunlight. Those of my neighbours who live on lower floors will suffer a more extreme effect of the proposed development without any similar scope for mitigation.

I would be prepared to add to the criticism of Point2's addendum, however, the above should suffice to call into question the accuracy of the analysis presented, as well as the validity of the opinions offered.

Point2 admits to working from plans and data which are out of date with respect to the properties considered in the Addendum. Its willingness to utilise old plans, as opposed to site visits, raises serious questions with respect to the accuracy of any of the base data for all the buildings considered in its Assessment. Furthermore, Point2 has been content to submit erroneous data and analysis until the errors are pointed out. We cannot be sure how many errors have not been pointed out until there is a fully independent Daylight and Sunlight Assessment.

The entire addendum reiterates the futility of the sort of desktop exercise which Point2 has carried out. For anyone to have confidence in the D&S Assessment, it is imperative that a fully independent report is commissioned and, in particular, one that is based on access to affected windows rather than a desktop exercise conducted solely from the perspective of the developer and the prospective development.

For the avoidance of doubt, please consider this an objection based on the inadequacy of the D&S Assessment and the Addendum's futile attempt at exculpation.

Yours Sincerely –

Peter Golob

Peter Golob  
42 Charterhouse Square  
London EC1M 6EA  
19<sup>th</sup> May, 2024

For the attention of:

Anna Tastsoglou Planning Officer  
Thomas Roberts MRTPI | Planning Officer (Design)  
Urban Design & Conservation | Planning Division | Environment Department  
City of London Corporation | Guildhall | London EC2V 7HH

Comment and Objection in relation to 23/ 01417/ FULMAJ with specific reference to –  
RESPONSE TO OBJECTIONS submitted by Point 2 dated 8<sup>th</sup> May, 2024

Dear Anna and Thomas -

This comment and objection concerns the Comment submitted by Point 2 dated 8<sup>th</sup> May, 2024, which attempts to address some of the issues raised in my letter to you on behalf of many residents of Charterhouse Square dated 21<sup>st</sup> April, 2024.

I remain reasonably convinced City of London Planning has no wish to host an entire written record of comments on comments but some of the matters raised by Point2 in their letter of 8<sup>th</sup> May do demand a further response.

- (1) In Comment (2) Point2 states “*For clarity, any additional windows which are located further away from the Site (i.e within to 33-37 Charterhouse Square) will only experience smaller reductions than those assessed and will therefore also experience effects that are within the BRE guidelines criteria.*” So as of 8<sup>th</sup> May, having been told that the entirety of 33-40 Charterhouse Square is a School, but only conducted a desk-top analysis of 38-40 Charterhouse Square, Point 2 concludes that the rest of the School need not be analysed because the development will have no meaningful impact. This of course, contrasts with the statement in the original submission of December, 2023 when of 33-37 Charterhouse Square were excluded from consideration because they were deemed to be offices (*c.f. 5.3 All other surrounding properties are therefore considered to be of commercial use which does not have a reasonable expectation of daylight or sunlight.*). It does not inspire confidence in its more detailed analysis, that Point2 can quickly reach such a conclusion with no analysis whatsoever.
- (2) It is impossible not to admire the irony that Comment (1), being an admission that the report is largely based on analysis from 2018 or earlier “*because it is still relevant*”, is followed swiftly by Comment (2) that the authors of the report have “*recently been made aware that parts of 40 Charterhouse Square, which were previously understood to be an office, are now part of the School*”, which information was contained in the Comment and Objection they refer to. I suppose it is an economic approach to maintain

everything should be considered up-to-date and fit for purpose unless or until someone points out how much things have changed over the past 5-6 years. However, to the layman, it does not seem entirely professional, and gives emphasis to the concerns already expressed regarding what “issues” have been left outstanding by excessive reliance of this method of discovering what is no longer relevant.

- (3) With respect to Comment (3), it is concerning to see Point2 treat the Building Research Establishment’s guidelines as opinions which can and should be differed with, when they run contrary to the interests of the developers or the authors of the report. Again, to the layman, BRE guidelines should carry more weight than the opinions of interested parties, even if the conclusions are inconvenient to the arguments made by Point2.
- (4) With respect to Comment (4), in the letter of 21<sup>st</sup> April, we did not present the images referred to in Comment 4 as accurate but as illustrations to show the impact of the development on some of the affected windows. I think we should all be pleased that Point 2 concur that the extent of the impact is not captured by the desktop exercise carried out to date (the tests), and their pursuit solely of a qualitative assessment via computer modelling is unsatisfactory from the victim’s perspective, even if that is all that their basic brief demands. Too great a difference between “quantitative” measurements against “adjusted” or “normalised” expected measurements and actual visual impact indicates that more emphasis does indeed need to be given to actual visual impact. Point 2 state “*We have carried out quantitative assessments that can be considered against the guidance set out in the BRE guidelines including our alternative target value assessment*”, though BRE has called this approach “dubious” leading to the difference of opinion in (3) above, where Point 2 essentially ignores BRE criticisms.
- (5) Finally, the developers have admitted that the Consented Scheme will not be built - rather than may not be built. Therefore, it can have no more status as a “precedent” than any other scheme which was not built. The danger for all affected parties is that the footprint for the Consented Scheme is split into two or more parts with each riding on the “precedent” of a more recent application to exceed the overall impact of what was consented and potentially even what was refused, so the cumulative effect is significantly more detrimental than originally contemplated. Unless all parties to the original scheme give binding undertakings to the contrary, there is a distinct risk that the gains aimed for by the developers of 1-8 Long Lane become the new baseline for gains aimed for by the developers of 9-12 Long Lane. Therefore, the impact should be assessed as if 9-12 Long Lane is developed not as consented but as per the base line set by 1-8 Long Lane as Proposed.

Yours Sincerely –

Peter Golob

# Agenda Item 5

<b>Committee:</b>	<b>Date:</b>
Planning Application Sub-Committee	11 June 2024
<b>Subject:</b> Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction (Use Class F1(b)(c)), including bar (Sui Generis); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary). Re-consultation: Due to amended details (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).	<b>Public</b>
<b>Ward:</b> Farringdon Without	<b>For Decision</b>
<b>Registered No:</b> 23/01322/FULMAJ	<b>Registered on:</b> 01 December 2023
<b>Conservation Area:</b> Chancery Lane	<b>Listed Building:</b> No

## Summary

### Existing site

The site is located in the northwest of the City to the south of High Holborn. It comprises below and above ground level elements. The underground element of the application site consists of a network of tunnels (formally named the Kingsway Tunnels) that run underneath High Holborn and cross the City of London and the London Borough of Camden boundaries. The tunnels are managed by British Telecom who are responsible for their maintenance. Above ground, the application site comprises three buildings. Two buildings are located within the City of London boundary at 38-39 and 40-41 Furnival Street and the third is located in the London Borough of Camden at 31-33 High Holborn, accessed via Fulwood Place.

The existing building at 38-39 Furnival Street forms part of the tunnels access, hosting a goods shaft and various ventilation ducts serving the eastern part of the tunnels and is currently not in use given the vacant nature of the application site. The building at 40-41 Furnival Street is in office use.

### Proposals

The application proposes to change the use of the existing deep-level subterranean tunnels (Sui Generis) to a visitor and cultural attraction (Use Class F1 (b),(c)) including a bar (Use Class Sui Generis). The demolition and reconstruction of the existing vacant building at 38-39 Furnival Street and offices at 40-41 Furnival Street is being proposed in order to link the two buildings internally and use the ground floor as the principal entrance to the cultural attraction. The new buildings would also provide ancillary retail space, including a gift shop at the first and second floor levels and ancillary office accommodation, at the fourth level, to be used by staff. Public realm improvements, including a shared surface and widening of the pavement in front of the principal entrance at Furnival Street are proposed.

A duplicate application has been submitted to the London Borough of Camden as the site area extends across the borough boundary. A secondary pedestrian entrance to the deep-level tunnels would be retained at 31-33 High Holborn via Fulwood Place (falling within LB Camden boundary) and upgraded to form the main entrance to the proposed bar and an additional emergency exit.

The existing and proposed floorspace for different parts of the site is set out in the following table:

Schedule of Areas			
Building	sqm (GIA)		
	Existing	Proposed	Difference
38-39 Furnival Street (City of London)	194	942	+ 748
40-41 Furnival Street (City of London)	1,229	1,525	+ 296
31-33 High Holborn (Camden)	329	329	0
Tunnels Complex (City of London & Camden)	7,829	7,829	0
<b>Total</b>	<b>9,581</b>	<b>10,625</b>	<b>+ 1,044</b>

The following table provides the proposed GEA (Gross External Area) and GIA (Gross Internal Area) figures split between the two Local Planning Authorities. Approximately 71% of the site area created by the proposed development belongs within the City's boundaries.

	GEA	GIA		
Level	m2	m2	COL (GIA)	Camden(GIA)
38-41 Furnival Street	3,020	2,467	2,467	0
Fulwood Place	386	329	0	329
Tunnel Network	9,828	7,829	5,111	2,718
TOTAL	13,234	10,625	7,578	3,047

### Consultations

On the 10<sup>th</sup> January 140 letters were sent to residential properties in addition to site notices posted on different locations around the proposed main and secondary entrances to the site. Following some minor updates and amendments to the proposed scheme a 14 days re-consultation round was carried out in April 2024.

A total of 57 letters of support have been received supporting the efforts of the proposal to utilise existing infrastructure by embracing and preserving the history of Kingsway Tunnels, boosting the local economy by bringing footfall in the area, creating new jobs and overall, creating a benchmark development of national importance.

A total of 24 letters of objection have been received, with the key themes of objections being residential and business amenity, traffic and highways, and the harm to the conservation area.

Two neutral responses have been received with comments made about noise and traffic.

A total of 12 statutory responses have been received none of which were objecting to the proposed development. Given the somewhat unique nature of the site, the subterranean layout and the long underground distances London Fire Brigade have indicated various measures that would need to be considered post planning stage. While there is no formal objection to the scheme under the Planning Act, it has been considered that further details of the fire strategy would only be known at the Qualitative Design Review (QDR) processes and therefore the applicant has made commitments to actively consult with London Fire Brigade and other emergency services to addresses all matters raised post planning application stage (i.e. under Building Regulations).

From the above, nine were received during the first round of formal public consultation. The second round of public consultation was carried out following receipt of amendments to the proposals, mainly with updates to the transport assessment and servicing plan. Only one new representation has been received following the proposal updates from the Transport for London Spatial Planning team which did not raise any objections to the proposed development.

The representations holding planning material consideration have been addressed in the report and relevant conditions have been recommended wherever necessary.

#### Loss of office

The planning application proposes the loss of office space at 40-41 Furnival Street in order to provide additional ancillary space for the operation of the proposed cultural use. In addition to the submitted Planning Statement supporting information for the proposed loss has been provided over the course of the application. While limited Viability Assessment documentation has been submitted as part of the proposal, the loss of the modest office has been weighed against the exceptional re-use of the adjoining heritage asset (38-39 Furnival Street and the existing tunnels), the inherent requirement of 40-41 Furnival Street for access/ancillary space and the wider economic benefits the cultural use would bring to the City as a whole. Whilst the Local Plan generally resists the loss of office floorspace, the scale of the loss on this site (1,229sqm) would not prejudice the overall supply of office space in the City, nor prejudice the potential for future site amalgamation or result in the loss of existing stock for which there is demand or longer-term viable need. The proposed cultural and visitor use would not compromise the primary business function of the City as it would provide alternative complementary activities to the City's business function offering a unique experience for its workers, residents and visitors, and add a significant cultural supply

to the City's stock meeting Destination City's aspirations. It is considered that the loss of office floorspace would therefore be acceptable in this instance.

### Cultural Use

The Local Plan and London Plan supports the delivery of cultural uses. The proposal would include the provision for permanent and temporary cultural exhibition spaces to bring a new dynamic to the City and facilitate a 7/7 City, increasing footfall and becoming an inclusive destination. The proposal would assist in achieving the City's aspirations for Destination City that focuses on enhancing the leisure and cultural offer in the Square Mile and increase its appeal to existing audiences by creating fun, inclusive, innovative, and sustainable ecosystems. The proposed permanent 'Heritage Experience' would directly reference the historic tapestry of the City and the flexible exhibition spaces, known as 'The Streets', would provide a unique and distinctive space for cultural events within the Square Mile. The proposed bar would further facilitate a 7/7 City and represent a complimentary use to the City's main function although it is noted that this element is located with the London Borough of Camden.

In addition to the above, the development would also bring about a series of social benefits including the provision of enhanced access for disabled people, free school trips, discounted tickets for special groups, training programmes, and opportunities to engage with the local community to shape the design of the exhibitions. It is considered to be an enhancement to the City's cultural provision and provide significant public benefit to residents, workers, and visitors.

### Design and Heritage

The disposition of the final massing and bulk has followed a design-led approach considering macro and local townscape impacts with multiple pre-application negotiations to mitigate adverse impacts on surrounding heritage assets. In respect of massing, height and materiality, the distinctive sense of separate buildings, materials, the celebration of industrial heritage and intended quality would introduce a well-considered, refined, neighbourly architectural set piece. The bold architectural expression would reflect the unique cultural use of the buildings and the subterranean tunnel network.

The proposal would preserve the historic and rarity interest of the Kingsway Tunnels as a non-designated heritage asset and any harm which arises as a result of the development would be mitigated by the improvement to the accessibility and visibility of this currently unknown heritage asset to a wide public audience.

### Public Access and Inclusivity

The tunnels form an existing infrastructure which the proposed development seeks to utilise. Accessibility standards were not included in their design at the time of their construction given the original intent of the structures. The proposal seeks to retain and restore the infrastructure without any construction works taking place in the tunnel network other than general fit-out works. Providing a highly accessible environment

for the site therefore comes with its own challenges. The proposed cultural use would offer step-free access along the site and provisions have been made for ground level accessible cycle space and a parking space for staff arriving on outdoor scooters. Large passenger lifts would provide access to the cultural space and the gift shop at the first and second floors and separate lifts would serve the upper levels including the staff accommodation at level four which is designed with accessible standards. The arrival to the site has been also considered, with improvements to the public realm focusing on pedestrian environment and capacity of the street. Details of the accessibility and inclusivity of the cultural development as well as the operational details for the site would be secured by conditions and Section 106 obligations to ensure highest levels of accessibility would be applied.

### Public Realm

The proposal aims to deliver public realm works to improve the pedestrian environment and the capacity of Furnival Street. It sets the building line of No. 40-41 Furnival Street back to provide an inside foyer and increase the footway width of the main entrance. The original submission has been revised following Transport Officer's comments to align with the City's Healthy Steet scheme, specifically under the Fleet Street Area, Healthy Steets Plan which incorporates Chancery Lane neighbourhood improvements including Furnival Street. Improvement works would be subject to a design scheme by the Highways Authority which should take into consideration a shared surface along Furnival Street, parking arrangements and cycle lane revisions, provision of accessible seating available along the approaches to the development, repair works and greenery. Under the Healthy Streets initiative, the Local Authority would potentially consider time closures of Furnival Street to restrict vehicle access and create a more welcome and safer environment for pedestrians as well as maximising the capacity of the local street for the increased footfall generated by the proposed development, however this would be subject to further consultation with residents and local occupiers.

### Transport

In term of public transport provision, the site has the highest level of Public Transport Accessibility Level (PTAL) of 6B. The submitted Transport Assessment (TA) in support of this application, included details on the trip generation and modal splits. The proposal aims to mitigate its impacts by including various public realm improvement works along the Furnival Street, in conjunction with the City of London's Healthy Street aspirations for the area, as discussed above. The general aim of the Healthy Street plan for Furnival Street is to redesign the street and manage access to make streets more accessible, engaging and providing safe places for people to walk, cycle and spend time. These highway improvements are to be secured through S278 works and its scope via the S106 legal agreement.

The proposal includes a compliant number of 12 long stay cycle parking spaces for the proposed cultural use and an additional 2 spaces for the bar should be provided, however short stay cycle parking for visitors would have to be provided on the public

highway given the constraints of the site. Considering the London Plan and Local policy, officers consider that for this type of use, short cycle parking spaces standards are of a provision of 1 space per 100sqm, thus 125 cycle parking spaces would be required. Due to the constraints of the development located on the Furnival Street and the large number of spaces required, it is not possible to provide these spaces within the development itself. Nevertheless, the application includes a S106 legal agreement to secure the provision of cycle parking spaces on the public highway, including improvements of the cycle infrastructure in the vicinity of this development. Over the course of the application, it was agreed to split the visitor cycle parking between the two LPAs, with LBC agreeing to provide 20% of the total requirement in their highways.

Finally, the Construction Logistics Plans (CLP) and Delivery and Servicing Plans (DSP) are proposed to be developed in accordance with TfL guidance and the latest standards and as such both plans would be monitored throughout the demolition and construction phase and thereafter when the development becomes operational.

#### Daylight/Sunlight and Lighting Scheme

With regard to daylight sunlight impacts, the surrounding residential and commercial buildings have been assessed against the existing and proposed massing of the proposed buildings. In particular 1 to 6 Dyers Buildings, residential properties immediately to the east of the site, have been assessed with other properties surrounding properties being given a lesser weight in the assessment due to their non-domestic nature and windows not orientated within 45 degrees of the uplift of the proposed development. 1-3 Dyers Building assessment results demonstrate a moderate to high level of BRE compliance. Where there are technical breaches of the BRE guidelines, these can be attributed to the low existing levels of daylight currently received by the neighbouring residential properties assessed, which would be sensitive to proportionately higher percentage reductions. 4 –6 Dyers Buildings have been included in later responses on daylight sunlight assessments and showed BRE compliance similar to that of the above.

While the application proposes to demolish the existing buildings at Furnival Street, the proposal seeks to redevelop the buildings in-line with the existing massing and height. This has been intentionally designed as such to ensure a limited impact on the amenity of surrounding neighbours and this is reflected in the very modest alterations to daylight/sunlight within the submitted assessment.

Overall, the daylight and sunlight available is considered to be sufficient and appropriate to the context, and acceptable living standards would be maintained. As such, the overall impact (including the degree and extent of harm) is not considered to be such that it would conflict with any of the relevant development plan policies.

#### Sustainability

The Local Plan and London Plan requires development to support environmental, economic, and social sustainability. The Plans also require that developments are

designed to maximise operational efficiency and minimise associated carbon emissions throughout the buildings' lifetimes.

The proposed development is a retrofit led proposal to bring a historic and well-storied asset, currently under-utilised, back into common usage of high cultural value. Demolition is mostly limited to Furnival Street where the practicalities of construction and accommodating services required make retention unviable. This proposed change of use does come with its own challenges. Built as air-raid shelter and telephone exchange, the tunnels were not designed for ease of access or extended occupation by large numbers of people. The access, ventilation, and cooling requirements to facilitate the proposed visitor numbers have been carefully designed to optimise energy efficiency and minimise waste heat but still come at a high carbon cost with large amounts of equipment, spanning the full length of the tunnels. The potential audio-visual equipment associated with the immersive cultural offering has been demonstrated to increase the carbon impact of the development significantly. However, the new building at Furnival Street has been designed following circular principles, with future flexibility, maintenance and disassembly in mind.

#### CIL and Planning Obligations

The scheme would provide benefits through CIL for improvements to the public realm, housing and other local facilities and measures. That payment of CIL is a local finance consideration which weighs in favour of the scheme. In addition to general planning obligations there would be site specific measures secured in the S106 Agreement.

#### Conclusion and Recommendation

The proposal has been assessed in accordance with the relevant statutory duties and having regard to the development plan (i.e., the London Plan and Local Plan) and relevant policies and guidance, SPDs and SPGs, relevant advice including the NPPF, the draft Local Plan and considering all other material considerations.

It is almost always the case that where major development proposals come forward there is at least some degree of non-compliance with planning policies, and in arriving at a decision, it is necessary to assess all the policies and proposals in the plan and to come to a view as to whether in the light of the whole plan the proposal does or does not accord with it.

Paragraph 11 of the NPPF sets out that there is presumption in favour of sustainable development. For decision taking that means approving development proposals that accord with an up to date development plan without delay.

In this case, the proposals are considered to be in accordance with the development plan as a whole. In addition, the Local Planning Authority must determine the application in accordance with the development plan unless other material considerations indicate otherwise.

It is the view of officers that as the proposal complies with the Development Plan when considered as a whole and taking into account all material planning considerations, it is recommended that planning permission be granted subject to all the relevant

conditions being applied and Section 106 obligations being entered into in order to secure public benefits and minimise the impact of the proposal.

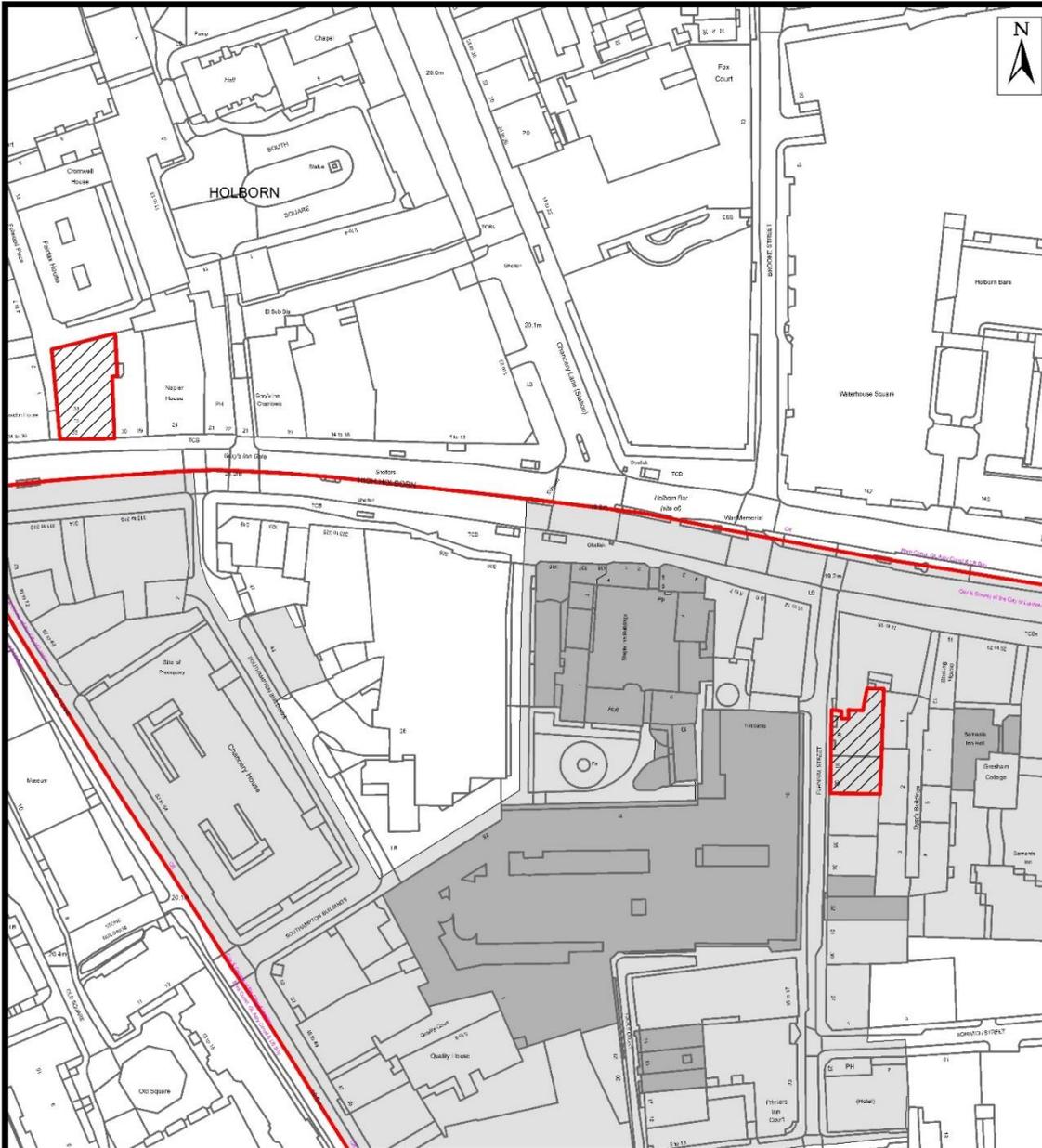
## Recommendation

1. That, subject to the execution of a planning obligation or obligations in respect of the matters set out under the heading 'Planning Obligations' the Planning and Development Director be authorised to issue a decision notice granting planning permission for the above proposal in accordance with the details set out in the attached schedule;
2. That your officers be instructed to negotiate and execute obligations in respect of those matters set out in "Planning Obligations" under Section 106 of the Town and Country Planning Act 1990 and any necessary agreements under Sections 278 and 38 of the Highway Act 1980 in respect of those matters set out in the report;

Or;

3. In the event that a legal agreement satisfactorily securing cross boundary obligations is not completed within 12 months of the date of the resolution officers be instructed to REFUSE permission for the substantive reason that the scheme fails to mitigate the adverse impacts noted within the officer report and is therefore contrary to the policies contained within the Development Plan.

# Site Location Plan



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**ADDRESS:**  
38-41 Furnival Street & 31-33 High Holborn

**CASE No.**  
23/01322/FULMAJ

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



**ENVIRONMENT DEPARTMENT**

**Image 1:** View looking north down Furnival Street



**Image 2:** View looking north across High Holborn towards 31-33 High Holborn



**Image 3:** Existing equipment with in the Kingsway Tunnels



**Image 4:** Existing canteen with in the Kingsway Tunnels



**Image 5:** Visual of proposed development looking south



**Image 6:** Visual of proposed Furnival Street entrance



**Image 7:** Visual of proposed heritage exhibition



**Image 8:** Visual of proposed bar

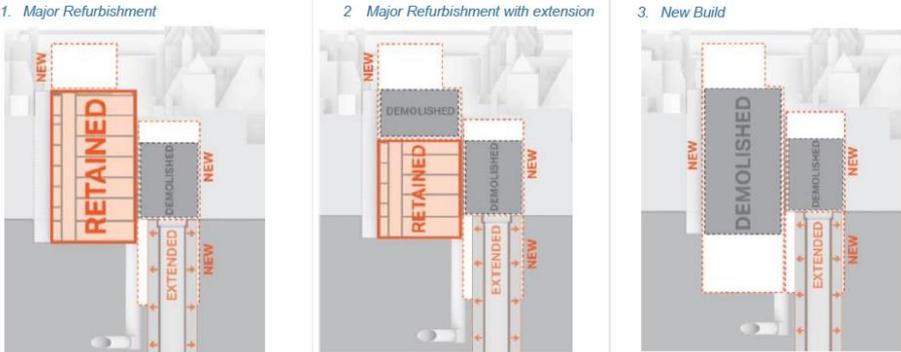


APPLICATION COVER SHEET

38-41 Furnival Street

TOPIC	INFORMATION				
<b>1. HEIGHT</b>	EXISTING		PROPOSED		
	AOD Heights:  39 Furnival Street: +32.25 AOD 40 Furnival Street: +43.89 AOD Fulwood Place: +49.09  AGL Heights:  39 Furnival Street: 12.4m 40 Furnival Street: 24m Fulwood Place: 27.5m		AOD Heights:  39 Furnival Street: +35.63 40 Furnival Street: +41.75 Fulwood Place: +49.09  AGL Heights:  39 Furnival Street: 15.8m 40 Furnival Street: 21.95m Fulwood Place: 27.5m		
<b>2. FLOORSPACE GIA (SQM)</b>	USES	EXISTING	PROPOSED		
	Class F1 (Visitor Attraction)	0	10,341		
	Sui Generis (Bar)	0	248		
	Sui Generis (Tunnels)	8,352	0		
	Class E (Office)	1,229	0		
	TOTAL	9,581	TOTAL:	10,625	
			TOTAL UPLIFT:	1,044	
<b>3. OFFICE PROVISION IN THE CAZ</b>	Existing: 1,229 sqm Proposed: 0 sqm Office uplift: -1,229 sqm				
<b>4. EMPLOYMENT NUMBERS</b>	EXISTING		PROPOSED		
	Circa. 65		Circa. 85		
<b>5. VEHICLE/CYCLE PARKING</b>	EXISTING		PROPOSED		
	Car parking spaces	0	Car parking spaces	0	

	Accessible car parking	1	Accessible car parking	1
	Cycle long stay	0	Cycle long stay	14
	Cycle short stay	7	Cycle short stay	125
	Lockers	0	Lockers	Staff: 18 small lockers Visitors: 9 large object lockers / 18 small lockers
	Showers	0	Showers	Staff: 2
	Changing facilities	0	Changing facilities	Staff: 2 Visitors: 1
<b>6. HIGHWAY LOSS / GAIN</b>	No loss or gain of highway proposed.			
<b>7. PUBLIC REALM</b>	S278 agreement to secure improve pedestrian environment and capacity of Furnival Street, to include a shared surface.			
<b>8. STREET TREES</b>	<b>EXISTING</b>		<b>PROPOSED</b>	
	0		0	
<b>9. SERVICING VEHICLE TRIPS</b>	<b>EXISTING</b>		<b>PROPOSED</b>	
	N/A		8 deliveries on a typical day and up to 14 vans during times when exhibition set up is required.	
<b>10. SERVICING HOURS</b>	All delivery activity will take place outside of opening hours and predominantly between 20:00-22:00.			
<b>11. RETAINED FABRIC</b>	90% of total site by area (Furnival St., Tunnels, & Fulwood Place) 0% of Furnival Street by area 14.2 m3 of brick, 1.4m3 of precast louvres (subject to condition)			

<b>12. OPERATIONAL CARBON EMISSION SAVINGS</b>	Improvements against Part L 2021: 41.4% (30.7 tCO <sub>2</sub> ) GLA requirement: 35 %																
<b>13. OPERATIONAL CARBON EMISSIONS</b>	B6 & B7 = 1,090 kgCO <sub>2</sub> e/m <sup>2</sup> 11,582,588 kgCO <sub>2</sub> e  Based on medium scenario as set out in Sustainability section																
<b>14. EMBODIED CARBON EMISSIONS</b>	<p style="text-align: center;"><b>PROJECT LIFE CYCLE EMISSIONS COMPARED TO GLA RETAIL BENCHMARKS (No benchmarks available for cultural buildings)</b></p> <table border="1" data-bbox="528 775 1452 1133"> <thead> <tr> <th>TOTAL kg CO<sub>2</sub>e/m<sup>2</sup> GIA</th> <th>Module A1-A5 (Excluding Sequestered Carbon)</th> <th>Modules B-C (Excluding B6 &amp; B7)</th> <th>Modules A-C (Excluding B6 &amp; B7; Including Sequestered Carbon)</th> </tr> </thead> <tbody> <tr> <td>Medium Scenario</td> <td>745</td> <td>914</td> <td>1,652</td> </tr> <tr> <td>GLA Benchmark</td> <td>&lt;850</td> <td>&lt;200</td> <td>&lt;1050</td> </tr> <tr> <td>GLA Aspirational Benchmark</td> <td>&lt;550</td> <td>&lt;140</td> <td>&lt;690</td> </tr> </tbody> </table> <p>Total upfront embodied carbon 7,911.8 tonnes CO<sub>2</sub>e / 745 kgCO<sub>2</sub>e per sqm</p>	TOTAL kg CO <sub>2</sub> e/m <sup>2</sup> GIA	Module A1-A5 (Excluding Sequestered Carbon)	Modules B-C (Excluding B6 & B7)	Modules A-C (Excluding B6 & B7; Including Sequestered Carbon)	Medium Scenario	745	914	1,652	GLA Benchmark	<850	<200	<1050	GLA Aspirational Benchmark	<550	<140	<690
TOTAL kg CO <sub>2</sub> e/m <sup>2</sup> GIA	Module A1-A5 (Excluding Sequestered Carbon)	Modules B-C (Excluding B6 & B7)	Modules A-C (Excluding B6 & B7; Including Sequestered Carbon)														
Medium Scenario	745	914	1,652														
GLA Benchmark	<850	<200	<1050														
GLA Aspirational Benchmark	<550	<140	<690														
<b>15. WHOLE LIFE-CYCLE CARBON EMISSIONS</b>	Total whole life-cycle carbon emissions: 29,137 tonnes CO <sub>2</sub> Whole life-cycle carbon emissions per square meter: 2.742 tonnes CO <sub>2</sub> /sqm																
<b>16. WHOLE LIFE-CYCLE CARBON OPTIONS</b>	 <p>1. Major Refurbishment: Shows a building with a large orange 'RETAINED' section and smaller 'NEW' sections. Arrows indicate 'EXTENDED' and 'DEMOLISHED' areas.</p> <p>2. Major Refurbishment with extension: Shows a building with a large orange 'RETAINED' section, a smaller orange 'NEW' section, and a grey 'DEMOLISHED' section. Arrows indicate 'EXTENDED' and 'NEW' areas.</p> <p>3. New Build: Shows a building with a large grey 'DEMOLISHED' section and a smaller orange 'NEW' section. Arrows indicate 'EXTENDED' and 'NEW' areas.</p>																

Furnival Street Options	Option 1 Major refurb	Option 2 Major refurb with extension	Option 3 Redevelopment
1. Gross Internal area (GIA) m <sup>2</sup>	1979	2125	2589
2. Increase in GIA (over existing)	10%	35%	60%
3. Substructure % retained by mass	100%	100%	0%
4. Superstructure % retained by <u>area</u> (frame, upper floors, roof, stairs, ramps)	55%	35%	0
5. Upfront Embodied Carbon (A1-A5) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	666	616	818
6. In-use & End of Life Embodied Carbon (B-C) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) <i>excl. B6 &amp; B7</i>	464	461	453
7. Life-cycle Embodied Carbon (A1-A5, B1-B5, C1-C4) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	1,130	1,077	1,271
8. Fuel source	Electricity	Electricity	Electricity
9. Operational Energy Use (B6) of the Tunnels + Furnival St. (divided by GIAm <sup>2</sup> of Furnival St. only) (kWh/m <sup>2</sup> /yr GIA)	424	395	324
10. Estimated Whole Building Operational Carbon for building lifetime (B6) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	883	822	675
11. <b>Total WLC Intensity</b> (incl. B6 & pre-demolition) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) <i>Module B7 is not considered</i>	<b>2,026</b>	<b>1,918</b>	<b>1,977</b>

	12. Upfront embodied carbon (A1-A5) (tCO <sub>2</sub> e)	1,318	1,309	2,118
	13. In-use embodied carbon (B-C, excl. B6 & B7) (tCO <sub>2</sub> e)	918	980	1,173
	14. Operational carbon for building lifetime (B6) Tunnels + Furnival St. (tCO <sub>2</sub> e)	1,747	1,748	1,746
	15. <b>Total WLC</b> (incl. B6 and pre-demolition) (tCO <sub>2</sub> e) <i>Module B7 is not considered</i>	<b>4,009</b>	<b>4,077</b>	<b>5,117</b>
<b>17. TARGET BREEAM RATING</b>	Targeting a high-score “Very Good” BREEAM rating.			
<b>18. URBAN GREENING FACTOR</b>	0.13			
<b>19. AIR QUALITY</b>	As there are no anticipated operational emissions associated with the Proposed Development it is considered to be Air Quality Neutral.			

## Main Report

### **Assessing a cross-boundary planning application**

1. The application site straddles the City of London and the London Borough of Camden boundaries.
2. The National Planning Practice Guidance provides that where a site, which is the subject of a planning application, straddles one or more local planning authority boundaries, the applicant must submit identical applications to each local planning authority.
3. Each planning application falls to be assessed under the Town and Country Planning Act 1990. S70 provides that in dealing with a planning application the local planning authority should have regard to the development plan, any local finance considerations and any other material considerations. Planning and Compulsory Purchase Act S38 (6) provides that where regard is to be had to the development plan the determination should be in accordance with the development plan unless material considerations indicate otherwise.
4. Duplicate planning applications for the proposed '*Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction (Use Class F1(b)(c)), including bar (Sui Generis); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works*' have been submitted to the London Borough of Camden (LBC) and the City of London (CoL) Local Planning Authorities (LPA). Each LPA will determine the application in accordance with the considerations below. Each planning application is assessed independently by each LPA, with each being entitled to reach its own decision on the application in the usual way.
5. The majority of the application site would fall within the City of London, with the northern 31-33 High Holborn site, providing the primary access to the bar and secondary emergency access to the tunnels, falling within the LBC's administrative area. However, the Planning Applications Sub-Committee is

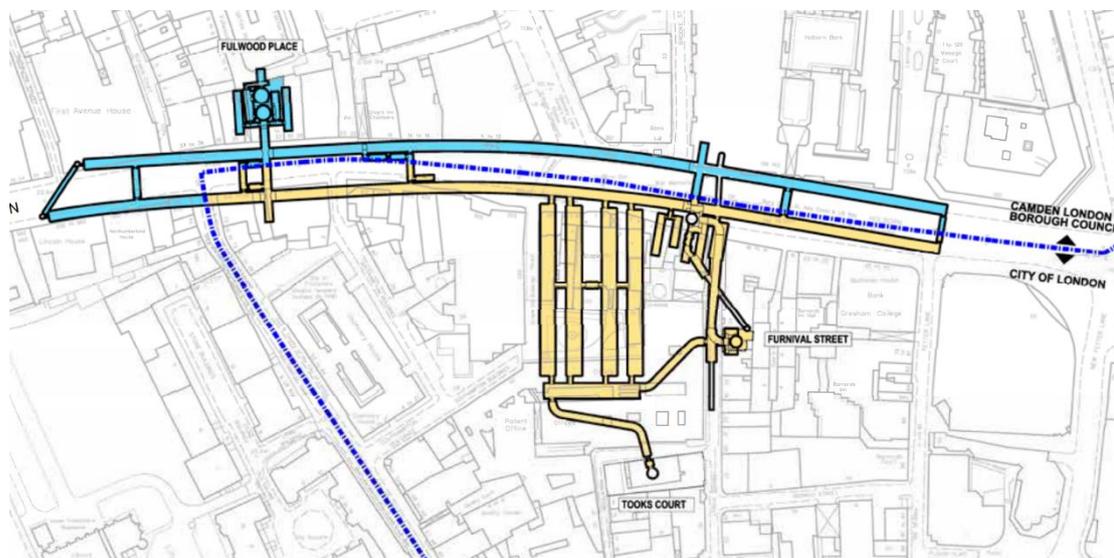
required to consider the application as a whole and not just those elements which are within the City of London.

6. In considering this application the development plan comprises the City Local Plan 2015, the London Plan 2021 and other policies which apply in the City as referred to in this report. The emerging draft City Plan 2040 is currently in consideration. CoL officers have been in continuous liaison with LBC officers over the course of the application process, having shared the planning material considerations of the development and the assessment taken by each LPA to ensure any concerns or objections have been adequately addressed to the satisfaction of both LPAs. The application submitted to the LBC is due to be determined by its planning application committee on the 11<sup>th</sup> of July 2024.
7. If both authorities grant planning permission, each authority will grant permission in so far as it relates to land in their respective administrative area.

### **Site and Surroundings**

8. The application site is 0.9ha in size of which approximately 0.7ha is subterranean and extends along two Local Planning Authorities, the City of London Corporation (CoL) and the London Borough of Camden (LBC). The underground element consists of a network of tunnels (formally named the Kingsway Tunnels) that run underneath High Holborn and Holborn, parallel and below the London Underground Central Line, and to the south below Staple Inn Buildings and Took's Court.
9. The Kingsway Tunnels were built in the early 1940s underneath Chancery Lane tube station with the purpose of sheltering 10,000 people during WWII. The original tunnels offered approximately 7,000 sqm of internal floor space including two 5.1m diameter tunnels known historically as 'North' and 'South' 'Street' that run parallel and below the Central Line beneath High Holborn. While originally constructed and intended to be used as a deep-level shelter, the tunnels were instead used by the British government as a secret telecommunications centre, including use by the Special Operations Executive (SOE). In 1949 the tunnels were given to the General Post Office (GPO). The two-tunnel shelter was extended by the addition of four tunnels of 7.2m diameter, known as the 'Avenues', at right-angles to the originals and a perpendicular service avenue of the same diameter connecting to all four. The additional tunnels were completed by 1954, and in 1956 it became the termination point for the first transatlantic telephone cable - TAT1. From the 1960s until the early 1980s, Kingsway Trunk Switching Centre (as it became known) was a trunk switching centre and repeater station with Post Office engineering staff totalling over 200 at its peak. At that point, the tunnels were closed following findings of large quantities of blue asbestos on the site. The

tunnels are currently not accessible by the public. British Telecom has a maintenance team accessing the tunnels via Fulwood Place.



**Figure 1. Tunnels network – light-blue portion in LB Camden, yellow portion in City of London**

10. The original public access to the shelters was from Chancery Lane tube station and the historical entrance was located at 31-33 High Holborn. When the tube station moved to its present location, the original connection to the tunnels was blocked off, leaving only two access points at 38-39 Furnival Street (City) and at Fulwood Place (Camden) which were not designed for public use.
11. Currently the tunnels include historic elements such as mechanical equipment, a canteen, a games room, a bar, and other historic remains. Much of the historic equipment, such as the telecommunications board, are stored elsewhere.
12. Above ground, the site comprises of three buildings. Two buildings are located in the City of London boundary at No.38-39 and 40-41 Furnival Street and the third is located in the London Borough of Camden at 31-33 High Holborn, accessed via Fulwood Place.
13. The buildings at No.38-39 and 40-41 Furnival Street are located approximately 60m to the south of Holborn and they are bounded by Furnival Street to the west, the building at 36-37 Furnival Street to the south, 1-6 Dyer's Buildings to the east and 14-18 Holborn to the north. They are also located in the Chancery Lane Conservation Area which has a recognisable network of street from the 17<sup>th</sup> century, Southampton Buildings, Furnival Street, Cursitor Street, Took's Court and others. Within the north of the Conservation Area a great number of narrow building plots survive as originally set out in the medieval period, such as at 38-41 Furnival Street.

14. The building at 38-39 Furnival Street comprises of three storeys above ground and forms the east entrance to the tunnels, which is currently closed. It is seen to have a positive contribution to the conservation area as it offers a strikingly industrial aesthetic to the street, contrasting with the refined architecture of No.10 opposite. It combines concrete tiles at ground level and red brick at the upper levels. The two sides of the building step away from the neighbouring buildings creating a sense of a utilitarian brick block sitting on a concrete wall. Another unique element of the building is the louvred large concrete ventilation grille section in the middle of the brick 'block' on the front elevation. Internally the building houses a goods shaft and ventilation ducts serving the eastern part of the tunnels.
15. No.40-41 Furnival Street, is a late '90s six-storey office building including a basement level. It is one of the tallest buildings on Furnival Street and has a commercial appearance of its time. It has beige bricks at the ground levels, a glazed section in the middle of the upper levels with red bricks at either side and it gradually steps in at the uppermost levels. Contrary to No.38-39, the character of No.40 is out of keeping with the prevailing architectural aesthetic of Furnival Street due to its large bow front and is not deemed to be a positive contributor to the conservation area.
16. Together Nos 38-39 and 40-41 offer an area of 1,423 sqm.
17. Furnival Street comprises a mix of residential and commercial occupiers. There are residential premises near the site, with the closest being the adjoining 36-37 Furnival Street (Aston House), 34-35 Furnival Street and the Dyer's Buildings to the east. The premises across the street and immediately to the north of 40-41 Furnival Street are in commercial use.
18. Holborn is a prominent broad thoroughfare with a variety of uses and active frontages at ground level. It has a mix of historic and contemporary building stock with larger modern offices dominating parts of the street. Holborn serves a dual carriageway with double lanes for cars and bus routes. It has wide pavements and regular crossings, near the site, with a central island running along the street hosting cycle and motorbikes parking at locations towards the east side of the site. Bike lanes run along the edges of each carriageway offering east and west connections. Holborn extends to High Towards the west of Holborn is 31-33 High Holborn, the west entrance to the tunnels, comprising an area of 364 sqm with a mix of office and residential uses on the upper levels.
19. Chancery Lane Underground Station, Farringdon Station and City Thameslink are the nearest transport facilities to the site's entrances. The nearest public cycle parking spaces are located in High Holborn and Took's Court.

20. The site is located in the Chancery Lane Conservation Area. No.38-39 Furnival Street building, as an original part of Kingsway Tunnels, is considered to be a non-designated heritage asset due to its rarity and historic interest. The development site does not contain any statutory listed buildings. The nearest listed buildings and scheduled monuments to the site are 32 & 33 Furnival Street (Grade II listed), 10 Furnival Street and 25 Southampton Buildings (all Grade II\* listed), and Barnard's Inn Mercers' School Hall (Scheduled Ancient Monument).

### **Relevant Planning History**

21. This section is only relevant to the planning history of the part of the site located in the City of London.
22. The building at 38-39 Furnival Street is one of the original assets of the Kingsway Tunnels which was built in the 1950's to ventilate the tunnels. There is no planning history linked to this asset.
23. The existing building 40-41 Furnival Street was built by virtue of planning permission 1205D granted on 2<sup>nd</sup> December 1988 for the demolition of the previous buildings at 40-41 Furnival Street and construction of a new office (B1) building.
24. There is no additional relevant planning history to the site.

### **Proposal**

25. Planning permission is sought for:
- The use of the Kingsway Tunnels as a visitor and cultural attraction (Use Class F1(b)(c)), including a bar (Sui Generis);
  - The demolition of 38-39 Furnival Street and reconstruction of the building with four-storeys above ground and an outdoor amenity space to the roof level;
  - The demolition of 40-41 Furnival Street and erection of a five-storey building with plant room to the roof level;
  - Use of the new building at 38-41 Furnival Street as ancillary to the tunnels/cultural attraction including a principal entrance at the ground floor, hosting of MEP and plant equipment, ancillary retail (gift shops) and staff accommodation;
  - Creation of a secondary entrance at 31-33 High Holborn via Fulwood Place (only relevant to London Borough of Camden);
  - Provision of ancillary cycle parking, substation, servicing and plant; and

- Public Realm works on Furnival Street.

26. The following table provides the proposed GEA (Gross External Area) and GIA (Gross Internal Area) figures split between the two Local Planning Authorities. Approximately 71% of the site area created by the proposed development belongs within the City's authority boundary.

**Table 1. Proposed GEA and GIA figures between CoL and LBC**

	<b>GEA</b>	<b>GIA</b>		
<b>Level</b>	<b>m2</b>	<b>m2</b>	<b>CoL (GIA)</b>	<b>Camden (GIA)</b>
38-41 Furnival Street	3,020	2,467	2,467	0
Fulwood Place	386	329	0	329
Tunnel Network	9,828	7,829	5,111	2,718
<b>TOTAL</b>	<b>13,234</b>	<b>10,625</b>	<b>7,578</b>	<b>3,047</b>

27. The overall uplift in space would be 1,044sqm of GIA floorspace created by the redevelopment works at Furnival Street. There is no other uplift in floorspace in the tunnels or at the London Borough of Camden entrance.

**Table 2. Schedule of Areas**

<b>Schedule of Areas</b>			
<b>Building</b>	<b>sqm (GIA)</b>		
	<b>Existing</b>	<b>Proposed</b>	<b>Difference</b>
38-39 Furnival Street (City of London)	194	942	+ 748
40-41 Furnival Street (City of London)	1,229	1,525	+ 296
31-33 High Holborn (Camden)	329	329	0
Tunnels Complex (City of London & Camden)	7,829	7,829	0
<b>Total</b>	<b>9,581</b>	<b>10,625</b>	<b>+ 1,044</b>

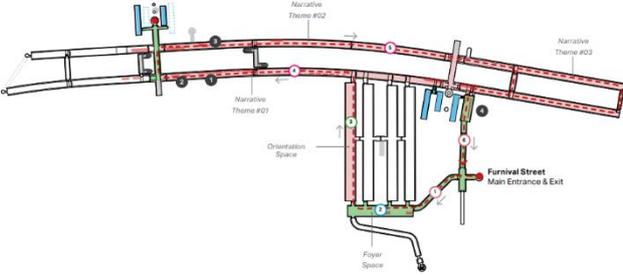
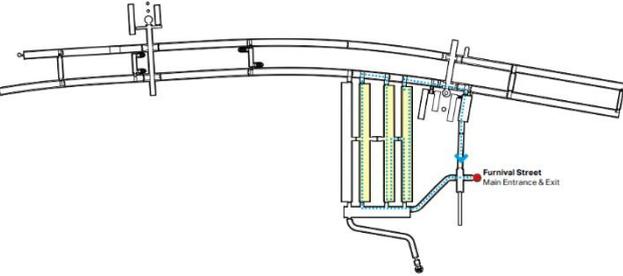
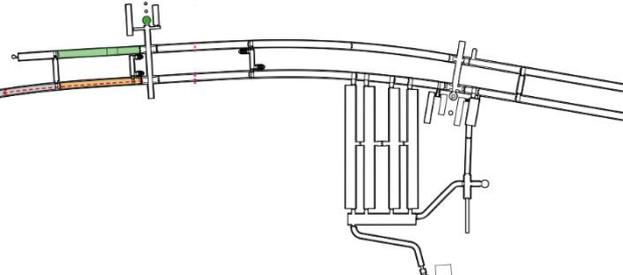
28. The uses of the proposed development would comprise:

**Table 3. Breakdown of proposed areas floorspace**

Use	Floorspace (GIA)
<b>Bar (Sui Generis)</b>	<b>284 sqm</b>
<b>Visitor Attraction (F1)</b> includes tunnels (excl bar), above-ground areas, and ancillary uses	<b>10,341 sqm</b>
<i>Ancillary Office – Staff Office Space (F1)</i>	58.2 sqm
<i>Ancillary Retail – Gift Shop, Storage &amp; Stair (F1)</i>	227 sqm
<b>Total Floorspace</b>	<b>10,625 sqm</b>
<i>Camden</i>	<i>3,047 sqm</i>
<i>City of London</i>	<i>7,578 sqm</i>

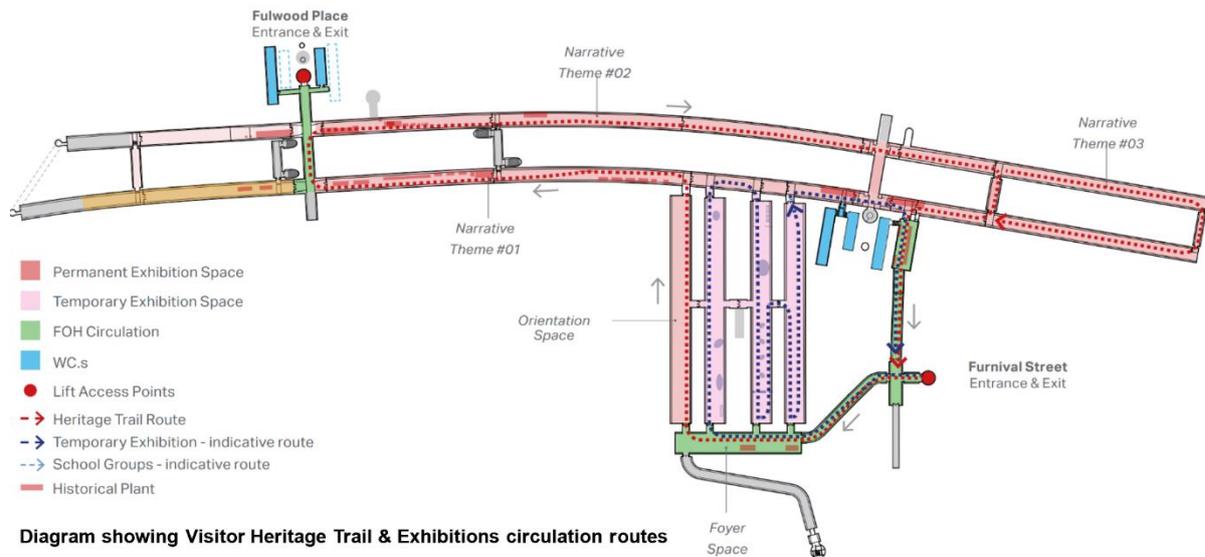
29. The height of the proposed development would be 41.75m AOD at its highest part. The demolition of the buildings at 38-41 Furnival Street is being proposed instead of retention to allow an open excavation and enlargement of the existing lift shaft at 38-39 Furnival Street. The new buildings would share the same floorspace but their external appearance would indicate their individuality by articulating two facades. 40-41 Furnival Street would maintain its commercial aesthetic by featuring translucent glass bricks on the façade, whilst the brick façade and concrete louvre at No.38-39 would be reused and/or replicated to ensure the continuation of the building's historical character.
30. The ground floor elevation at 40-41 Furnival Street will be recessed to allow for more external space and a sheltered area at the proposed principal entrance. The ground floor of the combined building would provide step-free access to the underground cultural spaces via a round lift shaft which follows the form of the existing historic shaft at the same location. A reception check-in desk would be located next to the entrance and an X-ray scanner would be placed in the corridor that leads to the waiting lobby area to securely let people in the building.
31. The tunnels would be split into three different areas. These are described in the following table and depicted in the plans below.

**Table 4. Proposed areas in the tunnels**

<p><b>Heritage Exhibition</b> (shared between CoL and LBC – red area) – Permanent exhibition area focusing on the history of the tunnels and the people who occupied them. Integrates a mix of immersive experiences with the use of technology and the exhibition of historic remains.</p> <p>Main exhibition area: ‘Streets’ the two longest horizontal sections of the tunnels.</p>	
<p><b>Cultural Exhibition</b> (solely in CoL – yellow area) – Temporary exhibition area using cutting-edge technology that creates fully immersive environments. To be adaptive for multiple cultural events.</p> <p>Main exhibition area: ‘Avenues’ the three parallel avenues that run in the southern part of the tunnels.</p>	
<p><b>Bar</b> (solely in LBC – orange area) – The deepest bar in the UK. Accessed via Fulwood Place. The green area above the bar has been marked as a <b>multifunction space</b> which could be used as an Orientation/Classroom space during school trips.</p>	

32. The Heritage Exhibition space makes up approximately 53% (1,965sqm of 3,713 sqm) of the total exhibition area (excluding front and back of house, ancillary uses, toilets, lobbies), and the Cultural Exhibition space makes up approximately 47% (1,748sqm of 3,713 sqm).

33. The Heritage and Cultural Exhibition spaces would be accessed via the new Furnival building, whereas the secondary entrance via Fulwood Place forms the main access point to the new deep-level bar. The exhibition spaces in the tunnels have been designed to accommodate a peak occupancy of 750 visitors at any given time which is only expected to occur 20 days (the busiest days) of the year. The typical occupancy is estimated at 490 people per hour in the tunnels (760pp/hr across the site) who are anticipated to spend one hour and twenty minutes in the exhibition areas. The technical occupancy of the tunnels (defined by evacuation, fresh air supply, and fire strategy) has been designed to exceed the occupancy numbers.
34. At the first and second floor levels of the new Furnival building ancillary retail space would be provided, to allow for a gift shop (on level one) and a gallery (on level two mezzanine) in connection with the cultural experience as the last part of the visitor's journey. Level three would be used to house mechanical equipment and would not be accessible to the members of the public. A staff room would be provided at level four with access to a roof terrace, utilising the roof of the new 38-39 Furnival Street building. The roof of the new 40-41 Furnival Street would be used as a plant room to host equipment that serves the tunnels which requires natural ventilation. Most of the plant equipment would be located above ground to facilitate its maintenance and accessibility. Two separate lifts would be provided at the rear of the building, one to be used by the members of the public leaving the gift shop area and the other for staff and goods transfer across all levels. Evacuation lifts, dedicated Fire-Fighters lifts, and evacuation stairs would be provided at each shaft (at both Camden and City entrances).
35. There would be three basement levels mainly used as plant rooms, including other facilities such as refuse storage and housing the new round lift shaft to the south side. Visitors would be taken to basement level three from where they enter the tunnels and begin their tour. The diagram below shows the visitor route in the exhibition areas.



**Figure 2. Diagram showing Visitor Heritage Trail & Exhibitions circulation routes**

36. A total of 12 long-stay cycle parking has been proposed for the entire cultural use to be split across the ground floor and basement level, including an accessible space, accessed through the south side emergency exit. Visitor cycle parking is proposed off-site. Separate cycle parking is proposed in Fulwood Place, Camden.
37. The proposed development would also provide public realm improvements to mitigate the impact on the public highway from the increased traffic and provide a safer welcoming pedestrian environment.

## **Consultations**

### **Statement of Community Involvement**

38. The Applicants have submitted a Statement of Community Involvement (SCI) outlining their public engagement with stakeholders including: a traditional public exhibition held in October 2023; a consultation website ([www.thelondontunnels.com](http://www.thelondontunnels.com)); special preview events; 4,473 newsletters posted to local addresses around the site including residents, businesses and community groups; a social media campaign was held alongside a further organic promotion to reach international coverage.
39. The public exhibition lasted for a calendar week and was held on Saturday 7<sup>th</sup>, Tuesday 10<sup>th</sup>, Thursday 12<sup>th</sup> and Saturday 14<sup>th</sup> of October 2023 at St Albans Centre, Leigh Place, Baldwin's Gardens, London, EC1N 7AB. The exhibition invited people to go to St. Alban's Centre and see the detailed design proposals

in person and meet with the team. In total 119 members of the public attended all six consultation events including key stakeholders and local residents.

40. A Ward Member Preview Event took place on Thursday 5 October 2023 and the Local Neighbour Preview Event on Saturday 7 October 2023. A list of stakeholders' names, their organisation and type/day of engagement is provided in full in the SCI.
41. 222 surveys were completed from the online and in-person engagement of which 99% were either positive or neutral about the proposal. The social media and website consultation also generated 48 emails and phone calls which have helped to inform the proposed development evolution.
42. The main areas of focus on consultation responses were accessibility, historic value and preservation, art and culture, technology and construction impact. The applicant sets out that consultees would like to see a highly accessible development that is inclusive for everyone not only physically but also financially, specifically ensuring the attraction remains open and accessible to a wide group of people. The history of the site has intrigued many consultees who would like to see it preserved and celebrated by retaining its authenticity and heritage/cultural value. Proposals from consultees to use technology for sustainability achievements were made that focus on climate change solutions and renewable energy but also a way to educate people on that field. Concerns were raised as to the increased footfall to the local area, causing disturbance and how that would be managed and mitigated by the development. Similarly, other concerns focused on the construction impacts affecting local traffic and noise levels along Furnival Street.

#### Consultation and notification

43. Following receipt of the application, it has been advertised on site on 21<sup>st</sup> December 2023 and in the press on 9<sup>th</sup> January 2024. Residents near the two entrances were included in consultations. On 10<sup>th</sup> January 2023, 140 letters were sent to residential properties, in addition to the publicity carried out as set out above. The relevant statutory consultees have been consulted following the validation of the application.
44. Following consultation feedback, the applicant made some design and highways amendments and updates on the accessibility and daylight sunlight reports. These were received on the 2<sup>nd</sup> April 2024. Accordingly, a 14-day re-consultation has been undertaken. On 23<sup>rd</sup> April 2024, re-consultation letters were sent to the same residential properties to inform them on the minor amendments to the scheme. Copies of all representations are appended in full and appended to this report at Appendix A. A summary of the representations received and the consultation responses is set out in the tables below.

45. The applicant has provided detailed responses to matters raised in consultee responses. The applicant's responses should be referenced as background papers at Appendix A.
46. The views of other City of London departments have been taken into account in the preparation of this report and some detailed matters are addressed by the proposed conditions and the terms of the S106 agreement.

Statutory Consultation

47. A total of 12 statutory responses have been received which are summarised in the following table.

**Table 5. Statutory consultation responses**

Consultee	Summary of comments
<b>GLAAS</b>	<p>The comments make reference to the submitted archaeological desk-based study submitted as part of the current application. GLASS comments that remains of the late 17<sup>th</sup> Century were excavated on the southern half of the site which may have removed any evidence for the earlier inn. All archaeological remains have likely been removed from 40-41 Furnival Street.</p> <p>In relation to excavation works at 38-39 Furnival Street, it is likely that some archaeological potential remains and therefore further archaeological work is recommended in advance of the excavation of the new basement.</p> <p>Despite limited works being proposed for the tunnels, GLAAS notes that the tunnels are of high heritage interest and recommends that historic building recording for the site is carried out for them in advance of development. A condition has been recommended along these lines.</p> <p>In accordance with NPPF paragraph 205 the applicant should record the significance of any heritage assets that the development harms. Applicants should improve knowledge of assets and make this public.</p> <p>GLAAS advises that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. It is considered a two-stage archaeological condition comprising firstly of evaluation to clarify the nature and extent of surviving remains and followed, if necessary, by a full investigation.</p>

	<p><b>Officer response:</b> The matter is addressed in the Archaeology section of the report.</p>
<p><b>Historic England (Inspector of Ancient Monuments)</b></p>	<p>HE has commented on designated heritage assets only. It has been noted that the development site sits close to the scheduled monument of Barnards Inn. The proposed development does not physically affect the Inn. However, Barnards Inn is encapsulated within a mass of more recent buildings, experiencing overshadowing. The proposed development would not compromise the setting of the Inn any further, although HE notes that care should be taken to ensure access to it remains easily navigated and signage is not impacted. As long as the application would not materially change, HE would not need to be re-consulted.</p> <p><b>Officer response:</b> The proposed buildings' height and mass remained the same over the course of the application. Therefore, HE has not been re-consulted.</p>
<p><b>TfL (Infrastructure Protection)</b></p>	<p>TfL (Infrastructure Protection) has no objection to the proposed development in principle. The consultee has however set out a number of potential constraints linked to the proximity of the development site with London Underground railway infrastructure. A set of conditions have been recommended that require consultation with TfL Infrastructure Protection through submission and approval by the LPA.</p> <p><b>Officer response:</b> Conditions are recommended.</p>
<p><b>TfL (Spatial Planning)</b></p>	<p><u>Pedestrian Comfort</u></p> <p>TfL (Spatial Planning) deems the pedestrian comfort levels submitted acceptable.</p> <p><u>PT Impact</u></p> <p>TfL suggests that wayfinding measures in the station would help people exiting the station more easily will help offset this impact (and improve their experience of the venue), as would wayfinding on the street to help people find the destination, and on return raise awareness of proximity to other destinations and public transport, improving their experience.</p> <p><u>Cycle Parking</u></p> <p>TfL advises that further work should be carried out to improve the long-stay cycle parking design and access.</p> <p><u>Car Parking</u></p> <p>Subject to both LPA's deeming the location and operation of the blue-badge bay being acceptable, TfL consider this</p>

appropriate. However, the applicant is encouraged to identify blue badge locations on the Camden access point.

#### Taxi and Coach Access

TfL requests for more clarity on how or if taxi's/ private hire vehicles would be restricted from accessing Furnival Street. They request a more robust coach management plan is provided. The TfL Coach team have highlighted that a current plan could lead to illegal parking on street which in turn would impact safety and operation of Holborn. It has been suggested that coaches could use Bedford Row as an official parking bay or consider the provision of a bay on northbound element of Kingsway. Further discussion on this element should be provided and the relevant review mechanisms in the travel plan and operational strategy should be put in place to allow amendments where deemed necessary.

#### Delivery and Servicing

TfL have concerns over the feasible operation of the Delivery and Servicing Plan particularly on Furnival Street and clarification is sought on how this will be managed. The final DSP should be secured by condition and should also consider when the needs of the occupier may change for special events etc.

#### Construction Logistics

TfL acknowledge the Outline Construction Logistics Plan, but has serious concerns over the proposed management, operation and feasibility of carrying out this plan. This should have the earliest engagement in order to provide

suitable mitigation as this may impact pedestrian, bus operations and London Underground Infrastructure. TfL recommends that the access proposal is supported by a road safety audit, also that for pedestrian and cycle routing during construction, these should subject to detail assessment in accord with Construction Logistics and Community Safety standard and appropriate pedestrian comfort levels. The final Construction Logistics Plan should be provided in accordance with TfL guidance and discharged in consultation with TfL.

#### Wayfinding

A Wayfinding Strategy is recommended to be secured by condition. This should include updates to wider Legible London Signage and the provision of additional signage where appropriate on street and potentially within LU Stations.

#### Travel Plan

	<p>TfL welcome the provision of the revised travel plan which includes a range of soft and hard measures. Suggested additional measures which may form part of their travel plan could be the provision of a wayfinding strategy which would encourage people to walk from key transport nodes and to reduce pedestrian congestion in key locations. Another measure which could be included as part of the plan and/or upon review of the plans, could be to incorporate Santander Cycle Hire with tickets. TfL offer innovative ways to work with business to provide sustainable transport options such as this. Given the site is well served via cycle hire and cycling infrastructure, this could be a suitable option.</p> <p><u>Operational Management Strategy</u></p> <p>TfL advises that the applicant should provide an operational management plan which should be secured via condition. This should provide sufficient mechanisms and proposals which can be adapted once the venue is operational.</p> <p><u>Dockless Bikes</u></p> <p>TfL request the City of London and the LB of Camden work with the dockless bike providers to provide a no parking zone surrounding the access locations. Whilst this is not within the control of the future occupier, the reason behind this request is due to the constraint nature of the access points and potential implications of the bikes being in these inconvenient locations.</p> <p><u>Cycle Hire</u></p> <p>On this occasion TfL are not requesting a cycle hire contributions given the expect impact of the development will be outside of peak hours when the system experiences most pressure. However, measures mentioned above via the Travel Plan should be secured appropriately.</p> <p><b>Officers response:</b> The comments are taken into consideration – the Transport and Highways section of this report addresses the above matters. Conditions have been recommended.</p>
<p><b>Thames Water</b></p>	<p>Thames Water has raised no objections and has requested conditions to be included to require a piling method statement.</p> <p>Thames Water advises that any significant work near their sewers must minimize the risk of damage. Works should be guided in accordance with the Thames Water ‘guide working near or diverting our pipes’.</p>

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions.

If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. They would expect the developer to demonstrate what measures will be undertaken 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 [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk).

With regard to the COMBINED WASTE WATER network infrastructure capacity, Thames Water would have no objection based on the information provided.

Thames Water would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. They have requested an informative to be included to advise on the requirement for a Groundwater Risk Management Permit from Thames Water 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. They 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 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk).

Thames Water would advise that with regard to water network infrastructure capacity, they would not have any objection to the above planning application and have requested to include an informative to advise that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1

	<p>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.</p> <p>The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains and have requested to include a condition for 'no construction shall take place within 5m of the water main.' The condition requests details of how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, to be submitted to the Local Planning Authority in consultation with Thames Water.</p> <p>Thames Water advises works have the potential to impact on local underground water utility infrastructure. They would like the developer to read their guide 'working near our assets' to ensure the works will be in line with the necessary processes the development needs to follow if considering working above or near Thames Water pipes or other structures.</p> <p>There are water mains crossing or close to the development. Thames Water do NOT permit the building over or construction within 3m of water mains. If the developer is planning significant works near Thames Water mains (within 3m), Thames Water will need to check that the development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services they provide in any other way. The applicant is advised to read Thames Water 'guide working near or diverting our pipes.'</p> <p>Thames Water has requested an informative to be included to advise that 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.</p> <p><b>Officers response:</b> Conditions and informatives are recommended.</p>
<p><b>Environmental Agency</b></p>	<p>No comments – Environmental Agency has advised that the planning application is consulted upon with the Local Authority's Environmental Health department.</p> <p><b>Officer response:</b> City of London Environmental Health team have been consulted on the proposed development.</p>
<p><b>Health &amp; Wellbeing Policy</b></p>	<p>No comments to date.</p>

<b>Development Manager</b>	
<b>Lead Local Flood Authority</b>	<p>Conditions are recommended requiring further details of SuDs system and flood prevention measures.</p> <p><b>Officer response:</b> Conditions are recommended.</p>
<b>Counter-Terrorism Security Advisor (CTSA)</b>	<p>CTSA has visited the site and read through the submitted Security Report. Separate advice has been provided to the applicant that does not require any planning conditions to be imposed, however, the applicant is advised to consult CTSA as the plans evolve. Details of the security measures for the site are confidential, and not available in the public domain.</p> <p><b>Officer response:</b> An informative has been added.</p>
<b>City of London Police Out Officer (Design Crime Officer)</b>	<p>City of London officers have been consulted and commented on their requirements for the external security of the venue and recommended alternative options/standards that would be of their satisfaction if adopted at the more detailed design stage. A comment was made about the constraint nature of the existing lifts at Fulwood Place for emergency services access. It has been clarified that the proposal seeks to enlarge the existing lifts increasing the capacity of people by 3 times which has been deemed acceptable at this stage. A point was made about the ability to close the tunnel system to afterhours drinkers in reference to the proposed bar in Camden. The agents have responded that the area outside of the bar will be physically locked off to prevent bar patrons getting access to any area outside of the bar space. CoL Police Officer has found this approach acceptable. They have noted that subject to any matters that the CTSA's may raise, they are satisfied with the response and the fact that other issues can be resolved at the detailed design stage.</p> <p><b>Officer response:</b> An informative has been added to consult CoL Police at detailed design stage.</p>
<b>Conservation Area Advisory Committee (CAAC)</b>	<p>Officers presented the proposed scheme to the CAAC on the 15<sup>th</sup> of February 2024. No objections were raised with a formal non-objection letter submitted to the application on 1<sup>st</sup> of March 2024.</p>
<b>London Fire Brigade</b>	<p><u>General fire safety design approach and consultation with key stakeholders</u></p> <p>London Fire Brigade (LFB) understands that it is proposed that the methodology outlined in BS 7974:2019 will be applied and they support this approach. As part of this methodology, LFB advises that a Qualitative Design Review (QDR) process</p>

	<p>should be undertaken and LFB would expect to be involved in this process as a key stakeholder, both in their capacity as an emergency response agency for fires and other emergencies but also as the future enforcing authority for The Order. However, they emphasise that it cannot be assumed that following any particular methodology, in and of itself, automatically leads to acceptable solutions or outcomes. The detail of any risks identified, and decisions made, may need revision throughout the design and construction phases as previously unknown circumstances arise, and may not be easily or suitably resolved.</p> <p>LFB advise that caution is taken if applying the recommendations of BS 9992 to tunnels that do not form part of railway infrastructure, whilst some of the recommendations of the code of practice may be applicable, the assumptions made for sub-surface railway infrastructure in particular are quite different than those for other types of purpose group/occupancy. LFB expects – subject to the outcome of the performance-based design process and associated stakeholder engagement – that suitable smoke ventilation/control systems will be provided, in conjunction with suitable and compatible automatic fire suppression systems.</p> <p><u>Critical fire safety design issues that LFB would expect to be addressed as the design is developed</u></p> <p>LFB wish to highlight a number of fire safety design issues that we would expect to be addressed as the fire safety design process progresses. This is not intended to be exhaustive.</p> <ul style="list-style-type: none"> <li>- <i>Extended travel distances for occupant means of escape and firefighter access/intervention;</i></li> <li>- <i>Inclusive design and means of escape for persons with relevant protected characteristics;</i></li> <li>- <i>Radio communications coverage for firefighters and other emergency responders;</i></li> <li>- <i>Electric Powered Personal Vehicles;</i></li> <li>- <i>Construction phase fire safety.</i></li> </ul> <p>LFB informs that it is not possible to advise if London Plan Policies D12 and D5 can be considered to have been met without assurances being sought that the design will progress in consultation with LFB and other emergency services.</p> <p><b>Officer response:</b> Noted – these comments are addressed in the Fire Statement section of the report.</p>
<p><b>British Telecommunications</b></p>	<p>No comments to date.</p>

<b>City of Westminster</b>	No objection.
<b>London Borough of Camden</b>	Duplicate planning applications have been submitted to the City of London and LB of Camden for the proposed development. LB of Camden has made no comments regarding the proposed works taking place within the City of London, however, their Committee Report recommendations form material considerations in the report's assessment.

### Letters of Representation

#### Support

48. A total of 57 letters of support from the public have been received over the course of the planning application. Among them, there were two Business Improvement Districts, local residents and business owners, as well as people from around London, Britain and the globe. The topics of support for the proposed development have been summarised as follows:
- Embracing and preserving the history of the Kingsway Tunnels;
  - Educational Opportunities providing visitors of all ages with opportunities to learn and engage through interactive exhibits, guided tours and educational workshops.
  - Public-private partnerships, collaboration between public agencies, private investors and community organisations;
  - Cultural Enrichment;
  - Seven-day destination in line with City's destination vision;
  - Revitalise/Boost the local economy with positive effect to businesses and communities;
  - Facilitates post-pandemic recovery of the local area;
  - Increase tourism;
  - Potential to bring growth in the area;
  - Creation of new jobs;
  - Repurposing of existing redundant infrastructure;
  - Provision of accessible spaces;
  - Design and Sympathetic to its surroundings;
  - Provision of innovative and attractive environments;
  - Creation of a benchmark development;
  - Help London to continue being perceived as a world-class city and adds to its competitiveness.

### *Central District Alliance*

49. Officers received an email from the Central District Alliance (CDA), Business Improvement District comprising of Holborn, Clerkenwell, Farringdon, Bloomsbury, and St Gile, which informed they have submitted comments and a letter of support to Camden Council on the parts of the development which impact their footprint. CDA is supporting the proposed development coming forward, which consequently includes City's application, and the wider economic benefits it brings '*rejuvenation of local business, increased tourism, and educational engagement, projecting an economic uplift of £60-£80 million annually for the area*'. The letter of support refers to the proposed development as '*a significant opportunity for economic, cultural, and historical enrichment in our community*' and urges the LPA to recognise the '*transformative potential*' of the development to bring '*lasting benefits to their district, fostering a vibrant, culturally rich, and economically robust economy*'.
50. CDA's email states: "*The area of Holborn is well placed to guide visitors to and from main transport hubs located on the tri-borough boundary and to cater for footfall to and from the attraction. We are dedicated to see economic growth in this particular part of central London and welcome this as a new cultural venue in the area.*"

### *Fleet Street Quarter*

51. A comment was made by a representative of Fleet Street Quarter (FSQ), a BID with footprint in the western part of the City of London. FSQ recognises the need for a visitor attraction at this part of the City to create a destination to a part of London that has been suffering due to lack of competitive offer compared to other more prestigious attractions in London such as St Paul's Cathedral and Covent Garden. FSQ considers that the proposed cultural scheme would complement and support the needs of workers and along with the Museum of London they would '*put the area on the map*'. The anticipated number of visitors is welcomed by FSQ as it would strengthen the retail offer along Holborn and support other retail businesses in the area and boost the weekend economy to a much needed business district.

### Objections

52. A total of 24 objections have been received over the course of the planning application including a letter of representation prepared by Daniel Watney consultants, on behalf of the neighbouring commercial occupiers at 10 Furnival Street (Chancery Exchange), comprising of transport (by Haskoning DHV) and daylight and sunlight (by Joel Michaels Reynolds) comments about the submitted information. Officers have fully reviewed all the objections and

selected key themes as summarised below. Some comments are referenced in full where necessary.

**Table 6. List of objections and officer responses**

<b>Issues</b>	<b>Number of objections relating to this issue</b>	<b>Officer responses including paragraph of report where issues are addressed</b>
Noise linked to demolition, construction of the proposed development (detrimental to residential and others amenity)	14	Impact on the amenity Transport and Highways
Noise/Disturbance linked to operation of the proposed development (detrimental to residential and others amenity) - main sources: increased footfall, external queuing, anti-social behaviours, operational traffic/servicing, hours of operation	16	Impact on the amenity Transport and Highways
Litter and dirt in the local area caused by increased footfall	2	Conditions have been recommended for the operational management of the development.
Noise linked to late evening activities and/or bar (detrimental to residential and others amenity)	4	Impact on the amenity
Vibration	2	Impact on the amenity
34-35 Furnival Street have flats extend under the private area of the pavement with vulnerable pavement lights	1	This comment is not clear. The proposed development shares no boundaries with No.34-35, flats on this address will be protected from works.
Incompatible with area's Character (residential/pedestrian character and Conservation Area)	8	Principle of cultural use Transport and Highways Accessibility Design and Heritage
Design/Visual Appearance & Heritage (negative impact on the conservation area and settings of historical buildings)	4	Design and Heritage
Increased traffic and congestion generated by the proposed development. Chancery Lane and	4	Transport and Highways

Holborn are characterised as already congested areas.		
Delivery/Servicing and parking, including taxi drop-offs, would be of high demand when the proposed development comes to operation which would impact traffic flow as cars would park outside the premises with long delays blocking the whole width of the street and causing stress to local network.	7	Transport and Highways
No provision for vehicle access by residents and businesses is apparent in the proposal. Loss of vehicle access would be a hardship and detrimental for residents and businesses who rely on service deliveries and building maintenance services.	1	Transport and Highways
Damages to the (conservation) local area mainly due to construction works	1	Transport and Highways
Loss of existing cycle lane	1	Transport and Highways
Blue Badge space would be lost with no additional spaces proposed	3	Transport and Highways
No on-site visitor cycle parking – proposed location at High Holborn central reserve would increase the barrier to pedestrian movement across the street.	1	Transport and Highways
Physical incapacity of Furnival St to accommodate development	8	Transport and Highways Accessibility
Impact of the proposed kerb build out along the site frontage to the surrounding area.	1	Transport and Highways
Human Safety - issues are connected with the proposed evacuation strategy, queuing on the streets and servicing vehicles at the same time along Furnival Street; and asbestos airborne particles	4	Transport and Highways Accessibility Proposed contamination conditions
Emergency services access	3	Transport and Highways Accessibility
Security and terrorism	2	Security and Statutory Consultation

Structural damage to adjoining properties	2	Party Wall Agreements do not fall under the legislative framework relevant to the assessment of planning applications. Nevertheless, Structural Assessments have been submitted that address the issue.
Daylight Sunlight impact on opposite commercial building at 10 Furnival Street (Chancery Exchange).	1	Daylight and Sunlight
Light Pollution	1	Light Pollution
Air Quality	3	Air Quality
Drainage and Ventilation	2	Sustainability
Precedent with respect to land use	2	Any future planning application would be assessed on its own merits and against the most up-to-date national, London and local plan policies.
Principle of Development: Land Use (loss of office and provision of conflicting uses to the local context)	2	Principle of development
Principle of Development: Bar	1	The proposed bar is located in LB Camden and will be accessed only via the secondary entrance in High Holborn. The relevant Local Planning Authority would be assessing the principle of the bar use against their own policies, however, public concerns would be shared with LB Camden officers.
Fire Safety (risk of explosion in pressurised areas)	2	Fire Statement
Waste Management (provision for further disposal; plans do not show access and refuse collection from below ground levels)	3	Waste Management
The development needs to be balanced against the interests of local residents and the preservation of the conservation area	1	Heritage and Design Human Rights Act 1998 The Public Sector Equality Duty (section 149 of the Equality Act 2010)

32 & 33 Furnival Street have listed cellars that run under the road and pavement areas along Furnival Street which could be damaged	1	It is acknowledge there are listed basements to 32 and 33. Officers would expect localised vaults under the pavement and road but would not expect these to extend beyond the immediate context and significantly along Furnival Street. Please also refer to Archaeology section and relevant conditions.
The proposal fails to convince that the area would benefit from such tourist attraction	1	Cultural Use and Cultural Strategy
The development would have a negative impact on the local economy and would be detrimental to the social fabric of the community.	1	Cultural Use and Cultural Strategy
Not preserving the historic environment/tunnels	3	Please refer to the Proposal, Cultural Use and Cultural Strategy. The proposed development seeks to preserve the heritage element and make it accessible.
Impact on keeping or finding new tenants	1	Not a material planning consideration.
Compliance with planning policies	2	Please refer to the assessment part of the report and the Conclusions. Officers have assessed the application against the adopted and emerging development plan policies.

53. It is noted that all material planning considerations raised in the representations above are addressed within this report.

Neutral

54. Three neutral comments have been received including one from a local businessman who supports the application and requests mitigation measures to be considered in relation to construction traffic, increase number of visitors leading to demand for parking and the preservation of the historic features in the tunnels. The second neutral comment requests to know more about the

expected noise levels of the concrete acoustic louvre. In both cases, relevant assessment has been undertaken and conditions have been recommended for further details and mitigation measures when deemed appropriate.

### **Policy Context**

55. The Development Plan consists of the London Plan 2021 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 B to this report.
56. The City of London (CoL) has prepared a draft plan, the City Plan 2036, which was published for Regulation 19 consultation in early 2021. The City does not intend to proceed with this plan and therefore it is of very limited weight and will not be referred to in this report. The draft City Plan 2040 was published for Regulation 19 consultation in April 2024 which is expected to end on 17<sup>th</sup> June 2024. It is anticipated that the draft City Plan 2040 will be submitted to the Secretary of State in Autumn 2024. Emerging policies are considered to be a material consideration with limited weight with an increasing degree of weight as the City Plan progresses towards adoption, in accordance with paragraph 48 of the NPPF. The draft City Plan 2040 policies that are most relevant to the consideration of this case are set out in Appendix B to this report.
57. Government Guidance is contained in the National Planning Policy Framework (NPPF) September 2023 and the Planning Practice Guidance (PPG) which is amended from time to time.
58. The National Planning Policy Framework (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”.

### **National Planning Policy Framework (NPPF)**

59. The NPPF states at paragraph 8 that achieving sustainable development has three overarching objectives, being economic, social and environmental.
60. Paragraph 10 of the NPPF 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:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - 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.
61. 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).”*
62. Chapter 8 of the NPPF seeks to promote healthy, inclusive and safe places.
63. Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.
64. Paragraph 97 states that planning decision should provide the social, recreational and cultural facilities and services the community needs.
65. Paragraph 101 states that planning decisions should promote public safety and should take into account wider security and defence requirements by:
- a) *anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate... and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and*
  - b) *recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.”*
66. Chapter 9 of the NPPF seeks to promote sustainable transport. Paragraph 105 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”.*

67. Paragraph 116 states that applications for development should give priority first to pedestrian and cycle movements and second to facilitating access to high quality public transport; it should address the needs of people with disabilities and reduced mobility in relation to all modes of transport; it should create places that are safe, secure and attractive and which minimise the scope for conflicts between pedestrians, cyclists and vehicles; it should allow for the efficient delivery of goods and access by service and emergency vehicles.
68. Paragraph 117 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”.*
69. Chapter 11 of the NPPF seeks to achieve effective use of the land. Paragraph 123 advises that *“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”*
70. Chapter 12 of the NPPF seeks to achieve well designed places. Paragraph 126 advises that *“The creation of high quality, beautiful and sustainable 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.”*
71. Paragraph 135 sets out how good design should be achieved including ensuring developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities), establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and create places that are safe, inclusive and accessible and which promote health and wellbeing.

72. Paragraph 139 sets out that significant weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
73. Chapter 14 of the NPPF relates to meeting the challenge of climate change. Paragraph 157 states that the planning system should support the transition to a low carbon future in a changing climate. It should help to; shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including conversion of existing buildings.
74. Paragraph 159 states that new developments should avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures.
75. Chapter 16 of the NPPF relates to conserving and enhancing the historic environment. Paragraph 201 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.
76. Paragraph 203 of the NPPF advises, "In determining applications, local planning authorities should take account of:  
*a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*  
*b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness."*
77. Paragraph 205 of the NPPF advises "*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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*"

78. Paragraph 208 of the NPPF states “*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*”.
79. Paragraph 209 of the NPPF 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*”.
80. Paragraph 212 of the NPPF states “*Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.*”

#### **Statutory Duties**

81. 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, to local finance considerations, 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).

#### **Main Considerations**

82. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
83. Account has to be taken of the documents accompanying the application, the further information, any other information and consultation responses, the development plan, and other material considerations including SPGs, SPDs and emerging policy.
84. The principal issues in considering this application are:
- a) The extent to which the proposals comply with Government policy advice (NPPF) and with the relevant policies of the Development Plan.

- b) The principle of development and proposed uses.
- c) The loss of office floorspace.
- d) The impact of the proposed development on the amenity of nearby residential and other occupiers.
- e) The impact of the proposal on public safety and security in the City.
- f) The economic impact of the proposal.
- g) The impact of the development on the character and appearance of the conservation area and the design of the building itself.
- h) The impact of the development on designated and non-designated heritage assets.
- i) The impact of the development on public realm.
- j) The impact of the development on ecology.
- k) The accessibility and inclusivity of the development.
- l) The impact of the development on any potential archaeological assets beneath the site.
- m) The impact of the development on highway and transportation terms.
- n) The impact of the development in terms of energy, sustainability and climate change.
- o) The impact of the development on air quality.
- p) The impact of the development on health and wellbeing.
- q) The impact of the development on fire safety.
- r) The impact of the development on flood risk.
- s) Duties under the Public Sector Equality Duty (section 149 of the Equality Act 2010).
- t) The Human Rights Act 1998.
- u) The requirement of financial contributions and other planning obligations.

### **Principle of Development**

- 85. The NPPF places significant weight on ensuring that the planning system supports sustainable economic growth, creating jobs and prosperity.
- 86. Paragraph 96 of the NPPF states that planning decisions should aim to achieve healthy, inclusive and safe places and provide social, recreational and cultural facilities and services the community needs.
- 87. The Local Plan Core Strategic Policy states that when considering development proposals, the City Corporation will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 88. London Plan Policy GG2 sets out the Mayor's good growth policy with regard to making the best use of land. These include prioritising sites which are well-

connected by existing or planned public transport; proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling; applying a design-led approach to determine the optimum development capacity of sites; and understanding what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character.

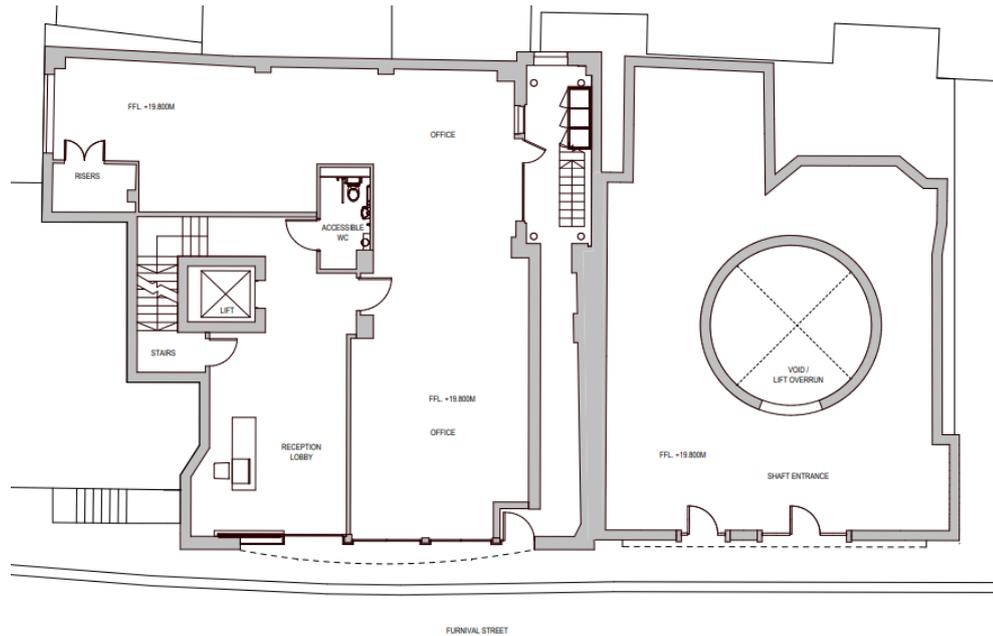
89. London Plan Policy GG5 sets out the Mayor's good growth policy with regard to growing London's economy, To conserve and enhance London's global economic competitiveness and ensure that economic success is shared amongst all Londoners, it is important that development, amongst others, promotes the strength and potential of the wider city region; plans for sufficient employment and industrial space in the right locations to support economic development and regeneration; promote and support London's rich heritage and cultural assets, and its role as a 24-hour city; and makes the fullest use of London's existing and future public transport, walking and cycling network, as well as its network of town centres, to support agglomeration and economic activity.
90. London Plan Policy SD4 outlines that within the Central Activity Zones (CAZ) a mix of strategic functions and local uses should be promoted and enhanced. Cultural, arts, entertainment, night-time economy and tourism functions are some of these functions.
91. London Plan Policy D3 states that a site's capacity is optimised by a design-led approach that requires going through an optioneering process of the most appropriate form of development for the site considering its context and capacity for growth including its infrastructure capacity form and layout, experience and quality and character. Higher-density developments should be located in areas with well-connected jobs, services, infrastructure and public/sustainable transport.
92. Strategic Objective 1 in the City of London Local Plan 2015 is to maintain the City's position as the world's leading international financial and business centre. Policy CS1 aims to increase the City's office floorspace by 1,150,000sq.m gross during the period 2011-2026, to provide for an expected growth in workforce of 55,000. The Local Plan, policy DM1.2 further encourages the provision of large office schemes, while DM1.3 encourages the provision of space suitable for SMEs.
93. Strategic Objective 3 in the City of London Local Plan 2015 is to promote a high-quality heritage environment with supporting and continued development of the City as a cultural destination. The Local Plan envisions the continuity of

cultural and leisure destinations in the City for workers, residents and visitors with equal opportunities, accessibility and involvement for everyone.

94. Strategic Objective 5 in the City of London Local Plan 2015 is to ensure the provision of inclusive facilities and services that meet the high expectations of the City's business, resident, student and visitor communities, aiming for continuous improvement in the City's rating in satisfaction and quality of life surveys. The Local Plan seeks to ensure high quality training and learning opportunities are accessible to all. City and City fringe residents will develop the skills needed to enter careers in the City and benefit from the City's prosperity.
95. The Strategic Priorities of the emerging City Plan 2040 sets out that the City Corporation will facilitate significant growth in office development of the highest quality to meet project economic and employment growth and protecting existing office floorspace to maintain the City's role as a world leading financial and professional services centre and to sustain the City's strategically important cluster of commercial activities within the Central Activities Zone; broadening the City's appeal by ensuring new office developments deliver flexible, healthy working environments and meet the needs of different types of businesses including Small and Medium Enterprises, supporting specialist clusters such as legal and creative industries and promoting a range of complementary uses; creating a more vibrant and diverse retail economy; balancing growth with the protection and enhancement of the City's unique heritage assets and open spaces and creating an inclusive, healthier and safer City for everyone.
96. The Strategic priorities of the emerging City Plan 2040 also focus on maintaining and enhancing the City's cultural, leisure and recreational offer, visitor experiences and infrastructure and the City's evening and weekend economies to position the Square Mile as a key cultural and leisure destination. To do so the emerging policies seek to encourage cultural placemaking and creation of inclusive places contributing to residents, workers and visitors' experiences; develop cultural, leisure and recreation facilities that offer unique experiences across the City and during the whole day and week; protect and enhance existing areas of cultural significance; provide accessible and inclusive infrastructure and facilities that complement the cultural uses; place heritage at the heart of cultural placemaking and create cultural offer that celebrates the City's rich history; and encourage public realm improvements to accommodate cultural events.
97. The above aims are reflected in the 'Destination City' vision for the future of the Square Mile as a world-leading destination for workers, visitors and residents. This initiative aims to create fun, inclusive and innovative spaces and places that attract people and investment to the City.

### Loss of Office Floor Space

98. The proposed development seeks to repurpose the existing historic tunnels (formerly known as the Kingsway Tunnels) with the main focus being the provision of a large subterranean heritage exhibition space that would curate the history of the tunnels. The re-use of the tunnels coupled with high-end technology is proposed to provide a unique learning experience for the visitors along with the display of historic findings in a highly interactive environment.
99. A flexible exhibition space would also be provided in the tunnels with a temporary nature for various exhibitions to take place independently of the historic exhibition area, as well as the proposed repurposing of the historic bar.
100. As the main cultural spaces would be situated below ground. The development requires the formation of a ground level entrance that would be appropriate for this unique cultural use. There are currently two existing entry points to the tunnels. On Furnival Street (located within the City of London) the building at number 38-39 forms part of the historic tunnels, it offers 194sqm floorspace and currently houses a goods shaft that leads to the eastern part of the tunnels, forming one of the existing access points. A secondary existing access shaft to the tunnels is situated at 31-33 High Holborn (London Borough of Camden). This is located beneath residential and commercial accommodation and is accessed via a narrow alley. The latter access point has very limited flexibility given the constrained nature of the building/access and is therefore proposed to work as the secondary entrance to the tunnels development. Therefore, the principal visitor entrance is proposed to be located on Furnival Street.
101. The tunnels complex that runs along the City and Camden boundaries measures approximately 7,829 sqm in floorspace which would be restored and preserved. The proposed submission estimates that the cultural use would attract approximately two million visitors annually, with a maximum capacity of 750 people being in the tunnels at any hour of a peak day. Because of the capacity of visitors, the tunnels could accommodate, the building at 38-39 Furnival Street would not currently be able to provide a sufficient floor area for the required ground floor facilities (reception, lobby, toilets, etc) and for the provision of a highly accessible ground floor entrance on its own due to the constricted space. The proposal therefore includes the adjacent building, 40-41 Furnival Street, into the development in order to create larger floorplates and create the required primary access to the tunnels.
102. The following figure shows the existing ground floor layout of the two buildings to demonstrate the limitation in floor space at 38-39 Furnival Street and the additional floor area to be embedded from the inclusion of the adjacent building into the proposal.



**Figure 3. Existing Ground Floor Layout Plans  
(40-41 Furnival Street left, 38-39 Furnival Street right)**

103. No.40-41 Furnival Street forms a late 90s office building of higher scale than the other buildings on the street and is currently occupied. It offers 1,229 sqm (GIA) of office space and ancillary floorspace arranged over the basement, ground and 6 upper floors.
104. The proposed development seeks to demolish the buildings at both 38-39 and 40-41 Furnival Street and redevelop a building with a combined layout. The new conjoined building would provide ancillary uses (such as staff accommodation and gift shop) and form the principal entrance to the proposed cultural attraction to take place in the existing tunnels. This application would therefore result in the loss of 1,229sqm (GIA) of existing Class E(c) office floorspace.
105. London Plan Policy E1 supports the increase in current office stocks especially within the central London office market. The City of London Local Plan 2015 and the Emerging City Plan 2040 promote the delivery of a world class business city and the protection and provision of office floorspace. Local Plan policies CS1 and DM1.1 and Emerging City Plan 2040 policies S4 and OF2 seek to protect existing office accommodation.
106. Local Plan Strategic Policy CS1 and Policy DM 1.1, require applications for loss of office accommodation to other uses be refused where the site is suitable for

long-term viable office use and there are strong economic reasons why the loss would be inappropriate. Inappropriate losses are measured by any the following reasons:

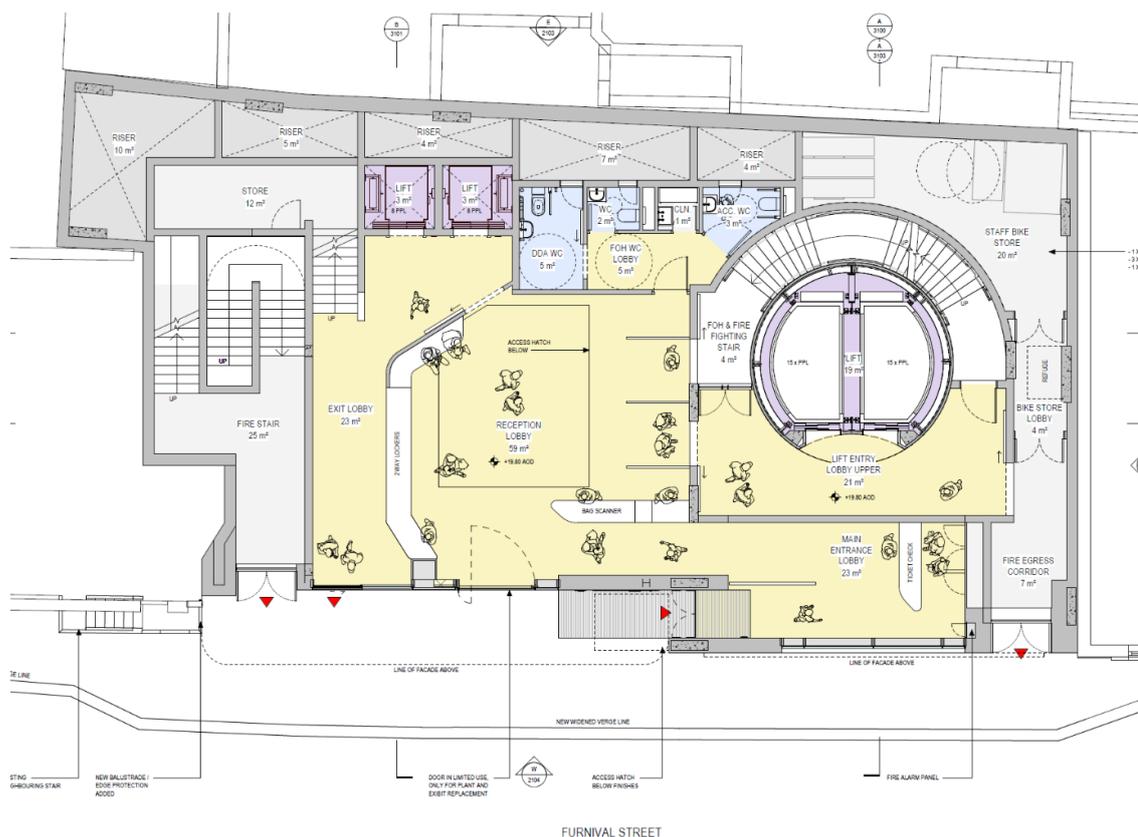
- prejudicing the primary business function of the City;
- jeopardising the future assembly and delivery of large office development sites;
- removing existing stock for which there is demand in the office market or long term viable need;
- introducing uses that adversely affect the existing beneficial mix of commercial uses.

107. The supporting text (paragraph 3.1.8) to Local Plan Policy DM1.1 and the Office Use SPD indicates that proposals for the change from offices will normally be refused if the building or site is considered suitable for long-term viable office use. Paragraph 3.1.8 of Policy DM 1.1 however goes on to state that *“Exceptionally, the loss of individual office developments to other commercial or infrastructure uses may be acceptable, where the proposed alternative use meets the wider objectives of the Local Plan”*.
108. Local Plan Policy DM1.3 promotes small to medium enterprises in the City and encourages the continued use of existing small and medium sized units which meet occupier needs.
109. Local Plan Policy DM1.5 promotes a mix of commercial uses in office developments that support the city's workers, residents, and enterprises while also adding to its economy and identity. Supporting text (paragraph 3.1.20) of the same policy defines complementary uses as retailing, leisure, education and health facilities and states these should support the prominent office environment of the City by providing supporting activities and services.
110. Emerging Policies S4 and OF2 of the draft City Plan require the protection of existing office stock from being lost to other uses where the existing floor space would be viable in the longer term or where the loss would cause harm to the primary business function of the City. Paragraph 6.3.9 of the emerging Policy OF2 states that when a change of use from offices to other complementary uses which meet the policy priorities of the City Plan is proposed, then a viability assessment may not be required. The paragraph continues to define complementary uses as those that meet the needs of City workers, residents and visitors and help make City buildings much more open and welcoming to all. The change of use of offices at ground and lower ground levels would also include the provision of improved vibrancy including active frontages and permeability. Sustainable development is also a priority to reduce carbon emissions and retain embodied carbon.

111. The Office Use Supplementary Planning Document (SPD) sets out the evidence required to support the loss of office floorspace. Paragraph 20 of the SPD states that when a change of use application provides complementary uses to the City's business function, the LPA may accept the development without the need to demonstrate the viability of the office site.
112. Emerging Policies S6 and CV2 promote opportunities for new cultural and leisure facilities offering unique experiences in the City's evening and weekend economies that support the City's role as a visitor destination. Policy CV2 also encourages the use of historic buildings for the provision of such uses that would contribute to the enjoyment, appreciation and understanding of the City's heritage in an inclusive, accessible and welcoming for all way.
113. The submitted evidence report for the proposed loss of office considers that the commercial building at 40-41 Furnival Street, due to its modest scale and location, makes very limited contribution towards the City's office stock and the primary business function of the City and would not have the potential for large office development in the future. However, officers acknowledge that the building is considered a viable office as it is currently occupied. Policy DM 1.3 (Small and medium sized business units) in particular encourages the continued use of existing small and medium size units that meet occupier needs. Despite the strong policy focus on larger office developments in strategic locations, having a variety of sizes and scales of offices within the City and in different areas is important for the business function of the City and its reputation as a global business centre as well as for attracting a diverse workforce.
114. The existing office, while occupied, is generally not of high quality or located within a building of particular architectural or historical merit. Given the dated and somewhat constricted layout of the existing building officers consider that there is likely a restriction on useability, limited sustainability measures and inadequate cycle storage or shower facilities. Following the global pandemic there is greater demand for cycling facilities and buildings with good air circulation which would therefore likely decrease the desirability of the building. It is therefore considered that the office would be a poor competitor to other buildings in better locations.
115. The proposed cultural and visitor use is considered to fall within the definition of a complementary use to the City's business function and proposes to offer a unique cultural experience in accordance with the Emerging Policies S6 and CV2. While limited Viability Assessment documentation has been submitted as part of the proposal, the loss of the modest office is to be weighed against the exceptional re-use of the adjoining heritage asset, the inherent requirement of

40-41 Furnival Street for access/ancillary space and the wider economic benefits the cultural use would bring to the City as a whole.

116. The tunnels have been identified as a non-designated heritage asset due to their historic value. Their retention and repurpose to provide a cultural exhibition space, that would be dedicated to being appreciated by visitors through a playful and joyful interactive learning experience, would be in line with Emerging Policy CV2. It is noted that the heritage benefits and repurposing of existing infrastructure have been identified in comments received from members of the public as a significant and unique benefit of the development.
117. The additional proposed floorspace by utilising 40-41 Furnival Street would achieve accessibility and fire safety standards by providing the necessary facilities at ground level such as better circulation space, an increased number of lift shafts, emergency exits and cycle storage as shown in the figure below, as well as creating ancillary areas at upper levels such as gift shop, staff accommodation and MEP storage.



**Figure 4. Proposed Ground Floor Plan 38-41 Furnival Street – combined floorspace**

118. It is considered that the scheme would help create new jobs and significantly revitalise the local economy by attracting visitors every year outside working

hours, during evenings and weekends, meeting the strategic objectives of the City in order to sustain and complement its business function. Approximately 85 new full-time jobs are anticipated to be required to function the permanent exhibition space in addition to extra staff that would be needed for the special events space focusing on local recruitments. The proposed bar would operate separately and would therefore employ its own staff. The application has received 57 letters of support from the public the majority of which point out the benefits the development would bring to the local economy in an area that has suffered deprivation and fights to recover from the pandemic. Among them, Fleet Street Quarter strongly supports the introduction of a much needed visitor destination to this area. This would provide a transformative revitalisation of the High Holborn area and as such has also been supported by the Central District Alliance. Increased footfall by the development has been heavily supported on that basis.

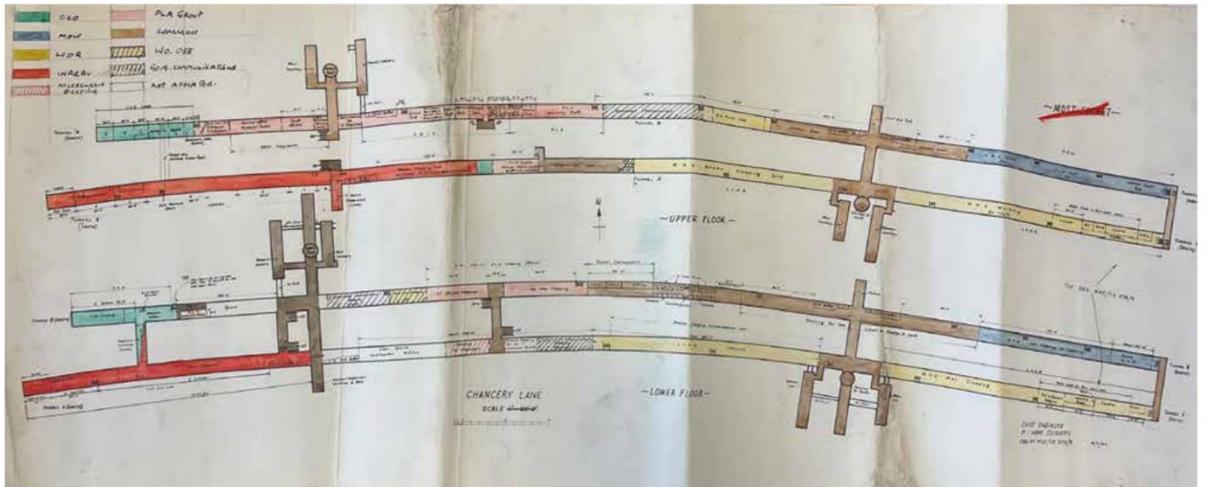
119. The supporting text in Local Plan Policy DM1.1 (Protection of office accommodation) confirms that exceptional losses of individual office developments to other commercial or infrastructure uses may be acceptable, where the proposed alternative use meets the wider objectives of the Local Plan. The high-quality, unique cultural use will contribute towards diversifying the City's visitor infrastructure, adding vibrancy and activity for seven days per week and contribute significantly to the achievement of the City Corporation's Destination City ambitions and align with the City Corporation's wider ambitions for a post-Covid City. Furthermore, as highlighted above, the proposed use would bring about a wider economic benefit to the City, providing 85 (FTE) local jobs, up to 2 million visitors to the City per annum and the restoration of a heritage asset. In this case therefore, while the proposal would reduce the amount of potentially viable office space, the proposal is considered to fall within the 'exceptional' category of complimentary uses and as such acceptable in principle.
120. Whilst the Local Plan 2015 resists the loss of office floorspace, it is considered the scale of the loss on this site (1,229sqm) would not prejudice the overall supply of office space in the City, nor prejudice the potential for future site amalgamation or result in the loss of existing stock for which there is demand or longer-term viable need.
121. Overall, whilst there would be a loss of existing office floorspace, this would not have an adverse impact on the overall stock of floorspace in the City or prejudice the City's role as an international business and professional centre. The proposed development would contribute to the support of the City's business function offering a unique experience for its workers, residents and visitors, and add a significant cultural supply to the City's stock meeting Destination City's aspirations. It is therefore identified as complementary use

that meets the wider objectives of the Local Plan in accordance with adopted Policies DM 1.1, DM 1.3, DM1.5 and emerging Policies OF2 and CV2. The loss of office floorspace at 40-41 Furnival Street is considered acceptable on that basis.

#### Cultural Use (Use Class F1 (b) (c))

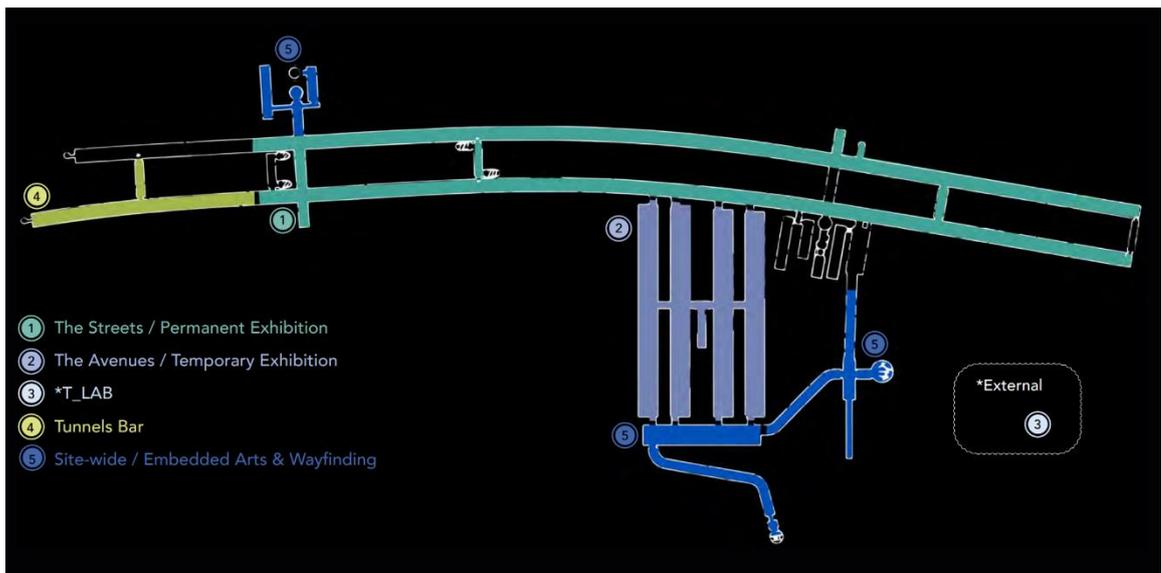
122. The proposed development seeks to change the use of the existing Kingsway Tunnels to a cultural and visitor attraction (exhibition space), including a bar. The tunnels are not currently publicly accessible and are not in use.
123. The site falls within the CAZ and London Plan Policy SD4 outlines that within this area the unique concentration and diversity of cultural, arts and tourism functions should be promoted and enhanced.
124. The London Plan Good Growth objectives GG1 and GG5 are considered applicable to the provision of community and cultural use (Heritage and Cultural Exhibition) within development proposals.
125. London Plan Policy E10 states that London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport, taking into account the needs of business as well as leisure visitors.
126. Policy S1 of the London Plan seeks to ensure that the social infrastructure needs of London's diverse communities are met.
127. Policy HC5 of the London Plan recognises that the continued growth and evolution of London's diverse cultural facilities and creative industries should be supported.
128. Local Plan Policy CS11 seeks to maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Visitor Strategy, by providing, supporting and further developing a wide range of cultural facilities. The supporting text for Policy DM11.1 goes on to state that the international reputation and high quality of this cultural activity are acknowledged as having a critical part to play in the vibrancy of the working environment of the City.

129. Emerging Strategic Policy S6 of the draft City Plan 2040 outlines that the City of London will support and encourage access to and development of a wide range of creative and cultural spaces and facilities across the City. Destination City, the City Corporation's flagship strategy, seeks to ensure that the City is a global destination for workers, visitors and residents. It seeks to enhance the Square Mile's leisure and cultural offer by creating a sustainable, innovative and inclusive ecosystem of culture that celebrates its rich history and heritage and makes it more appealing to visitors as well as the City's working and resident communities.
130. Emerging Policy CV2 (Provision of Arts Culture and Visitor Facilities) of the Draft City Plan 2040 encourages the provision of facilities that meet the needs of visitors in new cultural developments. In particular by encouraging the provision of arts, culture and leisure facilities in historic buildings and spaces where this would contribute to the enjoyment, appreciation and understanding of the City's heritage in a way that is inclusive, welcoming and accessible for all.
131. A Cultural Plan has been prepared by Future City and submitted as part of the application which sets out the cultural vision, the development's offer, the delivery strategy and the future steps. The Plan envisages the activation of the existing tunnels infrastructure to provide cultural exhibition spaces and opportunities for programming and partnerships.
132. The proposals do not involve construction in the tunnels. The cultural mapping has been made following the tunnels layouts and based on the historical significance of each area. As mentioned earlier in the report, the tunnels were built in phases and were used for different purposes during historic times. The first phase (1942-1945) includes the construction of the 'Streets' that run parallel to each other accessed by the former Chancery Lane tube station at 31-33 High Holborn. No.38-39 Furnival Street was built to make way for a goods lift shaft. Originally built to serve as deep-level shelters but actually used for 'Citadel' accommodation housing telecommunications rooms where one of the first Trans-Atlantic calls were made. A plan of 'Chancery Lane Deep Tunnels' is shown below demonstrating the various government departments in 1944. This area is considered to hold the most important historic interest linked to World War II period.



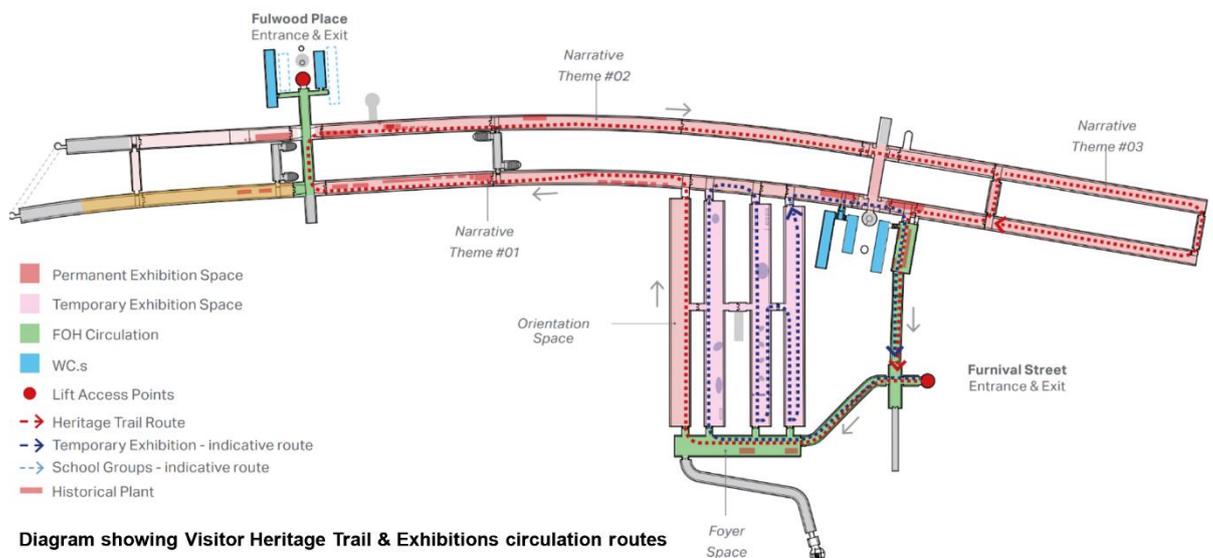
**Figure 5. 'Chancery Lane Deep Tunnels' demonstrating the various government departments in 1944**

133. The tunnels were converted in the early 1950s after the Post Office and British Telecom took their possession, which included the construction of four more tunnels, known as the 'Avenues', on a north-south axis, formed part of the wider expansion of Britain's domestic telecommunications network. This area is considered to be of secondary historic interest.
134. In some parts there are post-war plant and machinery remains associated with the function and running of the Kingsway Exchange tunnels.
135. The figure below is an extract of the Cultural Plan and shows the defined areas of the proposed cultural use within the tunnels.



**Figure 6. Cultural Plan – key showing areas in the tunnels**

136. A History & Heritage experience would reside in the 'Streets' marked as the permanent exhibition space. The site has a historical significance dated to WWII and subsequent historic times which the proposed scheme seeks to embrace by repurposing the existing infrastructure and remains. This space would curate the history of the site through a historic timeline by displaying the retained and restored telecommunications equipment alongside other findings and historical assets, engaging visitors in their exploration. The narratives take place at the construction of the tunnels, in the 1940s, and go on to their influence on wider historical events in London including WWII and the Cold War in connection with the role of the tunnels during that timeline and their use as a telecommunications centre for British Telecom in the 1980s. Part of the Streets may be used for medium term exhibitions on associated themes such as James Bond, a theme deriving from Ian Fleming's reference to the tunnels in his first book of the infamous UK secret agent.
137. The temporary/flexible Cultural Exhibition space would take place in the 'Avenues' and provide a 'black box' space, as mentioned in the Cultural Plan, which would offer an adaptable space for various cultural programmes. Technological support equipment, such as curved digital screens and interactive systems, could be installed to support future potential programmes.
138. The floorspace allocated for cultural uses is a total 3,713 sqm. The permanent Heritage Exhibition would reside 53% of that area leaving 47% to be covered by the flexible Cultural Exhibition.
139. The main entrance to both exhibition spaces would be at ground level through a new building at 38-41 Fournival Street. The ground floor serves as a check-in point and waiting area until the visitors are taken to the tunnels through a round lift shaft.
140. The following diagram shows the proposed indicative visitor route in the tunnels, starting from the lift shaft access point and following the heritage trail towards the 'South' and the 'North' 'Streets' and back to the access point. Similarly, a shorter indicative trail is marked for the temporary exhibition area in the three 'Avenues'.



**Figure 7. Diagram showing Visitor Heritage Trail & Exhibitions circulation routes**

141. Almost the entirety of the development serves the cultural uses, including the upper floors of Furnival Street buildings which provide ancillary space for the cultural use. The first and second floors would be used for ancillary retail to house a gift shop. Level three would house MEP equipment serving the tunnels and level four would be used for staff accommodation offering ancillary office space, toilet facilities, lockers and outdoor amenity space.
142. A licensed bar would repurpose the original bar built by British Telecom in the 1980s retaining its historic elements. It is suggested to form part of the cultural experience within the tunnels, however, it would function independently from the permanent and temporary exhibition spaces and would be accessed via Fulwood Place, the secondary entrance located in the London Borough of Camden.
143. The proposed development seeks to provide a visitor and cultural attraction (Use Class F1(b)(c)) and bar (Sui Generis) within the existing vacant subterranean Kingsway Tunnels. The level of historical significance the tunnels hold is so unique that is considered unlikely to find another site of this nature that would have the potential to make a cultural offer equal to the one of the proposed development. The proposed provision of a culture and leisure facility within the various historic buildings and spaces would contribute to the enjoyment, appreciation and understanding of the City's heritage. It would maintain and enhance the City's contribution to London's world-class cultural status and would contribute significantly to the City's ambitions for Destination City and post-Covid recovery. The proposed facilities would not only contribute to ensuring the City becomes a key leisure destination for visitors but would

also maintain and enhance its position as a global business centre, by providing cultural/leisure experiences for people living and working in and around the Square Mile. The proposed permanent Heritage Experience would directly reference the historic tapestry of the City and the flexible exhibition spaces would provide a unique and distinctive space for cultural events within the Square Mile. Finally, the proposed uses would contribute to the balance and mix of uses in the immediate locality, which is comprised of commercial, educational, residential and office uses.

144. The Cultural Plan and Socio-Economic Assessment suggest that the proposed development aims to attract up to two million visitors annually, boosting national and international tourism, with an expectation to generate over 100 jobs and increase local expenditure. There is a series of benefits brought forward through the scheme that focus on inclusion and equal opportunities. These include free school visits, opportunities for local jobs and apprentices, training opportunities, providing spaces designed for a greater group of people, and co-curation / co-creation programmes to engage the local community in shaping the exhibition areas. The development scheme makes use of an existing infrastructure that would otherwise stay untapped. It does that by creating a space that focuses on their legacy and embraces their history in a unique way with a commitment to invest millions of pounds to deliver that vision.
145. It should be noted that during the application's public consultation, 57 letters of support have been received, strongly supporting the provision of a touristic attraction with the characteristics of the proposed scheme in an area that has been battling to recover from the pandemic. Notwithstanding that, none of the overall 24 letters of objection raised an objection to the retention and restoration of the existing historic tunnels.
146. A Section 106 obligation would be required to secure the provision of the proposed cultural spaces and public benefits brought forward, including a Cultural Implementation Strategy and Operational Management Plan, and securing a Cultural Operator or future Partners focusing on inclusive procurement programmes. Officers consider these obligations to be necessary for the delivery of the proposed cultural use.
147. The proposed cultural spaces would contribute to the cultural and community offer in this part of the City. The scheme would align with the City's ambitions and direction of travel set out in the recent Destination City which seeks to ensure that the City is a compelling, seven day a week destination. The proposed development is therefore considered to be compliant with London Plan Policies SD4, GG1, GG5, E10, HC5, Local Plan 2015 policies CS11, DM11.1 and Emerging City Plan 2040 policies S6 and CV2.

### Conclusion of proposed uses

148. For the reason stated above, it is considered that the proposed development would contribute to the support of the City's business function offering a unique experience for its workers, residents and visitors, and add a significant cultural supply to the City's stock meeting Destination City's aspirations. There are key heritage and social benefits brought forward in the scheme and is considered to constitute a positive development that meets the aims of policies in the Local Plan and London Plan and meets key strategic objectives and emerging policies of the Draft City Plan 2040. The proposed development is therefore considered to be compliant with London Plan Policies SD4, GG1, GG5, E10, HC5, Local Plan 2015 policies CS11, DM11.1 and Emerging City Plan 2040 policies S6 and CV2.

### Design and Heritage

#### Policy Context

149. The relevant local policies for consideration are DM3.2, CS10, DM10.1, DM10.3, DM10.4, DM10.8, CS11, CS12, DM12.1 and DM12.2 of the Local Plan policies and S8, DE2 of S11 of the emerging City Plan, and London Plan policies D3, D5, D8, HC1, HC5, HC6, GG2 and GG5.

#### Existing Site and Context

150. No.38-41 Furnival Street is located at the northern end of Furnival Street and within the Chancery Lane Conservation Area. The existing site is composed of two distinct buildings, No.40-41 is a modern office building and No.38-39 is an existing entrance to the Kingsway Tunnels and has been identified as a non-designated heritage asset due to its historic and rarity value.
151. Furnival Street is a narrow street which runs north-south connecting Cursitor Street and Holborn. The townscape of the locality is of a modest scale, Furnival Street is generally constructed of four and five-storey buildings with varied roofscapes. The scale and massing of 39-41 Furnival Street sit comfortably into the existing streetscape however although 38-39 Furnival Street is slightly smaller in scale than the surrounding buildings. The architecture and appearance of Furnival Street is a narrow enclosed street and dominated by the use of brick and uniform gridded façades and a fine urban grain. No.38-39 is a positive and unusual contrast to the surrounding buildings, its simple industrial brick façade hinting to the wider tunnel network below ground. The architecture of No.40-41 dating from the 1990s is less successful due to the dominating glazed bow frontage which breaks the uniformity of the streetscape.

152. The existing ground floor frontages have little street presence. At No.40-41 the frontage is formed by an office lobby which has a lack of façade articulation and limited street activation. No.38-39 is dominated by black-painted solid doors. Overall, the buildings underperform for a streetscape which is characterised by numerous openings and high levels of articulation.

#### Height/Bulk and Massing of No.38-41 Furnival Street

153. The disposition of the final massing and bulk has followed a design-led approach considering local townscape views, daylight assessment and relationship with neighbouring buildings and access requirements to the underground network. The massing and façade design has also been designed around the delivery of optimal microclimatic conditions, including daylight, sunlight and overshadowing to the building and its neighbours. With respect to massing, height and façade treatment, the development would demolish the entirety of No.38-39 and No.40-41 Furnival Street, and the proposed massing and height of the new structures would largely recreate the existing building proportions. The proposal would retain the appearance of two buildings, maintaining the urban grain of the East side of Furnival Street. The changes in height would be imperceptible and only experienced in oblique views.
154. The proposal would be formed of three levels of basement covering the extent of the site. The proposed massing of No.38-39 would use the full extent of the site and would slightly increase in height to accommodate ground plus three storeys with a rooftop amenity, increasing the overall height by 3.4m. The balustrading for the rooftop amenity would be set in from the main building façade reducing its visual impact in the oblique views along Furnival Street, the top height of the balustrading would be +36.10m AOD. The proposed massing of No.40-41 would be formed of four storeys above ground plus a setback plant enclosure at roof level, reaching +41.75m AOD. The massing would use the full extent of the site footprint however it would be set back at the ground floor to allow for a covered canopy over the entrance. Widening the public realm around the entrance would reduce the impact of the increased footfall associated with the new visitor attraction. The massing at the rear of No.38-41 has been designed to ensure its visual impact on the neighbouring building has been minimised by sloping the massing in the middle of the proposal from level 03 and above.
155. The proposal would positively address the street by introducing curved corners to the body of the building reducing the visual appearance of the currently unsuccessful blank flank wall which is visible in local townscape views looking north and south down Furnival Street. The proposed massing would improve

these townscape views by reducing the furthest extent of the massing into the street by 300mm and pulling the building line back at the ground floor to align with No.14-18 Holborn.

#### Architecture and Materiality of No.38-41 Furnival Street

156. The primary frontage of No.40-41 would be a bold addition to the townscape. The architectural treatment would express the new function of the building while maintaining the traditional proportions of the street through its expression of base, middle and top. While the façade of No.38-39 would reimagine the existing brick façade celebrating the unique history of the site.
157. The proposal allows for a connected single internal floorplate to be achieved without the disconnected inflexibility of joining the existing buildings. The two blocks would read as distinct but connected buildings, tied together by a consistent ground floor frontage and industrial architectural language and materiality.
158. The development would transform the existing ground floor experience to Furnival Street introducing a defined, active base of a human scale expressed as a single height with a recessed covered entrance associated with the main entrance. The site is constrained with limited frontage and through a design-led approach the proposal has provided a high level of activation alongside providing the required servicing entrance and fire escapes. The activation is created through increased levels of glazing and the primary use of the ground floor as the entrance to the tunnels. The servicing doors would be integrated into the façade minimising their impact on the appearance of the building in line with Local Plan policy DM10.1 and emerging City Plan 2040 policy DE2.
159. The primary entrance would be distinctive, and publicly located parallel to the street within the 1500mm setback. The soffit treatment, of textured reflective stainless steel would run from outside into the internal reception creating a welcoming and visually interesting primary entrance. The entrance including the soffit treatment would be designed to ensure that the highest standards of accessibility and inclusivity are achieved in line with Local Plan policy DM10.8 and emerging City Plan 2040 policy DE2. The detailed design would be secured via condition.
160. Materiality has been a central consideration. The building would have a high-quality industrial appearance, with the rebuilding of the brick façade at No.38-39 and the use of glass blocks at No.40-41. The materiality has been developed to celebrate the history of the site while also providing a high level of natural light into the building, creating a transition point for visitors between the subterranean tunnels and the outside. The proposed materiality including

colour, design details and intricacies would be secured through conditions including samples and bays studies.

161. The use of basalt cladding across the base of No.38-41 would provide a consistent language across the two buildings and ensure that a high-quality finish is achieved while ensuring that there is sufficient robustness for a primary entrance with sufficient footfall.
162. The upper storeys of No.38-39 Furnival Street would celebrate the existing building located on the site maintaining the unique industrial language by reinstating the existing brick façade and incorporating the existing concrete ventilation panel. The brick façade would be framed with black louvred panels which would be setback from the brick elevation by 400mm creating a clear hierarchy to the façade. No.38-39 originally had a metal crane, which has been lost a would be replicated and reinstated.
163. The upper floors of No.40-41 would be characterised by the bold, simple and elegant glass block four-storey façade, a modern interpretation of the industrial language found at the existing No.38-39 Furnival Street. The glass block façade was developed following an extensive pre-application process which looked to balance the need to provide a high level of ventilation to the third-floor plant space alongside providing adequate light levels to the ancillary office floor on level 04. The bold façade would provide visual interest and express the public uses without being overwhelming. The surrounding townscape is of a varied character and the independence of the architectural approach and materiality would add to the surrounding character.
164. The top floor of the No.38-39 would be the rooftop amenity for the tunnel's supporting workforce. The balustrading would be set back from the façade line reducing the visual impact on local townscape views. The terrace has been designed in line with the City of London Corporation Preventing Suicides in High Rise Buildings and Structures planning advice note. The balustrading of the terraces would be a minimum of 1.4m high and have a planted buffer zone located in front of the balustrading line, creating a natural deterrent. Further detail regarding suicide prevention would be secured via condition.
165. The outdoor amenity and urban greening of the terrace would provide visual and physical amenity for the tunnel workforce supporting their mental health and wellbeing in line with Local Plan policy DM10.3 and emerging City Plan 2040 policy DE2.
166. The glass block façade of No.40-41 Furnival would accommodate integrated removable façade panels to allow for plant replacement in line with Local Plan

policy DM10.1 and emerging City Plan 2040 policy DE2. The junction detailing and materiality would be secured by condition.

167. The roof top plant equipment and lift overruns would be screened by the plant screen which is set back from the façade line reducing its visual impact on local townscape views. The proposed plant and building services equipment would be fully screened from view and integrated into the design of the building in line with Local Plan policy DM 10.1, greening would be optimised where possible in line with Local Plan Policy DM10.2 and emerging City Plan 2040 policy DE2. Further details are required and would be secured via condition including the 5th elevation.
168. Appropriate lighting, in accordance with Local Plan Policy DM 10.1, would deliver a sensitive and co-ordinated lighting strategy integrated into the overall design, minimising light pollution, respecting the historic context, responding to public safety and enhancing the unique character of the City by night. Irrespective of the approved drawings, a detailed Lighting Strategy would be subject to conditions to ensure final detail, including form, quantum, scale, uniformity, colour temperature and intensity are delivered in a sensitive manner in accordance with guidance in the City Lighting Strategy. The proposed public realm lighting strategy would provide low-level illumination to architectural features, to enhance the pedestrian experience, improve safety and protect the existing surrounding residential amenity.
169. Cycle parking facilities for the Tunnel workforce would be accessed via an entrance on Furnival Street. The short-stay cycle parking would be provided in public realm. The active edges would improve the pedestrian experience and cycle facilities would encourage active travel walking and cycling. The proposals are acceptable and allow for active travel and comply with Local Plan policy DM10.1 and emerging City Plan 2040 DE2.
170. Irrespective of the approved drawings, full details of the ground floor frontages, design and materiality of the public realm improvements, and wayfinding strategy are reserved for condition to ensure these are well-detailed and are useable. The development has had regard for Local Plan Policy DM 3.2 and the Mayors Public London Charter promoting a safe, inclusive and welcoming environment.
171. A high-quality signage strategy and way finding for the proposal would be required and would be secured via condition.

Conclusion of Architecture and Massing of No.38-41 Furnival Street

172. The proposals would successfully integrate into the modest scale of Farnival Street and would significantly enhance the streetscape by providing increased active frontage. The distinctive sense of separate buildings, materials, the celebration of industrial heritage and intended quality would introduce a well-considered, refined, neighbourly architectural set piece. The bold architectural expression would reflect the unique cultural use of the buildings and the subterranean tunnel network. The development is sensitive to townscape contexts at macro and local scales. The proposal would optimise the use of land, whilst significantly improving the buildings' interface with their surroundings.
173. The development would create a high-quality culture-led commercial development utilising the existing heritage of the site. The proposals align with Local Plan Policies CS10, CS11 and CS12, Emerging City Plan 2040 Policy DE2 and London Plan Policies D3, D5, HC5 and HC6. It is considered that the scheme would represent 'Good Growth' by design, in accordance with the London Plan Good Growth objectives GG2 specifically GG2E: understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character and GG5 specifically GG5F: promote and support London's rich heritage and cultural assets, and its role as a 24-hour city. The proposals would also align with the mandate of Destination City by supporting London as a 24-hour city and creating a new cultural offering in this corner of the City of London
174. An informative for architect retention is proposed.
175. Overall, the proposals accord with the City's broader visions to deliver outstanding places, as part of 'Destination City', 'City Recharged' (2020), 'Future City' (2021) and 'Culture and Commerce' (2021).
176. The proposals are in overall general conformity with Local Plan Strategic Policies CS10 (Design), London Plan Policies D3/D8 and emerging City Plan 2040 Strategic Policy S8 (Design).

### Heritage Impacts

#### Direct Impacts Chancery Lane Conservation Area

#### *Significance:*

177. The Chancery Lane Conservation Area and its buildings contain considerable historic character and appearance to convey the area's historical ethos through their variety and quality.

178. The characteristics which contribute to the special interest of the Chancery Lane Conservation Area can be summarised as follows:
- An exceptional span of building ages and styles, resulting in a townscape of arresting contrasts;
  - Significant historic associations with the legal profession, with origins as a centre for medieval legal administration;
  - The collegiate surroundings of Staple Inn and Barnard's Inn, which incorporate rare secular medieval survivals;
  - A historic association with educational establishments that has persisted to the present time (e.g. the Inns of Court, Birkbeck College, King's College London);
  - The site of the Knights Templars' first precinct and church in London (at Southampton Buildings);
  - A well-preserved and easily legible historic street network;
  - Monumental 19th century Victorian public buildings in a range of styles;
  - One important early act of conservation (Staple Inn north range) and several buildings of varying periods associated with a single company's patronage (Prudential Assurance Co.);
  - Well-considered 21st century insertions into a historic context.
179. No.38-39 is located adjacent to No.35 and No.36-37 which both offer examples of 20<sup>th</sup> century executions of traditional forms. It is seen to have a positive contribution to the conservation area and is noted within the CA Character Summary and Management Strategy SPD as offering a strikingly industrial aesthetic to the street, contrasting with the refined architecture of No.10 opposite. The key features which contribute to the industrial aesthetic as the plain brick elevation, iron crane and large ventilation grille.
180. The character of No.40-41 is out of keeping with the prevailing architectural aesthetic of Furnival Street due to its large bow front and is not deemed to be a positive contributor to the conservation area.

*Direct Impact:*

181. It is noted that a number of objections have been raised regarding the impacted of the proposal on the character of the Chancery Lane Conservation Area however this is in contradiction with officers Appraisal and further discussion regarding the impact of the proposals is set out below.
182. No objection from Historic England or Conservation Area Advisory Committee (CAAC) have been raised regarding the impact on the Conservation Area.

183. No.38-39 has been identified as having a positive contribution to the conservation area due to its industrial past and appearance and historic associations as citadel accommodation. Due to the narrow grain of the street, it is acknowledged that it is primarily the front façade of No.38-39 which provides the positive contribution to the conservation area. The proposed works at No.38-39 would comply with Local Plan policy DM12.2 and emerging City Plan 2040 policy HE1 as the positive contributors of the existing building would be reinstated within the proposed works, specifically the brick façade, concrete grille and reconstruction of the metal crane.
184. No.40-41 Furnival Street would be replaced by a high-quality glass block façade which would follow the existing datums set by No.14-18 Holborn. The architectural language would create a modern industrial aesthetic at No.40-41, emphasising the unknown heritage asset at No.38-39 and would create a positive addition to the streetscape. Adding to the existing key characteristic of the conservation through further addition of contrast and well-considered 21st century insertions in line with Local Plan Policy DM12.2.
185. The view down Furnival Street from Holborn is currently framed by the high-quality façade of No.10 Furnival Street and the blank red brick flank wall of No.40 Furnival Street. The proposed works would make a positive contribution to this view due to the activation of the flank elevation which would be achieved through the introduction of curved corners and the continuity of the materiality around corners.
186. The site appears in one local townscape view which has been highlighted in the Chancery Lane CA Character Summary & Management Strategy SPD as having a strong contribution to the character of the conservation area, the view is taken from the junction of Cursitor Street looking north along Furnival Street. The existing view is characterised by buff brick buildings to the west and a mixture of red brick and stone to the east, terminating the street is the Grade II\* Prudential Assurance Building. The view would remain largely unchanged due to the site being located at a significant distance, however, due to the change in the façade line at No.40-41 Furnival Street the view would be opened up to allow further appreciation of Prudential Assurance Building.
187. Where the proposal would be visible from higher level windows, officers are satisfied that the designs would be of high quality, due to its materiality and greening, providing a high level of architectural and visual interest.
188. On balance, there is sufficient quality within the architecture of the proposal, to consider the impact on local townscape is acceptable, given that proposals are of high quality and suitable massing which would be well articulated, and would respond to its local context forming part of an interesting, varied, streetscape

along Furnival Street. The proposal would result in total demolition of No.38-41 Furnival Street however this would be mitigated by the reinstatement of the brick façade, concrete grill and metal crane at No.38-39, which would successfully promote the industrial heritage of the site.

#### Direct Impacts - Non-Designated Heritage Asset

189. Non-designated heritage assets are buildings, monuments, sites, places, areas, or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets. The guidance in Historic England's Advice Note 7: Local Heritage Listing has been used to assess whether the buildings on the site have the potential for non-designated heritage asset status. The Kingsway Exchange Tunnels were identified to have such status as a result of that scoping exercise.

#### Kingsway Exchange Tunnels

##### *Significance:*

190. Asset Type and Rarity: Only eight deep-level tunnels were built as part of the air shelter programme and the majority of these are located in predominantly residential areas, except for Chancery Lane and Goodge Street which are located in predominantly commercial and institutional areas of central London. The entrance located at No.38-39 Furnival Street is a rare example of industrial architecture in the City of London, this is represented in the simple brick façade with concrete ventilation panels and the metal crane which has been lost.
191. Age: The Kingsway Exchange Tunnels were completed in 1942 alongside the entrance at Fulwood Place and the entrance at No.38-39 Furnival Street was completed later in 1952. The age of the building does not relate to established local characteristics or building traditions and does not contribute to the interest of the Kingsway Tunnels.
192. Architectural and Artistic Interest: The tunnels network was constructed in a similar way to the underground train network and is of a standard construction methods. The purpose-built entrance at No.38-39 Furnival Street has a utilitarian façade which is indicative of its function while its materiality helps contextualise it into the surrounding streetscape. The intrinsic design and aesthetic value of the heritage asset do not relate to the local vernacular and the materials and construction where standard for the time period. The Kingsway Tunnels do not have any intrinsic architectural or artistic interest.

193. Group Value: The Kingsway Tunnels does not have any clear design relationship with the surrounding development, with the majority of the asset hidden underground. The above ground structure at No.38-39 Furnival Street is part of the 20<sup>th</sup> century piecemeal contemporary transformation of Holborn Kingsway Tunnels does not have any group value with the surrounding development.
194. Archaeological Interest: The building does not provide evidence of past human activity in the locality and below ground archaeology is considered in detail in the next section of the report.
195. Historic Interest: The Kingsway Exchange Tunnels were completed in 1942 and originated as the Chancery Lane deep-level shelter one of eight deep-level air raid shelters constructed during the Second World War to provide shelter to Londoners during aerial bombing attacks. The structure and arrangement of the Chancery Lane deep-level shelter was standard compared to the other seven constructed. It comprises two principal tunnels, which run in parallel and are connected by cross passages. The Chancery Lane deep-level shelter was never used for civilian shelter and was instead converted to 'Citadel' accommodation in 1944. At this time the tunnels were adapted to accommodate a reserve government headquarters in case of invasion or equivalent emergency. In 1949 the General Post Office took over the tunnels for use as a telephone exchange and works began at the beginning of the 1950s, in complete secrecy under emergency powers, to extend the tunnels through the construction of four large-diameter north-south tunnels, known as the avenues, these were built to house the automatic switching equipment. It was at this time that the building and goods lift at 38-39 Furnival Street was constructed. Its historical uses, although no longer the building's current use, adds to the historic significance of the tunnels. The subterranean network of tunnels still retains many features associated with their use as a citadel accommodation and subsequent telephone exchange including a canteen, bar, sleeping chambers and mechanical equipment. The site was also the location of the UK's termination point for TAT-1, the first transatlantic telephone cable in 1956. Which acted as the 'hotline' between Washington and Moscow during the Cuban Missile Crisis. The country's first radio paging terminal was also installed on this site in the 1970s. The Kingsway Tunnels have significant historic value.
196. Landmark Status: There are no identifiable communal or especially striking aesthetic values which make the Kingsway Tunnels stand out in the local scene as much of the asset is formed of subterranean tunnels with limited above ground presence. The architecture of No.38-39 Furnival was purposely designed to be unobtrusive and recessive, so it is not considered to possess landmark status.

197. The Kingsway Exchange Tunnels have been identified as a non-designated heritage asset, and the significance of the Kingsway Exchange Tunnels primarily arises from its rarity and historic interest as a deep-level air raid shelter, citadel accommodation and telephone exchange. The above-ground entrance elements are minimal parts of this much larger complex and are not representative of the extensive subterranean space and are of limited interest. The rarity and historic interest are primarily associated with the subterranean tunnel network.

*Impact:*

198. The proposal, as described previously, would result in the loss of some historic fabric, and changes to the above-ground structures at 30-33 High Holborn and total demolition of No.38-39 Furnival Street to be replaced by a reconstructed brick façade with additional massing and an increase in overall height.

199. The proposals would result in a demolition of historic fabric to No.38-39 Furnival Street, with the complete demolition of the above-ground structure and the widening of the goods lift. The new proposal would dismantle the existing brick façade and concrete vent and reintegrate them into the new façade. The original crane which has been lost would be reinstated. The proposal would create a modern reinterpretation of the existing building and the industrial identity of the building would be maintained and emphasised by the new building at No.40-41 Furnival Street. The works would comply with best practice guidelines regarding cleaning and deconstruction and a complete methodology would be secured via condition.

200. The works to the subterranean tunnel network would result in a minor loss and alteration to the historic fabric associated with the refurbishment works. The works associated with tunnels structures would be minimal and primarily associated with the remove of the asbestos and works to the access shafts which is required to ensure safe and inclusive access down into the tunnels. The form and structure of the tunnels would be maintained, and key features of the tunnels would be retained including the reinstatement of the deepest bar in UK and creating a permanent exhibition with the surviving telecom's equipment, including the trunk exchange, generators and main distribution frame. The proposed works would allow for the tunnel network to be opened up to the public and allow for this currently unknown heritage asset to be enjoyed by a wide public audience.

201. The proposed works to the Kingsway tunnels have been considered in line with paragraph 209 of the NPPF regarding the harm or loss of a non-designated heritage asset. The demolition of No.38-39 Furnival Street and reconstruction of the brick façade would result in loss of part of the non-designated heritage

asset but on balance this would not diminish the overall significance of the heritage asset due to limited level of demolition in regard to the entire network of tunnels, and the continued expression of the tunnels above ground through the use of simple industrial architecture. Overall, officers consider that the proposed designs for the Kingsway Tunnels would improve the accessibility and visibility of this currently unknown heritage asset to a wide public audience without distracting from its historical and rarity value in line with London Plan Policy HC1, Local Plan Policy CS12 and Emerging City Plan 2040 Policy S11.

202. In line with paragraph 210 of the NPPF, a condition is recommended to be secured via Section 106, requiring a Cultural Operator to be secured prior to any demolition works. Officers consider this as a necessary condition to ensure the partial loss of the non-designated heritage asset would occur only when the operation of the proposed cultural development would be secured.

Indirect Impacts:

No.25 Southampton Buildings - Grade II\*

*Significance:*

203. Library and Offices of 1890-1912 by the Office of Works' principal architect, Sir John Taylor. The present complex also incorporates three bays of the elevation of an earlier structure, Staple Inn Chambers, which was designed and built in 1842-43 for the Taxing Masters in Chancery by the London-based architects Wigg and Pownall. Architecturally the buildings are of considerable interest: the complex is formed of six distinct blocks with different architectural treatments. The principal architectural interest of the building lies in the surviving interior spaces, such as the atrium Reading Room with two gallery floors with decorative ironwork and Corinthian columns. Further interest is derived from the building facades which display handsome Victorian and Edwardian architectural detailing. The Furnival Street and Southampton Buildings façades are particularly elaborate in their architectural detailing and make a positive contribution to the historic commercial character of Holborn. Significant historic interest is also derived from its function as the reading room and offices for the Patent Office, a government body established in 1852 to grant patents, trademarks and design rights.

*Contribution of Setting:*

204. The buildings are located within a dense network of narrow streets and squares with frontages to Furnival Street, Took's Court, Southampton Buildings and the gardens associated with the listed Staple Inn Building. The surrounding area is

characterised by large institutional and commercial premises, such as the Inn of Court and the setting contributes to the understanding of its historical interest as a Patent Office and Library. In the 19th century the commercial character of the area developed with the construction of large-scale office buildings with impressive street frontages. This is illustrated by the former Patent Office, the Public Record Office to the south on Chancery Lane (also by Sir Henry Tanner) and the Prudential Assurance offices to the north on High Holborn. There has been piecemeal redevelopment throughout Furnival Street and the surrounding area that has eroded the historic character of the area; however, these are generally respectful in scale and function.

*Impact:*

205. No.38-41 Furnival Street is located to the west of the former Patent Office on the opposing side of Furnival Street, the proposals would amount to change in a neutral element of its setting. The proposals would be seen together in the kinetic experience of Furnival Street however both would only be glimpsed in oblique views. The changes to the façade line of No 40-41 would pull the massing away from the listed building. Coupled with the setting back of the upper level of No.40-41, the overall effect would be a distinctive and deferential new volume that would not appear to dominate the listed building or challenge it in these views. Accordingly, the proposals would preserve the setting and significance of the listed building and the ability to appreciate it.

Prudential Assurance Building- Grade II\*

*Significance:*

206. The office building was constructed between 1885 and 1901 to designs by Alfred Waterhouse. In 1930-32, the building was altered and extended by EM Joseph. The building is Gothic Revival in style and constructed in a distinct combination of granite, red brick and red terracotta. The building occupies an entire urban block within Waterhouse Square, with its principal façade to High Holborn. The building has a complex floor plan with an interconnected series of courtyards within the block. The Prudential offices occupy the former site of Furnival's Inn, one of Holborn's Inns of Court, demolished in 1897.
207. The office building has a historical interest as the headquarters of the Prudential Assurance, Investment and Loan Association, founded in 1848. The building was extended over several years and designed to reflect the prestige of the company. The building has further associations with architect Alfred Waterhouse, who was responsible for well-known works such as the Natural History Museum and Eaton Hall. The architectural interest of the building derives from its imposing street presence on High Holborn and its high level of

Gothic detailing. The building is a fine example of purpose-built commercial office architecture, designed to reflect the values of the company it housed. The building has strong national associations with other Prudential Assurance offices, demonstrating a national company identity.

*Contribution of setting:*

208. The setting of the Prudential Office building contributes positively to its significance in its visual and spatial relationship with other large commercial and institutional sites on and around High Holborn. The Prudential Office building holds a prominent position on Holborn and the primary façade can be appreciated in its entirety. There are fragments of the historic streetscape that once characterised this commercial centre on the south side of High Holborn, which contribute to an understanding of the development of Holborn in the late 19th century. To the east and west of the listed building, there is modern commercial development of a contrasting style and materiality, which detract from the architectural and historic interest of the building.

*Impact:*

209. There is minimal intervisibility between the listed building and No.38-41 Furnival Street. The proposals would be seen in views of the listed building looking north along Furnival Street, this would be a kinetic experience and the proposal would only be glimpsed in oblique views. The changes to the façade line of No.40-41 would pull the massing back and open up the view towards the listed building. Coupled with the setting back of the upper level of No.40-41 would be a distinctive and deferential new volume that would not appear to dominate the listed building or challenge it in these views. The site is a peripheral element in the wider setting of the building and the proposals would preserve the setting and significance of the listed building and the ability to appreciate it.

No.32 & 33 Furnival Street – Grade II

*Significance:*

210. A pair of early 18<sup>th</sup> century townhouses of three to four storeys over basement. The buildings are typically Georgian in style and proportion, with architrave windows, string courses, parapet roofline and door-hoods. The buildings have architectural interest as a rare example of 18th century domestic development in central London. The buildings have historic interest as an illustration of the history of Holborn which developed as a residential suburb to the city before it declined in popularity in the 19th century and became predominantly institutional and commercial in character. The townhouses derive group value from one another through their historic and visual association.

*Contribution of setting:*

211. The setting of the townhouses contributes positively to their interest, located in the identifiable historic street pattern of Furnival Street and the surrounding area, and the visual relationship with No. 10 on the opposite side of Furnival Street. Furnival Street has undergone piecemeal redevelopment, meaning that the neighbouring buildings to the listed townhouses are modern constructions. These vary in architectural quality but overall respect the narrow plot size of the historic development.

*Impact:*

212. No.38-41 Furnival Street is separated from the listed buildings by intervening development. They share a wider visual relationship in the kinetic experience of views looking north or south along Furnival Street however both would only be glimpsed in oblique views. Accordingly, the proposals would preserve the setting and significance of the listed building and the ability to appreciate it.

Indirect Impacts Chancery Lane Conservation Area

*Significance:*

213. The significance of the Conservation Area lies in its historic association with the legal profession and educational establishments that have persisted to the present time, Inns of Court, Birkbeck College, King's College London. The architectural character of the conservation area covers an exceptional span of ages and styles resulting in a townscape of arresting contrast. The Conservation Area is bound by busy arterial roads, Holborn and Chancery Lane but vastly made up of well-preserved narrow network historic streets.

*Setting:*

214. The conservation area is surrounded by a varied and diverse character: to the East, large scale modern commercial buildings, to the South the diverse character of commercial buildings associated with the Fleet Street Conservation; to the West is the Bloomsburg Conservation Area characterised by low rise buildings around formal landscape squares; to the North is the Prudential Assurance Building located in the Hatton Garden Conservation Area.

*Impact:*

215. The indirect impacts on the Chancery Lane Conservation Area derive from the above ground works associated at Fulwood Place within the London Borough of Camden. There would be limited intervisibility with the Chancery Lane Conservation Area and the works are deemed to have no impact on the Conservation Area.

#### Wider Heritage Impacts

216. The definition of setting is the extent to which an asset is 'experienced,' which is not geographically set and can change over time, relating to more than just a direct visual influence. Given the dense central London location, the site is potentially within the setting of an enormous amount of heritage assets, and it would be disproportionate to assess them all. As part of a scoping exercise, this assessment is in accordance with paragraph 200 of the NPPF and is deemed proportionate and no more than is sufficient to understand the potential impact of the proposal on its significance. In accordance with paragraph 201 a number of potentially affected assets were scoped, accounting for their significance and contribution of setting to that significance. Additional assets assessed include:
- No.4, 5 and 6 Staple Inn (Grade I)
  - 337 and 338, High Holborn (Grade II\*)
  - No. 9 and 10 Staple Inn (Grade II)
  - Staple Inn Hall (Grade II)
  - No. 7 and 8 Staple Inn (Grade II)
  - The Institute of Actuaries (Grade II)
  - Staple Inn North and South Buildings (Grade II)
  - Mercer's School Hall and Building Adjoining (Grade II\*)
  - Barnard's Inn Hall (Schedule Monument)
  - Hatton Garden Conservation Area (Camden)
  - Bloomsbury Conservation Area (Camden)

#### Conclusion of Heritage Impacts

217. The proposals, by way of impact on setting and character, would preserve the heritage significance and setting of all aforementioned heritage assets. The proposals comply with policies CS12 and DM12.2 of the Local Plan 2015 and S11 and HE1 of the emerging City Plan 2040.
218. The loss of historic fabric associated with the Kingsway Tunnels as a non-designated heritage would be mitigated through the improvement to the accessibility and visibility of this currently unknown heritage asset to a wide public audience. The industrial language of No.38-39 Furnival Street would be maintained through the reconstruction of the brick façade and the reinstatement

of the metal crane. As such, the proposals are considered to accord with Local Plan Policies CS12, DM12.1 and DM12.2, emerging City Plan Policies S11 and HE1, London Plan Policy HC1, having accounted for and paying special regard to section 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and the relevant NPPF policies.

### **Archaeology**

219. Policy DM12.4 of the Local Plan 2015 and policy HE2 of the draft City Plan 2036 outline the requirements with regards archaeology, that the City will preserve, protect, safeguard and enhance archaeological monuments, remains and their settings, seeking inclusive access to, public display and interpretation where appropriate.
220. An Archaeological Desk-Based Assessment has been submitted with the application.
221. The development site lies in an area of archaeological interest (Archaeological Priority Area) identified in the City Local Plan. The City of London is considered an archaeologically sensitive area in its entirety. In accordance with the City of London Local Plan 2015, all of the City is considered to have archaeological potential, except where there is evidence that archaeological remains have been lost due to deep basement construction or other groundworks.
222. The desk-based assessment highlights that there was an archaeological excavation by the Museum of London's Department of Urban Archaeology in 1988 prior to the erection of the existing building at 40-41 Furnival Street. This revealed medieval gravel quarries backfilled with brickearth, a series of 13th-15th Century rubbish pits and a chalk-lined cesspit. The remains of the 17th Century L-shaped building were excavated on the southern half of the site which might have removed any evidence of the earlier inn. It is therefore likely that archaeological remains have been removed from 40-41 Furnival Street. The current building has a basement level with a floor slab at approximately 3.70m deep and it is considered that any archaeological survival would be very low.
223. At 38-39 Furnival Street, bombing damages occurred during WWII and the previous building was demolished. The current building hosts a vent shaft and a lift in its basement that provides access to the tunnels. Given the old basement housing the Kingsway Tunnels' vent shaft and access shaft lay on the site, archaeological survival is likely to be very low. The Kingsway Tunnels have survived almost intact.
224. The scheme proposal includes the demolition of 38-39 and 40-41 Furnival Street and their redevelopment, including the construction of a new four-level

basement across the footprint of the new buildings. The existing round shaft at 38-39 Furnival Street would be retained within the new basement and excavation works would aim to enlarge the areas around it to provide space for evacuation stairs.

225. There would be no construction works for the tunnels themselves, however refurbishment works would be necessary to bring the tunnels into use. It is acknowledged that these works could affect some of the earlier historic features of the tunnels dating in the 1940s such as the air-raid shelter and later bunker and computer centre.
226. The Greater London Archaeological Advisory Service (GLAAS) advised that further archaeological work should be undertaken for 38-39 Furnival Street before any excavation takes place as some archaeological potential remains. In relation to the tunnels, GLAAS identifies the high heritage interest they hold and recommends that historic building recording is carried out for them prior to the redevelopment works. The historic building recording should utilise the digital scans that have already been carried out for the site. The proposed development works are identified as possible to cause harm to archaeological remains and field evaluations should be carried out to determine the appropriate mitigation measures. GLAAS, therefore, recommends two-stage pre-commencement archaeological conditions requiring a Written Scheme of Investigation (WSI) and a Historic Building Recording to be carried out prior to any demolition works. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.
227. The proposals are acceptable in archaeological terms subject to conditions to cover a WSI and historic building recording. The application therefore complies with Local Plan Policy DM12.4 and draft City Plan Policy HE2.

### **Public Access and Inclusivity**

228. Developments should be designed and managed to provide for the access needs of all communities, including the particular needs of disabled people as required by policies CS10, DM10.1, DM10.5 and DM10.8 of the Local Plan, policies S1 and S8 of the emerging City Plan 2040 and policy D5 of the London Plan. Plan 2040 and policy D5 of the London Plan. In particular, policy DM10.8 requires to achieve an environment that meets the highest standards of accessibility and inclusive design in all development (both new and refurbished), open spaces and streets.
229. Local Plan policy DM 10.8 requires “to achieve an environment that meets the highest standards of accessibility and inclusive design in all developments (both

new and refurbished)". A service provider also has an anticipatory duty under the Act.

230. A Design and Access Statement has been submitted in conjunction with supplementary letter of clarification prepared by David Bonnett Associates (DBA) in response to officers requests.
231. It is also noted that the proposed development has been reviewed by City of London Access Group (CoLAG) during pre-application stage.
232. The proposed development has been carefully designed within the constraints of the existing buildings to ensure that the access needs of all users have been considered.
233. The provision of places to store a mobility scooter is welcome in principle and should include fire prevention measures and accessible charging points. Further details of this would be included within an Access Management Plan.

#### Arrival at the Site

234. Consideration has been given to the points of arrival at the site and the main entrance to the cultural use amended following officers comments. Details of the points of arrival and entrances to the site would be secured by an Access Management Plan.
235. Arrival at the site has been considered for a number of travel options. The walking distances from key public transport nodes exceed the recommended 50m without a rest. It is therefore welcome that resting points with accessible seating are proposed wherever possible at maximum intervals of 50m along the approaches to the buildings from key points of arrivals, to be secured under a Section 278 Agreement. It is also welcome that an additional blue badge space is proposed on Furnival Street near the site's entrance. The exact location and timed restrictions would be subject to further consultation carried out under a Traffic Regulation Order. It is noted that Blue Badge holders are limited to 4 hours parking in City of London accessible parking bays.
236. The applicant has provided a framework to provide new high quality public realm which would significantly improve the pedestrian environment and capacity, the details of which would be guaranteed within a S278 Agreement. The highways authority is exploring the further works under a healthy streets scheme in conjunction with the above on Furnival Street and connecting roads, that will look to provide the required accessible parking space, provide suitable pavement to provide access to all, offer suitable resting areas where possible.

237. Continuing provision of the existing Blue Badge space in the area during construction is important provided it is safe for use and it is recommended that details are reserved of how this continuous provision will be secured through the Deconstruction and Construction Logistic Plan.
238. Staff arriving on large outdoor mobility scooters would have one dedicated parking space in the ground floor cycle store. An independent and dignified inclusive transfer strategy to access level four office accommodation would be required to be agreed under the Access Management Plan.

### Cycle Provision

239. The long stay cycle entrance for the staff of the tunnels would be provided onto Furnival Street and would be automated. The Access Advisor has advised that controls should meet best practice guidance as set out in BS 8300 (2) 8.2.3 to be accessible to a range of users. The submitted plans show that a space for a larger cycle would be provided.
240. It is noted that 5% of cycle spaces should be suitable for larger cycles in order to meet London Plan 2021 Policy T5B and London Cycling Design Standards 8.2.1 guidance. Wheelchair-accessible sanitary and changing facilities are also necessary. On the submitted plans these appear to be provided within the Furnival Street building in close proximity to the office accommodation. However, access to associated staff changing facilities would be limited during hours of operation. Further detail of operational management is recommended to be reserved by condition to ensure that associated impacts are limited.

### Entrance

241. The Access Statement details the entrances to 38-41 Furnival Street and 31-33 High Holborn and confirms that they will all be step free with a clear opening width of at least 1000mm. The primary visitor entrances at both Furnival Street and Fulwood Place have been confirmed to be an automated swing doors. Further detail is proposed to be secured via condition to ensure the design of the manifestation, thresholds, mat wells and floor finishes designed to inclusive design best practice guidance.
242. Reception facilities should be consistent with AD M(2): 3.6 and BS 8300 8.6.2 Routes from the entrance/lobbies and should be logical, clearly defined and unobstructed, with adequate and sufficient circulation space. Reception area desks should be positioned away from the entrance to minimise noise, with lowered counter sections, appropriate hearing enhancement systems and the surface of the reception area should be slip resistant. Circulation space around the front entrance desk should ensure clear movement for wheelchair users,

people with buggies and mobility scooter users. Details are proposed to be provided through condition.

### Vertical Movement

243. London Plan D5, (B)5 states 'in all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building'. Supporting text (paragraph 6.2.1) further states that there should be an evacuation lift in addition to fire-fighting lifts. Proposals and the access statement confirm that all lifts will be more than 1100x1400mm with appropriately sized landings and back-up lifts are identified across the site in case of failure.
244. The lifts which provide access to the office accommodation from Furnival Street are not sufficient for users of larger mobility vehicles and alternative provision should be identified through the Access Management Plan. It is recommended that details of lifts are reserved by condition.
245. The lifts at Fulwood Place which provide access to the tunnels and are integral to the escape strategy from the tunnels do not meet the recommended size set out by BS 8300-2:2018 (Table 4) for users of larger mobility vehicles and alternative provision should be identified through the Access Management Plan. It is recommended that details of lifts are reserved by condition.

### Horizontal Movement

246. Corridor widths and door openings are confirmed as consistent with AD M(2), including sufficient door widths and passing places for wheelchairs and will be subject to detailed design development.

### Terraces and Garden Space

247. The areas of landscape have the potential to offer places for rest and recovery, consistent with guidance in PAS 6463: Design for the Mind. The detailed design for the amenity terrace should meet best practice guidance as set out in BS 8300-1:2018 to be accessible to a range of users. It is noted that the details of hard and soft landscaping will be secured by condition.

### Sanitary Facilities

248. It is confirmed that unisex accessible toilets will be provided on all floors, with a range of handed units across the development. Separate male and female, as well as gender neutral cubicles, ambulant disabled cubicles, baby changing

facilities, and a Changing Places facility are provided across the development. Further details of the toilet facilities layouts would be required by condition and their access arrangement through S106 obligation under the AMP.

249. A Changing Places toilet was agreed during development of the proposals, and which will support the public functions of the tunnels and help make it more accessible to more people. There are few Changing Places facilities within the City at present and, although not available on a 24 hour basis, this is a key element of making the scheme more inclusive. Management and operation should be covered in the AMP and would be secured via Section 106 obligation.

#### Internal recovery and restoration areas

250. Recovery and restoration areas have been deemed important for the proposed development given the long distances to cover in a subterranean environment and potential for high sensory stimulation, including from exhibitions. The exhibition space targets to attract a broader audience including children, elderly, families, people with restricted mobility, a place that would be accessible to everyone. It is therefore critical to ensure that areas of rest and isolation are provided in strategic locations within the tunnels for restoration and recovery.

251. The letter of clarification by DBA proposes accessible seating to be provided at 50m maximum intervals within the exhibition spaces and a quiet room to be placed in the Avenues, where the temporary exhibition space would be provided. Recovery areas are proposed at approximately 60m intervals with exact locations and design to be reserved by condition. Recovery areas would feature accessible seating and tables, drinking points, visually and acoustically calming spaces. Further details could be reserved in the Access Management Plan as an obligation.

#### Signage and Wayfinding

252. Signage and wayfinding will be important for navigating the site and should be designed with reference to guidance in PAS 6463: Design for the Mind and following the principle of 'two senses'. Details of a Wayfinding Strategy will be secured by a condition.

#### Inclusive Procurement and Co-curation

253. An obligation for Inclusive Procurement has been made under the Section 106 including but not limited to opportunities of co-creation / co-curation, partnerships with artists from underrepresented groups, as well as opportunities for volunteering, training and mentoring for underrepresented groups of people.

#### Public Access and Inclusivity Conclusion

254. The proposal has been designed to ensure that the site is accessible for the greatest range of people. In order for the proposed cultural use to fulfil its goal

of being a top-tier tourist destination, high accessibility standards and inclusive environments and practices are essential. Great consideration has been given as to how to get beyond the limitations posed by the existing building and tunnels infrastructure in order to secure the optimal solution for everyone. Subject to further design details and an Access Management Plan, it is considered that the proposal accords with the access related policies outlined above.

255. Overall, and subject to the imposition of conditions, the proposal would accord with the access policies outlined above.

### **Culture and Education Strategy**

256. Policy S1 in the London Plan states that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported.
257. Local Plan policies CS11 and DM11.2 and draft City Plan 2040 Strategic Policy S6 encourage new cultural experiences and art works. A Cultural Plan has been submitted in accordance with emerging Policy CV2 of draft City Plan 2040.
258. A Cultural Plan has been prepared by Future City which sets out the vision and strategy for the use of the existing tunnels as cultural and visitor attraction. The proposed cultural destination has been characterised as the 'London's Underground Connector' in the Cultural Plan, as it strategically sits between the London Borough of Camden and City of London, two local authorities offering prominent cultural landmarks and central attractions linked to London's rich history from the Roman period, to the presence of St Paul's and Tower Bridge, and various livery halls and historic walks. The site would be an opportunity to add a layer of the 20<sup>th</sup> century history to London's legacy.
259. The culture and education strategy has been developed around four key principles: Cultural Intelligence; History and Heritage; Active Participation; and Sustainable Futures. It is envisaged to use high-end technologies with programming partners to create transformative experiences in the tunnels providing a unique opportunity for visitors to interact with a range of media through a digital stimulus. The history of the site plays a key role in creating a context of physical heritage assets and programming along the cultural exhibition areas. In line with the Destination City vision and the consultation feedback through engagement with stakeholders inclusive and accessible spaces would be introduced in the tunnels for everyone to enjoy, with part of the cultural programming focusing on raising awareness about environmental issues.

260. As mentioned previously, the tunnels would comprise three spaces: The temporary Cultural Exhibition Space (in the 'Avenues'); the permanent Heritage Exhibition Space (in the 'Streets'); and the Bar. The latter falls outside the Corporation's boundary.
261. The applicant's plan is to assemble a dedicated Cultural Delivery Team, for the delivery of the exhibition programmes outlined in the submitted Cultural Plan, in relation to the temporary exhibition space. A bespoke team would be responsible for the operation of the venue. It is envisaged to partner with London Festivals and Cultural Institutions to enable a variety of cultural exhibitions and events. It is estimated to secure up to 12 events per year. The access, operation and coordination of these events would be secured by an obligation for a Public Access and Events Management Plan in the Section 106.
262. The Cultural Plan identifies the 'History & Heritage Space' (permanent exhibition space) as a 'continuous excitement' with recurring programming responding to the historic significance of the tunnels. It envisions partnerships with historical and heritage institutions within London and the UK. The Imperial War Museum, the British Museum and the Museum of London are mentioned as potential large-scale programming partners, but it is also envisioned to partner with smaller-scale organisations.
263. A final Cultural Operator is not secured at this stage, however the applicant has been in meaningful long discussions with providers who have expressed interest. Suggestions have been made to house the Military Intelligence Museum in the tunnels. A Cultural Implementation Strategy as a Section 106 obligation would be secured restricting demolition works until an Operator is secured.
264. The Cultural Plan refers to an initiative of creating a figurative Lab, referred as the T-Lab, a partnership project that would bring together university, tech-institutions, creative communities as key partners with further collaborations with local and London-wide communities, to support generating and providing content in both exhibition spaces. Opportunities for co-curation and co-creation of cultural spaces with the help of local communities are considered key factor to achieve inclusive developments. An Inclusive Procurement and Cultural Implementation Strategy would be secured by an obligation in the Section 106 agreement which would require further details on inclusive partnerships including the involvement of underrepresented artists and groups in the formation of special exhibitions.
265. The proposed exhibition space is anticipated to attract up to two million visitors per year which would boost national and international tourism. The submitted Socio-Economic assessment suggests that these visitors could spend between £60m - £85m in the local area each year. It is estimated that the development

would generate over 100 jobs through direct employment within the cultural use and an addition of 50 jobs that would arise through the supply chain and worker expenditure at the London level. The proposed development would generate approximately £6.1 million of additional Gross Value Added (defined as “the measure of the value of goods and services produced in an area, industry or sector of an economy”).

266. The applicant has made a commitment to offer free school visits to the cultural use. A minimum of two school-trips every week has been found logistically achievable. Free entry is also considered for up to 20 members of the military per weekday while discounts would be available for universal and pension credit holders, emergency workers and carers, teachers, students, young people and local residents.
267. It is targeted to attract audiences which can differ between the different cultural offers within the tunnels. Indications of the audience segments include cultural tourists, incidental tourists, young creatives, families, older learners, education groups (including schools, colleges, universities, further education, etc), special interest groups (clubs, societies, etc), local residents and workers.
268. The social benefits of the proposed cultural use include the following features and commitments made by the applicant as stated in the Socio-Economic Assessment:
  - Offer entry discounts for universal and pension credit holders, emergency workers and carers, teachers, students, young people and local residents and free school trips and members of the military to the proposed cultural exhibition space;
  - Maximising opportunities for local jobs and apprentices in collaboration with London Borough of Camden and City of London, including placements for local school age children and/or local adults residents;
  - Work with local community centres to keep local residents informed on the development progress and job and training opportunities;
  - Accessibility and Inclusivity – the cultural spaces would feature enhanced access for people with disabilities (both visitors and employees) and ensure spaces would be designed to be enjoyable and safe for everyone;
  - Inclusive procurement and partnerships with inclusive cultural providers; opportunities for co-created/co-curated exhibitions (community participation is shaping the design of new cultural events/spaces/galleries); partnerships with artists of underrepresented groups; volunteering and training programmes for vulnerable groups of people and for schools;
  - Repurposing existing historic tunnels – the proposed development aims to provide access to the existing infrastructure that has been non-operational since the 1980s by investing £140m in restoration and preservation. The applicant commits to an £80m investment for installing the immersive technology that will help bring the story of the tunnels to life.

269. The provision of the proposed cultural spaces and the benefits that are brought forward would be captured and secured under a Section 106 agreement for a Cultural Implementation Strategy and Operational Management Plan.
270. The proposed cultural spaces would provide a destination cultural and community space which would contribute towards the Corporation's Destination City initiative of creating fun, inclusive and innovative spaces and places that attract people to the City.
271. The proposed cultural spaces are considered to be an enhancement to the City's cultural provision and provide public benefits such as free school-trips at least twice a week and delivering a highly accessible and inclusive venue.
272. As such, officers consider that the proposal would be in accordance with Policy CS11 to maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Visitor Strategy, Policy DM 11.2 Public Art To enhance the City's public realm and distinctive identity.

### **Transport and Highways**

273. The site has the highest level of public transport provision with a public transport accessibility level (PTAL) of 6B. The application site is also in close walking distance of London Underground (LU) stations, namely Chancery Lane Station (c.130 metres), Farringdon (c.650 metres) and Holborn (c.700 metres). Chancery Lane provides a direct connection to the Central Line and is reachable within 2 minutes on foot. Farringdon provides access to the Circle Line, Hammersmith and City Line, Metropolitan Line and the Elizabeth Line. Holborn (one stop from Chancery Lane) provides onward connection to the Piccadilly Line and Central line.
274. Farringdon Station is an 8-minute walk away (approximately 650m to the northeast of the Site). In addition to providing access to the Circle, Hammersmith & City, Metropolitan, and Elizabeth Line, Farringdon Station also has access to National Rail services, via Thameslink. The station is served by regular trains to St Albans, Cambridge, Brighton, Horsham, and Bedford, amongst others.
275. City Thameslink is a 10-minute walk away approximately (800m south of the Site). It is served by trains operated by Thameslink on the Thameslink Route which is a 24-hour main-line route, running from Bedford, Luton, St Albans City,

Peterborough and Cambridge via Central London to Sutton, Orpington, Sevenoaks, Rainham, Horsham, Brighton and East Grinstead.

276. The closest bus stop to the Fulwood Place Site access is the Chancery Lane Station bus stop, 125m to the east. The access at 38-41 Furnival Street is closest to the bus stop at Holborn Circus, 120m to the north-east of the access point. Chancery Lane Station bus stops are located between the two access points in Fulwood Place and 38-41 Furnival Street. The stops are served by 5 services, the number 8, 59, 133, N8, N25, and N242.

Trip Generation

277. The applicant has submitted a Transport Assessment (TA) to support the application, which includes details on trip generation and modal splits. The trip generation has been calculated by reviewing the theoretical capacity of a busy design day for visitors coming to The London Tunnels. The design day has been designed to accommodate the predicted trip generation for the 20 busiest days of the years (bank holidays etc) based on a density of 6.53sqm per person in the tunnels, equating to a maximum of 1,020 visitors on site with 750pp/hr in the tunnels. A normal day (weekday) has been calculated at 10sqm per person which equates to 490pp/hr in the tunnels and 760pp/hr across the Site as a whole.
278. Based on the maximum capacity of 1,020 visitor capacity, extrapolating this over to a maximum daily, weekly, monthly and annual capacity is shown below in Figure 8.

Access	Development Site Peak	Daily	Weekly	Monthly	Annually
Design Day	1,020	9,180	61,194	271,089	2,464,442

**Figure 8. Maximum visitor capacity assessment**

279. Within the initial submission of the Transport Assessment the applicant compared the likely modal split of the site to the Postal Museum in Islington. Amended documents have since been submitted with the more likely compatible site of the Museum of London as a comparison which is considered to be more similar in nature and likely to generate a similar modal split for the proposed development.

280. Officers are satisfied that based on this latest submission the outlined impact of the development can be assessed based on the current assumptions included within the Transport Assessment Addendum.

Mode	%	Design Day Hourly Trips (two-way)	Design Day Daily Trips (two-way)
Pedestrian	15	225	2,025
Public Bus	12	180	1,620
Train / Underground	65	975	8,775
Car (Blue-badge)	0	0	0
Cycle	6	90	810
Taxi	1	15	135
Coach	Up to 1*	Up to 15	Up to 135*
Total	100	1,500	13,500

**Figure 9. The modal split for the proposal**

281. The overall numbers travelling to and from the site each day are likely to be significant and therefore require mitigation. While there is also a potential additional impact from the staff trip generation, with only 85 staff based at this site at any one-time, officers have focused the impact of the assessment on the public highway on the number of visitors.

282. In addition to this the additional visitors attending the special events proposed for a typical operational purposes are required to be taken into account within the assessment.

283. Focusing on the main visitor trips, based on the above modal split, there are four key areas of consideration:

- The pedestrian impact in the area. With a predicted 2025 additional pedestrians travelling to/from the area, additional visitors coming via public transport and coach would need to be assessed as they would also likely all need to utilise pedestrian links to and from the site. This would inevitably have an impact on pedestrian comfort levels in the area.
- Public transport capacity. With the significant number predicted to use the train and underground travelling to and from the site, initial impact analysis assessments have been provided to demonstrate that local public transport infrastructure can cope with the additional uplift in trips.
- Taxi mitigation. With a predicted 135 people likely to use taxis to travel to and from the site, on an assumption of two to three capacity per taxi,

this would generate an additional 45-68 taxis per day travelling to and from Furnival St.

- Coach mitigation. Coach trips to and from the site would be discouraged.

284. In summary, this application would produce a significant impact on the public highway. That being said, officers are confident that through the below outline mitigation measures, conditions and obligations the application is considered acceptable in transport terms.

#### Events Management

285. In addition to the outlined 'day to day' trip generation the application seeks to use the venue for other out-of-hours uses as a potential events venue. This impact would need to be carefully managed with consideration being given specifically to any impact on local residents from noise or vehicle movements.

286. Any events would likely need to be considered on a case-by-case basis, particularly if these events would require special deliveries, any special allowance of vehicles to and from the site, possible queuing or dwelling outside the site. Operation and opening times would also be required to be managed to minimise the impact of these events and ensure that any impact on the public highway can be mitigated.

287. Therefore, in order to manage these events appropriately, an Event Management Plan is proposed to be secured via the attached Section 106 legal agreement which would include the requirement of event management plans to be submitted to the highway authority prior to each event. It is noted however that should the Highway Authority feel that the impact on the public highway is unacceptable then the Authority reserve the right to refuse permission for the event proceed.

#### Pedestrian Impact and Public Realm

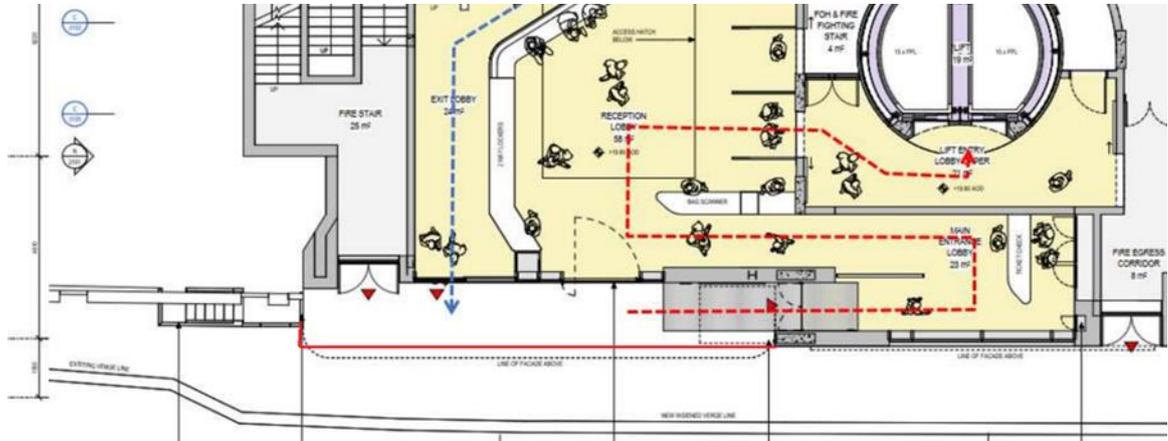
288. Upon review the submitted proposals would likely generate a high number of visitors traveling to or from the site each day, with an expected 2,025 pedestrian trips per day. The overall impact on the public highway and specifically on the pedestrian comfort levels has been a significant focus in assessing this application.

289. A site visit was conducted by the applicant to measure the footway widths within an agreed study area to measure the critical paths. Critical Paths are defined as the effective width of the footway where pedestrians can walk. The critical paths additionally took into account street furniture and any frequent pedestrian queues at bus stops or other areas.

290. This corresponded with a pedestrian count for the area (June 2023), with which the pedestrian comfort levels can be assessed with. The applicant has applied the expected uplift in pedestrian numbers should planning permission be granted to this assessment along with predicted uplift in footfall by 2041 to predict any potential alterations to the pedestrian comfort levels.
291. Pedestrian Comfort Levels range from A-E, with A being the most comfortable for free-flowing pedestrian movement. The City of London is committed to providing no lower than B+ standard of all public spaces both of private public realm and on public highway.
292. In general, the impact of comfort levels is acceptable, as this is mainly helped by the many options for pedestrian routes and public transport access across the area. However, given the constraints of the site there is likely to be an impact on Furnival Street for which the main entrance to the site is proposed.
293. Furnival Street is a narrow street that is north bound for general traffic only with a contra flow cycle lane. It currently suffers from very narrow footways which would need amendments should planning permission be granted. Initial concerns from officers about queuing from the main entrance of the site onto Furnival Street have been satisfied with the submission of a supporting assessment, showing the permeation of pedestrians into the building. The submitted document is considered to be sufficient to meet the above needs and would ensure no external queuing on the surrounding public highway.
294. In order to address the pedestrian comfort levels of Furnival Street it is likely that mitigation would be required to allow the street to cope with the increased demand. These measures could take the form a raised table along the whole of Furnival Street from the northern point of the site.
295. However, Furnival street will still need to be left open to vehicles, including emergency vehicles, for required access to the site, along with maintaining two-way access for cyclists.
296. The proposal aims to mitigate its impacts by including various public realm improvement works along the Furnival Street, in conjunction with the City of London's Healthy Street aspirations for the area. The general aim of the Healthy Street plan for Furnival Street is to redesign the street and manage access to make streets more accessible, engaging and providing safe places for people to walk, cycle and spend time. The proposal has considered how the application would intertwine with the City's scheme and the measures proposed above are considered to be compliant with the CoL's Healthy Street aspirations. The extent of the works to be secured under a Section 278 agreement.

297. In conclusion the proposals impact on the local and wider streets is acceptable, subject to the outlined changes which will require the applicant to enter into a Section 278 agreement.

### Building Line



**Figure 10. Change in Building Line**

298. The applicant has proposed to bring the building line on the north side of the site on Furnival Street back to accommodate the visitors, as outlined from the red delineation line on Fig 3. This will enable the permeation of visitors into the site. The section would remain as private given the location underneath and the protruding first floor.

### Taxi movements and drop off

299. The development is expected to generate 15 taxi trips per hour, which would equate to approximately 8 vehicle movements (based on 2 people per taxi). It is proposed that all taxi's would drop off and collect from Holborn, as per existing highway arrangement.
300. Furnival street is currently used as a cut through for taxis and therefore, realistically, is likely to be the key area for loading. While the Travel Plan proposes to minimise vehicle trips on Furnival Street during the development opening hours this will also need to be backed up by alterations to transport infrastructure.
301. In order to mitigate the impact from taxis and to prevent vehicles from picking up and dropping off directly outside of the site, the City's Healthy Street Scheme will consider restricting vehicle movements. The scheme could potentially introduce timed closures or traffic mitigation measures however this is subject to consultations with the neighbouring properties. The Section 278 therefore, agrees a scope of work which would include immediate measures, such as pavement widening, and future collaborative mitigation.

### Coaches loading and dwell time

302. The development is expected to generate up to 135 people travelling to and from the site by coach. With coach capacities varying between 40 to 60 passengers, this would generate between 3-4 coaches arriving to the site each day.
303. Officers have worked with the applicant who is in agreement that coaches should be discouraged from traveling to the site and at the point of initial booking would be advised to seek alternative modes of travel to the site and to utilise schemes such as the School Party Travel run by Transport for London.
304. A number of locations have been proposed to date for possible loading and dwelling area for coaches away from the application site. Coaches that must travel to the site will therefore be advised they are not to dwell or wait for passengers in the local vicinity of the site.

### Servicing

305. The proposed development would be car free, which is considered acceptable. All vehicle trips generated by the development would likely be associated with taxis and delivery & servicing. It is estimated that around eight deliveries are expected to be generated per day.
306. Due to the narrowness and the restricted access of the site on Furnivall Street, the main delivery point would be from Holborn, specifically outside 8-9 Holborn, which is set away from residential properties. Access from that section of highway is currently restricted by a mandatory cycle lane which is in operation between the times of 7:00 AM and 7:00 PM Monday to Friday. The proposed solution has been considered by CoL Environmental Health officers who did not raise any objection, but seek to ensure best practice and ways of minimising noise to the local residents through the management plans to be secured for the site in the legal agreement.
307. The applicant therefore has agreed to all deliveries taking place out of hours, with the main delivery point on Holborn, between the hours of 7:00 PM and 10:00 PM Monday to Friday. In order to secure this agreement, the Service Management Plan would be secured as an obligation.
308. It is noted that the above arrangements would serve the main cultural use of the site. Any servicing and deliveries in relation to the proposed bar would be agreed with Camden officers and would not occur within the City.

309. Some limited deliveries, such as refuse collection could be allowed to take place on Furnival Street for health and safety reasons. The full details of the scheme are subject to further design work and consultation.

#### Disabled Motor Vehicle Parking

310. Policy T6.5 of the London Plan and Policy 16.5 of the Local Plan requires proposals to provide disabled parking for users of the site. However, due to the constrictive size of the site at surface level, combined with the structurally restrictive existing supports that link in with access of the lower tunnels, provision of the disabled parking on site cannot be achieved.
311. In order to provide parking for disabled users, the scheme under the Section 278 agreement on Furnival street, will seek to provide disabled parking in or close by, in conjunction with the Healthy Streets scheme. As part of this agreement it shall be outlined that one of the key considerations for the proposed Highways scheme is to provide disabled car parking near the site.

#### Travel Plan

312. In order to mitigate the impact on this development a Full Travel Plan is required to be put in place, which is required to cover the active travel promotions as well as monitoring for staff and visitors. Travel Plans are an effective tool for managing visitors, volunteers and employees at a site by helping to promote sustainable transport and raising awareness of their benefits. It is particularly important to note that actions discouraging coach use to and from the site should be integral to targets and actions within this Travel Plan. The discouragement of coaches has been outlined in the Transport Assessment Addendum and this states that coach trips would be discouraged wherever possible.
313. A Travel Plan (TP) is proposed to be secured as a Section 106 planning obligation in order to meet London Plan policy T4 and Local Plan Policy 16.1. The travel plan would need to be approved by the CoL prior to occupation and this would include a requirement for a Travel Plan Co-ordinator to be appointed no less than 3 months before occupation. The TP should include the action plan with smart objectives, aiming to encourage the use of the sustainable modes of transport.
314. Transport for London encourages developers to use the TRICS database for trip generation predictions. Under the proposed legal agreement the applicant will also be required to undertake a TRICS after study and provide TfL and the City of London with the results on completion of the development. TfL would then be able to update the TRICS database with the trip generation results for

the various use categories associated with this development. The necessary after surveys and results are proposed to be secured by Section 106 agreement as part of the Travel Plan review and monitoring process.

### Cycle Parking

315. London Plan Policy T5 (Cycling) requires cycle parking be provided at least in accordance with the minimum requirements set out within the London Plan. Policy T5 (Cycling) requires cycle parking to be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and that developments should cater for larger cycles, including adapted cycles for disabled people.
316. The level of cycle parking proposed as part of the development for long stay parking meets minimum London Plan requirement for the cultural use with 12 long stay cycle parking spaces are proposed as being provided. At ground level is proposed 3 Sheffield stand providing 3 general spaces and 1 fully accessible space. At basement level which is accessible via a large lift at the secondary entrance is proposed the remaining 8 spaces with the provision of two-tier Joster Stand. Provision of additional 2 spaces is also required to cover for the requirements of the bar at the same basement location. Details of the cycle stores have been secured by condition.
317. The accessible Sheffield stand is welcomed and meets the London Plan requirement for 5% of long stay parking to be accessible to disabled bicycle users. It is also considered that the other long stay cycle parking meets cycle design guidance standards and is acceptable. Officers encourage the provision of an accessible cycle bay at the basement storage and require the inclusion of a range of cycle space types split across the two bike stores by way of condition. Furthermore, the proposed application also seeks to provide one accessible shower at the staff accommodation at fourth level and another one at basement level where the rest of the bikes are to be stored. In addition, provision of lockers for staff is made in the office area and the basement cycle store. The supporting facilities are considered acceptable for the 14 long stay cycle spaces.
318. Short stay cycle parking requirements for similar uses as outlined in the London Plan is 1 space per 100sqm. If this requirement is applied to the total size of the development, there would be a requirement to provide 125 short stay cycle parking spaces.
319. Due to the constraints of the development site, the constricted floor layout required for queueing and access to the tunnels and the large number of cycle spaces required it is not possible to provide spaces within the development itself. Nevertheless, it is proposed that the Section 106 legal agreement would

secure the provision of cycle parking spaces on the public highway, including improvements to the cycle infrastructure in the vicinity of this development. Camden Officers have agreed to provide 20% of the total requirement on their public highway. Therefore, subject to this provision the application is considered acceptable on this basis.

#### Management and Construction Impacts on the Public Highway in the local area

320. The proposal would involve a significant amount of demolition and construction works. This would generate a large number of construction vehicle movements during the overall construction period. Demolition and construction at ground level as well as access to works below the surface would require cross boundary access between two authorities, the London borough of Camden and the City of London corporation. It is also important to note that works would be conducted under Transport for London's strategic road network on high Holborn, as well as close to London Underground assets. All of the above mentioned stakeholders would be required to agree construction logistic plans prior to the commencement of works.
321. The proposed works would likely have a significant impact on the operation of the public highway if not managed effectively. Officers primary concern is public safety but would also need to ensure that construction traffic does not create (or add to existing) traffic congestion or impact on the road safety or amenity of other highway users. The proposal is also likely to lead to a variety of amenity issues for local people (e.g. noise, vibration, air quality) during the construction stage.
322. London Underground while not objecting has asked to impose a condition for approval to safeguard their assets from ground movement impacts during demolition and construction works.
323. A preliminary Construction Logistic Plan (CLP) has been submitted in support of the planning application and this provides useful information to outline the proposed works and methodology.
324. It has been proposed that the majority of the demolition and construction works would be carried out from Furnival Street within the CoL boundary, with an additional secondary access from Fulwood place in the London borough of Camden. Furnival street is located within a gyratory network, that contains narrow roads with tight corners and will have limitations on vehicle access through the area. It should be noted that the final admission of the construction logistic plans would need to provide details and significant consideration on how access would be managed.

325. A more detailed CLP and DLP would be secured by via condition with a requirement to be prepared once a Principal Contractor has been appointed, which would need to be in line with TfLs Construction Logistics Plan Guidance.
326. The City of London needs to ensure that the development can be implemented without being significantly detrimental to the amenity or the safe and efficient operation of the highway network in the local area. Therefore, a CLP and a DLP is proposed to be secured as via condition to ensure the construction and demolition of the site is in accordance with The London Plan Policy T7 and DM16.1 of the CoL Local Plan. This would provide a mechanism to manage/mitigate the impacts which the proposed development would have on the local area. The CLP would need to be approved by the CoL prior to works commencing on site.

#### Waste Management

327. Local Plan policies CS17 and DM17.1 require sustainable choices for waste and for waste facilities to be integrated into building design. Draft City Plan Policies S16 and CE1 require developments to consider circular economy principles.
328. A Waste Management Plan has been submitted as part of this application which sets out the servicing and waste collection strategy. The proposed development would be serviced on site with all deliveries and refuse collection activities being carried out at ground floor level, accessible via Furnival Street. These arrangements serve all activities taking place within the building at Furnival Street and underground. The bar would be served via Fulwood Place, in LB of Camden.
329. The City's Cleansing team were consulted and raised some initial concerns of health and safety regarding the internal transfer of bins from the basement level 1 to the ground level. An updated Waste Management Plan has since been prepared to address these concerns and was submitted to CoL for review. The Cleansing team has reviewed the responses and confirmed that the proposed waste storage and collections facilities comply with CoL's requirements and no objections were raised.
330. The waste storage is considered to comply with Local Plan policies CS17 and DM17.1 and draft City Plan policies S16 and CE1. An obligation for the Servicing and Delivery arrangements of this development would be secured in the Section 106.

## Transport Conclusion

331. The proposals are acceptable in transport terms, subject to the necessary conditions and obligations as discussed above.
332. Nos. 38-39 and 40-41 Furnival Street represent a constrained site within a tightly knitted, urban section of the City of London. Furnival Street itself is also restricted in terms of its size, design and current vehicular and pedestrian usage. The proposed development would significantly increase the use of both the public realm and the highway that is located immediately adjacent to the site. However, the submitted documentation details appropriate mitigation and measures that would reduce the impact on the surrounding highway network while also promoting active and sustainable transport.
333. The following S106 planning obligations and conditions would therefore need to be secured:
- The applicant has agreed to enter into a S278 agreement, which would intertwine with the City of London's Healthy Street plan for the area. These plans would be delivered in conjunction with the City's aspiration for the area and mitigate the impact of the proposed development by delivering a substantial uplift in the quality of the surrounding highway network. The submitted drawing, titled 'Vision zero/Healthy Streets Plan' ref: 70106185-TP-SK-18 rev: P02, includes a shaded area in green, showing the extent of S278 works, and agreed with the applicant. The works are subject to further design and consultation.
  - Any design would also need to address the City of London's key transport objectives for the area, which is to:
    - i. provide a healthy streets scheme with consideration to providing a shared surface, increased footpath, additional street furniture, additional blue badge parking and further public realm improvements
    - ii. improve sustainable transport to and across the area
    - iii. provide additional greening
    - iv. maintain the contra flow cycle lane
    - v. maintaining access for emergency vehicles
  - Contributions towards cycle infrastructure.
  - Travel Plan (TP) s106 agreement shall state that the TP for all users of the development shall be approved prior to occupation of the site.
  - Delivery and Servicing Management Plan (DSMP). The Section 106 agreement shall state that the DSMP shall be approved prior to the first occupation of the site and the approved plan shall be followed.
  - A condition to secure a Construction Logistic Plan (CLP). The condition shall state that the CLP shall be approved prior to any works starting on site and the approved plan shall be followed thereafter. It should also

restrict HGV movement to and from the site to within the hours of 9:30 to 16:30 Monday to Friday, 8 till 13:00 Saturdays and fully restrict movement on Sundays and Bank Holidays unless agreed with the CoL in advance.

- S106 obligation - requiring the submission of an Event Management Plan (EMP) to no less than 12 weeks prior to each event commencing. The Highway Authority (HA) will then have at least 21 days to request alterations or object to any event.
- A condition requiring the details of the long stay cycle parking spaces for the development. The spaces to be designed to London Cycle Design Standards, implemented prior to occupation, maintained and retained as part of this development thereafter.

### **Daylight, Sunlight and Overshadowing**

334. Policy D6(d) of the London Plan states that the design of development should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing, and maximising the usability of amenity space.
335. Local Plan Policy DM10.7 'Daylight and Sunlight' 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 Building Research Establishment (BRE) guidelines.
336. Draft City Plan 2040 Policy DE7 states that development proposals will be required to demonstrate that the daylight and sunlight available to nearby dwellings and open spaces is appropriate for its context and provides acceptable living standards taking account of the Building Research Establishment's guidelines.
337. Paragraph 3.10.41 of the Local Plan indicates that BRE methods will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations. Paragraph 3.10.41 of the Local Plan and Policy HS3 of the Draft City Plan states when considering on the amenity of existing residents, the Corporation will take into account the cumulative effect of development proposals.
338. The BRE guidelines "Site layout planning for daylight and sunlight - A guide to good practice" (2022) present the following methodologies for measuring the impact of development on the daylight and sunlight received by nearby existing dwellings and any existing non-domestic buildings where the occupants have a reasonable expectation of natural light:

- **Daylight:** Impacts to daylight are measured using the Vertical Sky Component (VSC) method: a measure of the amount of sky visible from a centre point of a window; and the No Sky Line (NSL) method, which measures the distribution of daylight within a room. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important. The BRE Guide states that diffuse daylighting of an existing building may be adversely affected if either the VSC measure or the daylight distribution (NSL) measure is not satisfied.
- **Sunlight:** Impacts to sunlight are measured using Annual Probable Sunlight Hours (APSH) for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. The guidelines consider kitchens and bedrooms to be less important, but that care should be taken to not block too much sun from these rooms.

#### *Interpreting results*

339. In undertaking assessments, a judgement can be made as to the level of impact on affected windows and rooms. Where there is proportionately a less than 20% change (in VSC, NSL or APSH) the effect is judged as to not be noticeable. Between 20-30% it is judged to be minor adverse, 30-40% moderate adverse and over 40% major adverse. All these figures will be impacted by factors such as existing levels of daylight and sunlight and on-site conditions. It is for the Local Planning Authority to decide whether any losses result in a reduction in amenity which would or would not be acceptable.

#### *Overshadowing*

340. Overshadowing of amenity spaces is measured using sunlight hours on the ground (SHOG). The BRE guidelines recommends that the availability of sunlight should be checked for open spaces including residential gardens and public amenity spaces.

#### *Assessment*

341. An assessment of the impact of the development on daylight and sunlight to surrounding residential buildings and public amenity spaces has been undertaken in accordance with the Building Research Establishment (BRE) Guidelines using daylight (VSC, NSL) and sunlight (APSH) assessment methodologies and considered having regard to policy D6 of the London Plan, policy DM 10.7 of the Local Plan and policy DE7 of the draft City Plan 2040. Policy D6D of the London Plan 2021 states that the design of development

should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context whilst avoiding overheating, minimising overshadowing and maximising the usability of outdoor amenity space. The BRE guidelines can be used to assess whether daylight or sunlight levels may be adversely affected. Local Plan policy DM10.7 states that development which would reduce noticeably the daylight and sunlight to nearby dwellings and open spaces to unacceptable levels taking account of BRE guidelines, should be resisted. The draft City Plan 2040 requires development proposals to demonstrate that daylight and sunlight available to nearby dwellings and open spaces is appropriate for its context and provides acceptable living standards taking account of its context.

342. The report has identified the following sensitive receptors:
- 1 to 6 Dyers Buildings (residential);
  - 34-37 Furnival Street (residential);
  - 10 Furnival Street (office/commercial); and
  - 10-12 and 14-18 Holborn (office/commercial).
343. The report states that due to window locations and views across the Site, only 1 to 3 Dyers Building have been considered relevant for assessment for daylight and sunlight. However, several of the properties within 4 to 6 Dyers Buildings have windows facing directly towards the development site, which have not been included for assessment. Officers requested to undertake assessment of these properties. In response, a VSC assessment was undertaken by GIA on the windows of 4-6 Dyers Buildings facing the site.
344. The assessment also excludes the residential premises within Sterling House, 12 Dyers Buildings which have windows facing the site, which have not been identified as sensitive receptors. However, given the height and scale of the proposal and the separation distance of this property from the site these windows are not considered relevant for assessment.
345. The residential premises immediately to the south of the proposed development site, at 34-35 and 36-37 Furnival Street, have not been assessed because their windows are not orientated within 45 degrees of the uplift of the proposed development in line with the advice set out within the BRE (2022) Guidelines.
346. The criteria set out in Building Research Establishment (BRE) Guidelines: Site Layout Planning for Daylight and Sunlight (2022) are used as guidance in forming a judgement on whether the design of the proposed development provides for sufficient daylight and sunlight to surrounding housing and is appropriate for its context (London Plan policy D6D), and when considering whether the daylight and sunlight available to nearby dwellings is reduced noticeably to unacceptable levels (Local Plan policy DM 10.7) and in considering whether daylight and sunlight is appropriate for its context and

provides acceptable living standards (draft City Plan policy DE7) it is appropriate to have regard to the assessment carried out in accordance with the BRE guidelines.

347. Two commercial receptors have been identified as listed above. However, the impact on their daylight and sunlight has not been assessed. Local Plan Strategic Policy CS10 seeks to ensure that buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces. The BRE daylight guidelines are intended for use for rooms adjoining dwellings where daylight is required and may also be applied to non-domestic buildings where the occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops and some offices. The BRE sunlight guidelines are intended for dwellings and for non-domestic buildings where there is a particular requirement for sunlight. The proposed increase in height to 38-39 Furnival Street would be likely to have a minor impact on daylight to Chancery Exchange, 10 Furnival St. (opposite), it is however worth noting that the proposed development would still be lower in height (by over 3 metres) (than the building opposite at 10 Furnival St.). In this case officers do not consider that the offices surrounding the application site fall into the category contemplated by the BRE where occupiers have a reasonable expectation of daylight, and officers do not consider that the surrounding offices have a particular requirement for sunlight. The dense urban environment of the City, is such that the juxtaposition of commercial buildings is a characteristic that often results in limited daylight and sunlight levels to those premises. Commercial buildings in such locations require artificial lighting and are not reliant on natural daylight and sunlight to allow them to function as intended, indeed many buildings incorporate basement level floorspace or internal layouts at ground floor and above without the benefit of direct daylight and sunlight. As such the daylight and sunlight impact is not subject to the same policy test requirements as residential premises.
348. There are no nearby gardens or amenity areas directly to the north of the development that would require a sunlight / overshadowing assessment.

#### Daylight and Sunlight

349. Daylight has been assessed for both Vertical Sky Component (VSC) and No Sky Line (NSL), these are complementary assessments for daylight: VSC is the measure of daylight hitting a window, NSL assesses the proportion of a room in which the sky can be seen from the working plane. Daylighting will be adversely affected if either the VSC of the NSL guidelines are not met.
350. The BRE criteria state that a window may be adversely affected if the VSC measured at the centre of a window is less than 27% and less than 0.8 times its former value (i.e. experiences a 20% or more reduction.) In terms of NSL, a

room may be adversely affected if the daylight distribution (NSL) is reduced beyond 0.8 times its existing area (20% or more reduction).

351. Both the London Plan 2021 and the draft City Plan 2040 require daylight and sunlight to residential buildings to be appropriate to their context, and this will need to be considered alongside reductions in daylight and sunlight assessed under the BRE methodology.
352. The applicant has submitted a Sunlight and Daylight Assessment and a Daylight and Sunlight Addendum letter.

#### 1 to 3 Dyers Buildings

##### *Daylight*

353. 1 to 3 Dyers Buildings is a five-storey residential development located immediately to the east of the application site. Given the close proximity of this development to the application site, which are effectively separated by a light well, the existing daylight levels are low, particularly at basement, ground, first and second floor levels. The daylight and sunlight report has assessed 59 windows serving 18 rooms within this development for daylight.

##### *Windows: Vertical Sky Component*

354. Of the 59 windows assessed, 35 would meet the BRE guidelines for skylight visibility (VSC). Of the 24 windows which fall below the guidance for VSC, eight experience proportional VSC reductions between 20% to 30% (minor adverse impact), nine between 30%-40% (moderate) and seven in excess of 40% (major).
355. Of the 24 windows that fall below the BRE recommendations, 18 serve known living rooms. Four remaining windows serve rooms for which the use is unknown but are assumed to be habitable. A further two rooms serve bedrooms which are considered to have a lower requirement for natural light.
356. It is noted that the VSC levels to the windows on the basement, ground, first and second floors are exceptionally low in the existing scenario (the majority of windows experience a VSC of below 10% with some as low as 0-0.3%). These windows are therefore more susceptible to greater proportionate reductions in skylight visibility. So, whilst these windows see reductions in VSC over that which is recommended by the BRE guidelines, the absolute reductions in VSC are generally quite small (i.e. between 0-4.3%). Of the 24 windows that fall below guidance, nine see an absolute VSC reduction of less than 1%. A further eight windows see no more than a 3% absolute change for VSC, and the remaining eight windows see no greater than a 5% absolute change in VSC. The report points out that absolute reductions of 3% have been referenced in past appeals as “virtually imperceptible”, and absolute reductions of 5% have

been described as “barely noticeable”. As such, while there is identified breaches of the BRE Guidance, the existing level of VSC is exceptionally low that any minimal change would result in the windows falling below the guidance. The reductions proposed however are modest in reduction, would fall under the imperceptible category and as such are assessed as acceptable.

#### *Rooms: Daylight Distribution*

357. Of the 18 rooms assessed, 13 would meet the BRE guidelines for daylight distribution (NSL). Of the five rooms that fall below the guidelines, two would experience a percentage alteration of between 30%-40% (moderate adverse impact), and three would experience a percentage alteration in excess of 40% (major adverse impact).
358. Two of the five rooms (F00, R2 and R3) assessed for daylight distribution (NSL) that fall below the guidelines serve bedrooms, which have a lower requirement for daylight. These rooms would experience proportionate reductions in daylight distribution of 32.1% and 67.7%.
359. The remaining three rooms are a ground floor living room (F00, R4), and LKDs on the first and second floors (F01/R2 and F02/R2). The living room on the ground floor would experience a reduction in daylight distribution from 15.4% to 8.5% of the room having a view of the sky. The LKD on the first floor sees a reduction in daylight distribution/sky visibility (NSL) from 30.6% to 13.5% and the LKD on the second floor sees a reduction in sky visibility from 51.1% to 35.3%. Although the daylight distribution analysis is based on assumed layouts and the results carry uncertainty and the actual impacts may be different in the existing rooms, it is considered that the impact would be acceptable given that the impact in minor adverse to a limited number of rooms.

#### *Sunlight*

360. 35 windows have been identified as eligible for assessment for sunlight. The report demonstrates that all the windows assessed would meet the BRE Guidelines for sunlight (APSH) with the proposed development in place.

#### 4-6 Dyers Buildings

361. A VSC assessment was undertaken in GIA’s Phoenix application on the windows of 4-6 Dyers Buildings facing the Site. This showed no alterations beyond 20%, therefore all windows would be BRE compliant and no further technical assessments were deemed necessary. Furthermore, given the proposed massing of the building and separation distances to the residential property the impact in terms of daylight and sunlight is considered to be acceptable in this instance.

### 10 Furnival Street (Chancery Exchange) and 10-12 & 14-18 Holborn

362. It is not considered that the commercial buildings at 10 Furnival Street, 10-12 and 14-18 Holborn are of a nature that requires exceptional daylight and sunlight levels mainly due to its location in a dense urban environment and the type of accommodation which is expected to be largely used during office hours and being relied upon artificial lighting throughout the day. As such the daylight and sunlight impact is not subject to the same policy test requirements as residential premises. The dense urban environment of the City, is such that the juxtaposition of commercial buildings is a characteristic that often results in limited daylight and sunlight levels to those premises. On that basis, the assessment has not considered the surrounding commercial buildings, which officers found an acceptable approach.

### Conclusion

363. The assessment results included in the daylight and sunlight assessment report submitted with the application demonstrate a moderate to high level of BRE compliance. Where there are technical breaches of the BRE guidelines, they can be partly attributed to the low existing levels of daylight received by the neighbouring residential properties assessed, which would be sensitive to proportionately higher percentage reductions as a result of the low existing levels of daylight.
364. Overall the daylight and sunlight available will be sufficient and appropriate to the context, and acceptable living standards would be maintained. As such, the overall impact (including the degree and extent of harm) is not considered to be such that it would conflict with, London Plan policy D6, Local Plan Policy DM10.7 and Policy DE7 of the draft City Plan 2040.

### Light Pollution

365. Local Plan Policy DM15.7 and draft City Plan 2040 Policy DE8 require that development should incorporate measures to reduce light spillage particularly where it would impact adversely on neighbouring occupiers, the wider public realm and biodiversity.
366. It is considered that only the front (west) facade of previous 40-41 Furnival Street building would be designed with glass bricks creating a level of translucency which would create light spill from internal lighting towards the occupiers facing the west side of the building which is relevant to the commercial building at 10 Furnival Street. There would be no translucent elevations opposite the residential buildings and therefore light pollution has not been considered a material factor in the submitted Daylight and Sunlight Assessment.

367. To ensure that appropriate lighting levels are achieved externally and internally including at roof terrace level, and to mitigate impacts of public realm and nearby residential properties, a condition for the submission of relevant details of a Lighting Strategy and Technical Lighting Design would be required to be submitted for approval. This will have to be submitted prior to the occupation of the building and the details shall accord with the requirements as set out in the Lighting SPD, including but not limiting to details of all external, semi-external and public-facing parts of the building and of internal lighting levels and how this has been designed to reduce glare and light trespass.

### **Air Quality**

368. Local Plan 2015 policy CS15 seeks to ensure that developments positively address air quality. Policy DE1 of the draft City Plan 2040 states that London Plan carbon emissions and air quality requirements should be met on sites and policy HL2 requires all development 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 S11 of the London Plan.
369. The application includes an Air Quality Assessment which addresses the likely impact of the proposed development on air quality as a result of the construction and the operational phases of the development.
370. The proposed development will be car free and heating will be through air source heat pumps which is welcomed. The development meets both the transport and building emissions benchmarks for the Air Quality Neutral Assessment. The proposal includes a visitor attraction in underground tunnels where levels of indoor air pollution should be minimised.
371. The City's Air Quality Officer has reviewed the proposal and has raised no objections subject to conditions and informatives in respect of generators combustion flues, Non-Road Mobile Machinery Register, and the Indoor Air Quality.
372. In light of the above and subject to conditions, the proposed development would accord with Local plan policy CS15, policies HL2 and DE1 of the draft City Plan 2040 and S11 of the London Plan which all seek to improve air quality.

### **Impact on amenity (Noise, Disturbance and Overlooking)**

373. London Plan Policy D13 requires the proposed development to mitigate noise-generating uses and Policy D14 aims to avoid significant adverse noise impacts on health and quality of life. Local Plan Policies DM3.5 and DM15.7, seek to ensure that operational noise does not adversely affect neighbours and that any noise from plant should be at least 10dBa below background noise levels. Policies S1 and HL3 of the Draft City Plan 2040 requires that noise does not adversely affect nearby land uses, supporting a healthy and inclusive City.
374. Local Plan Policy DM21.3 and Emerging Policies HS3 and DE4 seek to protect the amenity of residential properties from uses which would cause undue noise, disturbance and requires new development near existing dwellings to demonstrate adequate mitigation measures to address the impact. Development proposals are expected to be designed to avoid overlooking to adjacent residential accommodation in line with Policies DM10.3 and DM21.3 of the Local Plan and Policies HS3 and DE4 of the Draft City Plan 2040.
375. An Acoustic Assessment has been submitted which provides an outline assessment of the impact of noise and vibration from the mechanical plant on the surrounding area. In addition, operational use noise and construction impacts have been considered.
376. The nearest noise sensitive receptors that have been identified in the assessment are the residential properties to the south and east of the site, 36-37 Furnival Street and 1-6 Dyer's Buildings, and the commercial occupiers to the west, 10 Furnival Street and 9 Holborn and to the north at 14-18 Holborn. Noise surveys have been conducted to obtain the background noise levels of these properties from two measurement positions. Tabulated results are provided within the submitted Acoustic report.
377. Plant equipment serving the building and the tunnels would be housed within 38-41 Furnival Street building. The new building would house the primary entrance to the cultural exhibition space, ancillary office accommodation and retail spaces at upper levels, basement plant rooms, an air handling unit (AHU) plant room and a roof plant room situated at the northern roof level which forms the highest part of the proposed building. The proposed plant would be subject to a condition that require noise levels to be compliant with the City's standard of at least 10 dBa below background noise level as well as a condition to minimise transmission of structure borne sound or vibration to any other part of the building.
378. The impacts of the demolition and construction work on the surrounding area would be controlled by conditions requiring the submission of schemes of works to protect neighbouring occupiers. Noise and vibration mitigation, including

control over working hours and types of equipment to be used would be included in a construction management plan to be secured by condition, and freight movements would be controlled through the Construction Logistics Plan, secured by condition. These would need to demonstrate compliance with the City's Code of Practice for Deconstruction and Construction Sites and the Mayor of London's Construction Logistics Plan Guidance.

379. The impact of the proposed development in terms of noise associated with the operational stage of the cultural use (i.e. the actual underground use) has been considered to be negligible based on the fact that the main visitor space is provided underground and therefore away from nearby noise receptors. Since the earth has enough bulk to keep noise from escaping, noise breakout from the cultural exhibition spaces through the ground is therefore not regarded as a problem. It is however acknowledged that the proposed development has the potential to increase activity at street level with visitors arriving to the venue and exiting through from the upper levels of the gift shop back to the street level. Officers acknowledge that increased footfall in the area would likely increase the noise generated and disturbing to nearby properties. For that reason, the submitted Transport Assessment has produced a robust worst-case scenario based on predictions for the busiest day on site. It is estimated that a standard visitor will spend a total of 1 hour and 20 minutes on the site. Model outputs have tested the operation of the ground floor site entrance on Furnival Street to understand if there will be any external queueing that would have adverse impacts to the amenity of neighbouring occupiers. The dynamic model takes into consideration different parameters proposed to mitigate impact on the highway such as the proposed footway widening in front of the principal entrance that has been designed to maximise any pedestrian queues within the curtilage of the site and the proposed operational and management plan of the venue (including the capacity of the visitor lifts, security check points and processing time for ticketing). The results demonstrate that queueing would not be expected into Furnival Street at the tested scenario. Notwithstanding that, a worse-case scenario of 20% uplift in visitor numbers has been tested with all other parameters taken into account and results still showed no external queueing on the street.
380. In addition, it has been logically assumed that visitors arriving and leaving the site would most like be coming from Holborn where public means of transport and cycle/motorbike parking facilities are available alongside other commercial uses such as F&Bs which people can visit before or after their booked visit to the site. It is therefore considered that visitors arriving and leaving the cultural exhibition space would not create significant queues at street level or use the part of Furnival Street that extends southern to the site which would have likely cause some disturbance to nearby occupants.

381. The existing buildings on Furnival Street are either vacant or serve a modest scale office. The proposed change of use to a cultural facility, by its very nature, would likely increase the pedestrian and vehicular movement within the immediate vicinity. This would be particularly pertinent for the residents of 36-37 Furnival Street and 1-6 Dyer's Buildings. While the highway modelling described above confirms limited use of the street for significant queues, officers are cognisant there would likely be an increase in general noise and disturbance to the surrounding properties from increased activity. This is however the case with all similar cultural use applications that are intending to draw visitors to the site and officers consider that the noise increase would not vastly differ from that already found within the immediate locality (for example on Holborn or other surrounding uses). Care has been taken to prevent significantly detrimental impacts occurring to neighbours, through constrained servicing times and event management conditions, however the potential increase in general human activity is considered to be acceptable and proportional to this highly urbanised, constrained setting.
382. The application also includes a Security Strategy that outlines the security measures to be implemented on site that would support the smooth operation of the development. The site would benefit from a comprehensive management team, including on-site staff such as receptionist and security staff who would be present throughout the site's operational hours. The building would benefit from Video Surveillance Systems (VSS) monitored by on-site staff at a Security Control Room (SCR) to aid in the management of the building and surrounding spaces. As such, officers consider that adequate management of the development would likely ensure no adverse impacts are cause due to increased pedestrian movements around the site or increased number of users of the building. Details of an Operational Management Plan would be secured in the Section 106.
383. The proposal involves the operation of two separate cultural exhibition spaces within the tunnels. The Heritage Exhibition space forming the permanent visitor attraction would operate on a daily basis, and the Cultural Exhibition space which would be available for temporary exhibitions along the year and would operate with programmed events. The Cultural Plan estimates approximately 12 events taking place intermittently over a year. Further details on event programming and minimising the impact of events on amenity in terms of dispersal of visitors at night time and noise and disturbance would be required as part of the Public Access and Event Management Strategy that would be secured in the Section 106.
384. The proposed roof terrace at level four, would be used by the working staff and no members of the public would be allowed to access it. The terrace would measure 40sqm area with a 1.4m high boundary and embedded plant floor along its perimeter to provide privacy. The residential properties to the east and

south side of the terrace would be further protected from overlooking by the proposed frosted glass screen of 1.4m height and excessive greening against the eastern boundary of the terrace. Notwithstanding that, it is noted that the terrace is set back from the eastern side as the east elevation has been designed with an inclination to this portion of the building. This design provides greater distance from the adjacent residential properties and reduces the level of potential overlooking drastically. An external staircase is proposed to the southeast corner of the terrace to be used only as a fire escape. An alarmed gate would be in position to ensure that these stairs are only used in an emergency. The Environmental Health team has recommended a condition to restrict the use of the proposed roof terrace between the hours of 20:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency in order to safeguard the amenity of the nearby occupants. Officers consider the proposed privacy measures sufficient to safeguard the privacy of the surrounding dwellings and recommend a condition for the approval of details in relation to the proposed screening and planting of the roof terrace.

385. It should be noted that the proposed bar and the programmed school trips to the Heritage Exhibition space would access the site solely through the secondary entrance at High Holborn only, which is located within London Borough of Camden. Therefore, the relevant Local Planning Authority would be responsible to control noise and disturbance to safeguard the amenity of neighbouring properties around the secondary entrance.
386. Due to there being nearby sensitive receptors it is also considered necessary to restrict overnight servicing, therefore a condition will be included to ensure no servicing of the development shall take place between 23:00 and 07:00 Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays.
387. Subject to the imposition of conditions, in particular those relating to noise from plant and schemes of works to protect against the impacts of demolition and construction and event management, it is considered that the application is in accordance with London Plan Policies D13 and D14, Local Plan Policies DM3.5, DM10.3 DM15.7 and DM21.3, and Emerging Policies S1, HL3, HS3 and DE4 of the draft City Plan 2040.

### **Health Impact Assessment**

388. Policy HL9 of the draft City Plan 2040 requires major developments to submit a Healthy City Plan Checklist to assess potential health impacts resulting from proposed developments.

389. The applicants have submitted a Rapid Health Impact Assessment (HIA) using evidence and assessments of impact within documents submitted with the planning application. The London HUDU Planning for Health Rapid HIA Tool Fourth Edition (October 2019) recommends the assessment of potential health impacts under 11 different broad health determinants. The HUDU checklist has been satisfactorily completed and there are not expected to be any adverse health impacts resulting from the proposed development.
390. The Assessment concludes that the development would have an overall positive impact on health. Positive impacts include:
- Improvements to the public realm along Furnival Street to be secured under Section 278;
  - A Heathy Street approach would be adopted;
  - Reuse an existing infrastructure and create accessible arrangements for everyone to have the opportunity to enjoy;
  - Provision of a cultural space including heritage exhibition space;
  - A car-free development with cycle parking proposed on and off site;
  - Inclusivity and Accessibility at the heart of the Cultural Plan;
  - Design out crime practices;
  - Access to local employment and training opportunities as well as inclusive local procurement to be secured under Section 106;
  - An outdoor amenity space is provided for the staff, greenery is incorporated wherever possible and active travel is promoted.
391. The HIA does not identify any negative impacts. However, officers considered that some impacts would arise during the construction and operational phases such as dust, noise, vibration and odours, and air pollution caused by traffic. These impacts would be mitigated by the requirements of relevant conditions and Section 106 obligations. For example, by implementing a Delivery and Servicing Plan that ensures sustainable modes and operation of freight; a Construction Environmental Management Plan and Construction Logistics Plan; securing local employment and training opportunities; and other air quality and environmental health mitigations addressed elsewhere in the report.
392. The HIA assessment adequately addresses potential health impacts and therefore the development complies with draft City Plan HL9.

## **Sustainability**

### **Circular Economy**

393. London Plan Policy SI7 ('Reducing waste and supporting the circular economy') sets out a series of circular economy principles that major development proposals are expected to follow. The Local Plan Policies CS15 and DM 17.2

and the emerging City Plan 2040 Policy S16 set out the City's support for circular economy principles.

394. The London Plan Policy GG5 states that "Creating a low carbon circular economy, in which the greatest possible value is extracted from resources before they become waste, is not only socially and environmentally responsible, but will save money and limit the likelihood of environmental threats affecting London's future"
395. 'Circular economy' is defined within the London Plan's glossary as, "An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'".

*Development Proposal*

396. The full extent of the tunnel network is proposed to be retained and refurbished (>90% of material retained). No.s 38-39 and 40-41 Furnival Street are proposed for demolition due to the practicalities of construction and challenges of plant arrangement. Further details are included under Carbon Options Appraisal below.
397. Fulwood Place (31-33 High Holborn, Camden) would require limited structural works at basement and ground level only to facilitate visitor access and the MEP strategy. The building will also be refurbished likely including minor upgrades to the façade (e.g. glazing replacement and draughtproofing).

*Carbon Options Appraisal*

398. In line with the CoL Carbon Options Guidance, the application includes a study of opportunities to retain and refurbish the buildings at no. 38-39 and 40-41 Furnival Street including a carbon assessment. The Carbon Option appraisal was subject to review by a third-party expert. The reviewer has confirmed that the optioneering has been carried out in compliance with the Carbon Options Guidance.
399. The demolition of No. 38-39 (ventilation building) is consistent across all three options. Due to access requirements (escape stairs, elevator upgrade, installing plant equipment) and the practicality of construction any retention was deemed unfeasible. Redevelopment of No. 38-39 would include: new three-level basement constructed, shaft enlarged down to tunnel entrance and superstructure rebuilt with one additional floor. Dependent on their condition, existing bricks and concrete louvres from 38-39 will be reused to rebuild the replacement.
400. No. 40-41 with its 7-storey concrete frame offers some retrofit potential. Three options were explored for 40-41 Furnival Street only:

### Option 1: Major refurbishment

401. All substructure and majority of superstructure retained. Openings created in level 5 slab to accommodate MEP. One additional floor added. Retained slabs, columns and possibly foundations strengthened to accommodate openings and increased loading.

Full Replacement and upgrade of existing façade system.

### Option 2: Major refurbishment with vertical extension

402. Substructure and ground to 3rd floors retained. Retained slabs, columns and possibly foundations strengthened to accommodate increased loading. Demolition of top 3 levels of superstructure. Replacement structure has no additional floors but greater height and more efficient space for MEP plant.

Full Replacement and upgrade of existing façade system.

403. **Option 3: Full demolition and redevelopment (Development proposal)** – Demolition and rebuild, including new three-storey basement. One-storey increase in height to no. 40-41.

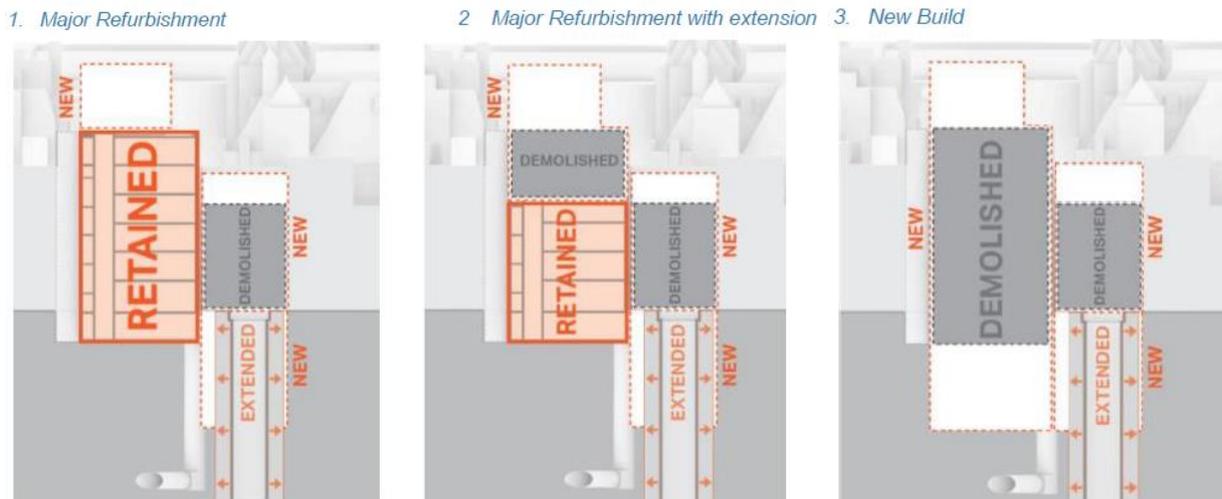


Figure 11. Optioneering

404. The subterranean nature of the tunnels and proposed cultural use with significant visitor numbers requires a significant size and quantity of plant equipment for ventilation and cooling. The existing floor to floor heights of no. 40-41 causes challenges with accommodating the plant. Some of the plant also requires access to fresh air and cannot be placed underground. Options 1 and 2 work within these constraints to propose feasible options which retain existing structure. As the

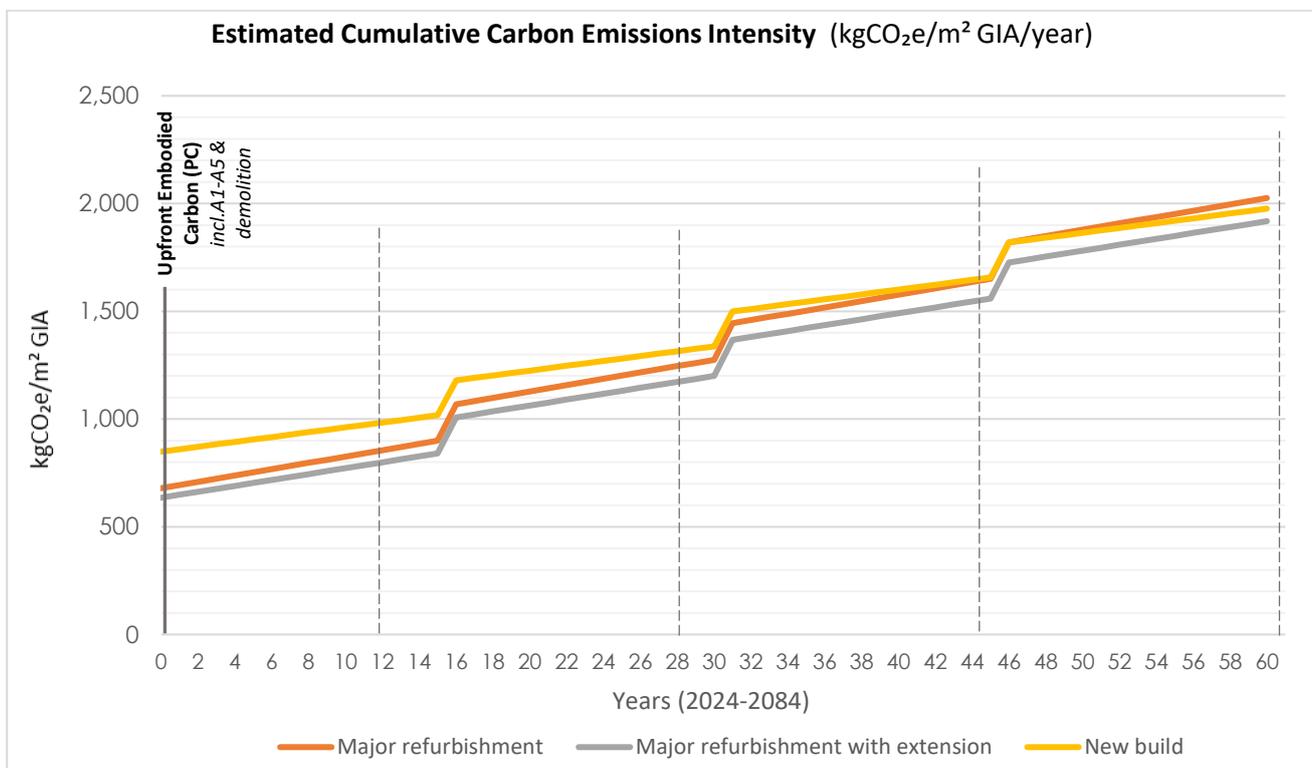
extent of demolition increases, improvements to system efficiencies are expected due to larger, more flexible plant area at street level.

405. The appraisal of the three scenarios is underpinned by a quantitative assessment of whole life-cycle carbon emissions of each option. Quantitative results from the options appraisal for 40-41 Furnival Street only are set out in the table below.
406. The operational energy figure accounts for the Tunnels and Furnival Street energy use and is based on Category A fit-out which includes regulated emissions (heating, cooling, lighting) and fixed services (e.g. lifts) but does not include any tenant equipment such as audio-visual equipment.
407. The majority of energy consumption takes place in the tunnels; however the plant is predominantly located above ground in the Furnival Street buildings (with minor variation between options). The operational energy rate per m<sup>2</sup> is divided by the area (GIA, m<sup>2</sup>) of Furnival Street only in order to align with the embodied carbon figures which also apply to Furnival Street only.

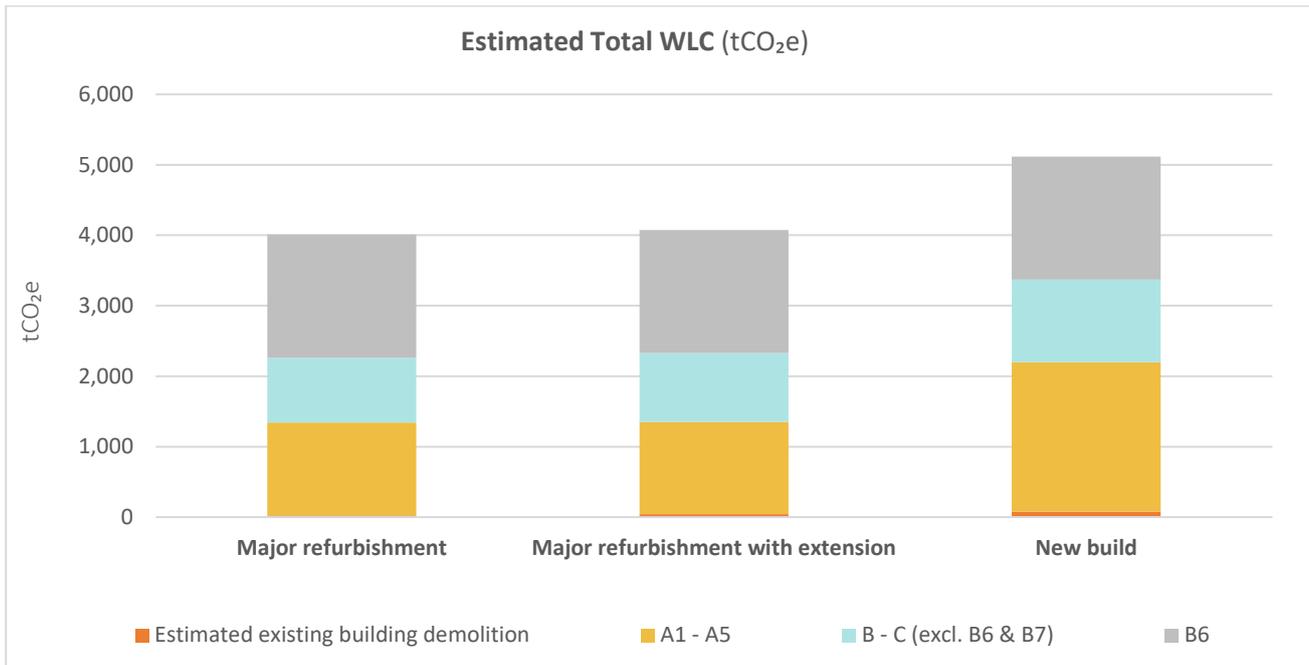
**Table 7. Quantitative results from the options appraisal for 40-41 Furnival Street**

<b>Furnival Street Options</b>	<b>Option 1 Major refurbishment</b>	<b>Option 2 Major refurb with extension</b>	<b>Option 3 Redevelopment (Optioneering stage)</b>
1. Gross Internal area (GIA) m <sup>2</sup>	1979	2125	2589
2. Increase in GIA (over existing)	10%	35%	60%
3. Substructure % retained by mass	100%	100%	0%
4. Superstructure % retained by <u>area</u> (frame, upper floors, roof, stairs, ramps)	55%	35%	0
5. Upfront Embodied Carbon (A1-A5) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) <i>exc. sequestration</i>	666	616	818
6. In-use & End of Life Embodied Carbon (B-C) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) <i>excl. B6 &amp; B7</i>	464	461	453
7. Life-cycle Embodied Carbon (A1-A5, B1-B5, C1-C4) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)	1,130	1,077	1,271
8. Fuel source	Electricity	Electricity	Electricity
9. Operational Energy Use (B6) of the Tunnels + Furnival St. (divided by GIAM <sup>2</sup> of Furnival St. only) (kWh/m <sup>2</sup> /yr GIA)	424	395	324
10. Estimated Whole Building Operational Carbon for	883	822	675

building lifetime (B6) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA)			
11. <b>Total WLC Intensity</b> (incl. B6 & pre-demolition) (kgCO <sub>2</sub> e/m <sup>2</sup> GIA) <i>Module B7 is not considered</i>	<b>2,026</b>	<b>1,918</b>	<b>1,977</b>
12. Upfront embodied carbon (A1-A5) (tCO <sub>2</sub> e)	1,318	1,309	2,118
13. In-use embodied carbon (B-C, excl. B6 & B7) (tCO <sub>2</sub> e)	918	980	1,173
14. Operational carbon for building lifetime (B6) Tunnels + Furnival St. (tCO <sub>2</sub> e)	1,747	1,748	1,746
15. <b>Total WLC</b> (incl. B6 and pre-demolition) (tCO <sub>2</sub> e) <i>Module B7 is not considered</i>	<b>4,009</b>	<b>4,077</b>	<b>5,117</b>



**Figure 12. Estimated Cumulative Carbon Emissions Intensity**



**Figure 13. Estimated Total WLC**

408. The study found marginal differences between the two refurbishment options. Option 2 is able to achieve better operational performance and reduced upfront emissions compared to Option 1 due to a more efficient spatial arrangement and structural grid and the significant strengthening work Option 1 would require to accommodate the MEP equipment.
409. Total upfront emissions increase by ~1,000,000 kgCO<sub>2</sub>e from Option 2 to Option 3. For Option 3, 8% of the total WLC emissions (393,528 kgCO<sub>2</sub>e) are attributed to the new substructure works (inc. 3 basement levels).
410. Option 2 and 3 include capacity for additional sustainability benefits such as a blue roof which allows water retention and an amenity terrace with greening for the staff.
411. The new build option was chosen as the preferred option based on overall benefits including “constructability, maintenance and space utilisation.” Fitting the required plant within the existing structure of 40-41 Furnival St. is complicated, in part due to restricted floor heights, and would require strengthening works which have an associated carbon impact. As new build area increases operational performance is also predicted to improve as plant specification/layout can be optimised. The new build option offers the greatest increase in floor area which allows the most flexibility in spatial design terms and improved facilities including:
- a) Improved accessibility and public realm

- b) Larger area of amenity terrace for staff and additional greening
- c) Increased plant space which;
  - simplifies provision of future heat network connection
  - improves smoke management and stair pressurisation increasing potential visitor capacity.

Development Proposal

412. The Circular Economy Statement (CES) submitted describes the strategic approach to the incorporation of circularity principles and actions according to the GLA Circular Economy Guidance.
413. Approximately 90% of the existing site (by area), including the entire tunnel network will be retained. 31-33 High Holborn (Camden) will be largely retained. The Tunnels are being refurbished and adapted to offer an adaptable and flexible space for future occupants.
414. Outline proposals for incorporating circular economy principles:
- All internal partitions (other than fire lobbies) can be dismantled and altered for future adaptation
  - Materials used will be high quality and high durability to ensure long service life and minimise the impact of replacement with new Tunnels / shaft linings designed for a 120-year design life.
  - Various building elements, including lifts, glass balustrades, façades, and steel frames, have been designed for disassembly and recycling
  - Services are designed for ease of maintenance and replacement. Demountable sections have been incorporated into the glass block façade for plant replacement.
  - Generally, all MEP items can be de-commissioned and removed for re-use or recycling. Ductwork will be installed with flanges and pipework which will aid in the deconstruction
  - Steel frames supporting the first-floor gallery, spiral stair and façade at Furnival Street can be adapted, strengthened, or finally deconstructed and reused, if necessary in future.
  - Where possible, precast reinforced concrete elements (likely to include walls, infill panels and Tunnels lining structure) will be discussed with the contractor at the next stage. These can be prefabricated off site reducing waste and emissions.
415. Figure 2 of the Circular Economy Statement summarises a list of circular economy commitments/approaches as follows:

- a) The development aspires to achieve the GLA recommended target of minimum 20% of all new material being reused/recycled content by value.
  - b) Specific materials targets for investigation at developed design stage:
    - 20% of new materials used should contain reused/recycled content by value (as per GLA recommended target)
    - 25% GGBS in concrete
    - 20% recycled content in steel
    - 60% recycled content in plasterboard
    - 97% recycled content in rebar
    - 35% recycled content in aluminium
    - Materials from suppliers who participate is responsible sourcing
  - c) schemes such as the BRE BES 6001:2008 Responsible Sourcing Standard will be prioritised.
  - d) Exploring prefabricated and modular design options throughout the detailed design phase to minimise construction waste; specifically, precast reinforced concrete (RC) elements, including walls, infill panels, and the Tunnels lining structure.
416. A pre-demolition and retrofit audit was undertaken to assess which materials can be re-used or recycled in order to retain maximum value and advise on material recovery strategies.
417. Total demolition waste forecast is 36,257 Tonnes of with an estimated recovery rate (reuse/recycling) of circa 95%. Concrete that will be crushed accounts for 90% of total waste by weight. Plant equipment, furniture and Bakelite have been designated for possible reuse with all other items proposed for recycling at a raw material level. Further details will be provided at detailed design stage.
418. The 'material recovery options' table indicates how materials will be segregated and which will be sent to specialist recyclers for further processing. The development will submit a Waste Management Plan and advise the contractor of the targets to be achieved.
419. A number of specific elements have been earmarked for reuse, depending on their condition:
- cast iron shaft rings repurposed as lift shaft cladding
  - shaft linings will be reused as architectural elements lining the new stair and lift shaft.
  - Brickwork and concrete louvres to rebuild 39 Furnival St.

420. Updates to the detailed Circular Economy Statement are required by condition, prior to commencement (excluding demolition), and post completion, in line with the Mayor’s guidance on Circular Economy Assessments. The statement is to include details of elements recovered for reuse on/off site and the demountable internal partitions.

#### BREEAM

421. Emerging City Plan 2040 Policy DE1: Sustainability Standards requires proposals for major development to achieve a minimum BREEAM rating of “Excellent” (70% of credits) and aim for “Outstanding” (80% of credits) against the current, relevant BREEAM criteria at the time of application, obtaining maximum credits for the City’s priorities (energy, water, pollution, and materials) as well as the climate resilience credit in the Waste category.
422. Given the specific nature of the development and following discussion with CoL officers and BREEAM the assessment type selected is: BREEAM Non-Domestic Refurbishment and Fit Out 2014 Bespoke.
423. The development is targeting a high-scoring ‘Very Good’ rating, which does not meet City Plan policy of minimum ‘Excellent’. The pre-assessment results show a target score of 67% and a potential score of 81% (Outstanding) if all the additional credits identified were achieved. This demonstrates good scope to achieve an ‘Excellent’ rating as a minimum. Options for additional credits are to be incorporated into the project cost plan to assess the costs required to achieve an ‘Excellent’ rating.
424. Pre-assessment results show the development to be on track to achieve high credits in the Water category and moderate credits in the Energy, Materials and Pollution categories.
425. A post construction BREEAM assessment is required by condition.

#### Whole Life-Cycle carbon emissions

##### Policy and guidance

426. London Plan Policy SI 2 (Minimising greenhouse gas emissions) requires applicants for development proposals referable to the Mayor (and encourages the same for all major development proposals) to submit a Whole Life-Cycle Carbon assessment (WLCA). The assessment captures a building’s operational carbon emissions (from regulated and unregulated energy use), as well as embodied carbon emissions, (i.e. those associated with raw material extraction, manufacture and transport of building materials and construction) and emissions associated with maintenance, repair, and replacement as well as dismantling, demolition and eventual material disposal. The Circular Economy strategy is therefore closely interlinked, addressing reuse and

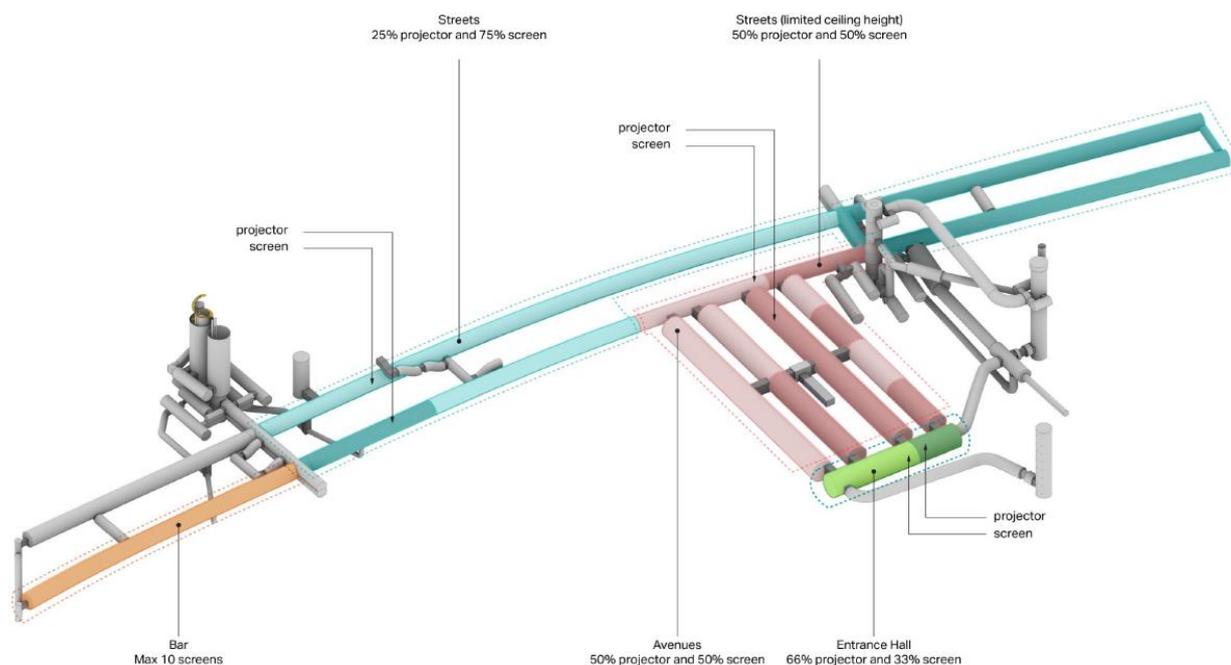
recycling of existing buildings and materials, as well as the longevity, flexibility, and adaptability of the design proposal.

427. Core Strategic Policy CS15 of the City’s Local Plan requires “*all redevelopment proposals to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and “end of life” phases of development.*”

The application proposal:

428. Approximately 75% of the proposed development by floor area (GIA) is made up of retained existing entities (all tunnels, shafts and 31-33 Holborn buildings), whilst the other 25% (Furnival St) is new build.

429. The proposed change of use would transform the Tunnels into a cultural venue with the exhibition divided broadly into two key components – a permanent historical section occupying the ‘Streets’ tunnels and a flexible digital component located in the ‘Avenues’. Within the flexible avenues spaces innovative digital led experiences will be developed, sometimes combined with physical installations. These experiences will be short to medium term exhibitions and one-off events. Detailed exhibition content would be developed during the refurbishment period. The DAS describes the proposal as follows: *The seamless integration of state-of-the-art audio-visual technology will form a key element in the delivery of a successful immersive and interactive visitor experience, with a combination of LED screens, projectors and advanced sound system technology built to create best in class immersive experiences.*



**Figure 14. Indicative projectors in the tunnels**

430. The WLCA lays out three potential fit-out scenarios based on differing extents of audio-visual (AV) equipment (indicative final fit-out designs) which result in a very wide range for both embodied and operational carbon emissions. The extent of AV will depend on the museum operator and programme of temporary (short or medium term) exhibitions and special events, changing throughout the year. The WLCA and Energy Statement have been based on the medium use scenario.

**Table. 8. Implications of different Scenarios**

Scenario	Summary	Implications
Low	Base building/CAT A design (inc. heating, cooling, ventilation, lighting and fixed energy loads such as lifts) operating with anticipated occupancy and opening hours but only limited audio-visual (AV) equipment installed.	Includes audio-visual and other equipment for the Heritage Museum in the Streets, and the Bar, and limited use of projectors in the Avenues. Many of the cultural use scenarios fall in this category.
Medium	Base building plus a mix of low energy AV systems including some LED screens and high-fidelity projectors. Based on anticipated occupancy and opening hours. Improved HVAC efficiencies due to equipment running at part load and the use of cooling from ambient air temperatures.	Balanced use of projector technology and LED. Includes higher LED loads including music events or immersion visual experience, set out in the Cultural Plan, but does not include the full extent of AV provision allowed for the highest case. This is a conservative position that allows much cultural flexibility.
High	Based on anticipated occupancy and opening hours. Base building plus, a higher amount of AV equipment with a high proportion of LED screens.	The Highest case relates to the possible installation of a fully immersive LED solution installed in up to 50% of the surface area of the Avenues. This level of energy use may happen for some cultural installations but is not expected to be applied for long periods of time.

The table below provides a breakdown of screen area and number of projectors by area for each scenario.

	Low scenario		Medium scenario		High scenario	
	Screen area (m2)	No. of projectors	Screen area (m2)	No. of projectors	Screen area (m2)	No. of projectors
Entrance Hall	0	1	102	12	204	23
Avenues	0	10	1104	63	2208	126
Streets	0	10	788	33	1575	33
<b>Total</b>	<b>0</b>	<b>21</b>	<b>1994</b>	<b>108</b>	<b>3987</b>	<b>182</b>

The table below shows a comparison of upfront and total WLC carbon figures by scenario and with GLA Retail Benchmarks.

TOTAL kg CO <sub>2</sub> e/m <sup>2</sup> GIA	Module A1-A5 (Excluding Sequestered Carbon)	Modules B-C (Excluding B6 & B7)	Modules A-C (Excluding B6 & B7; Including Sequestered Carbon)
Low Scenario	581	380	961
Medium Scenario	745	914	1,652
High Scenario	906	1,427	2,333
GLA Benchmark	<850	<200	<1050
GLA Aspirational Benchmark	<550	<140	<690

431. Total embodied WLC emissions per m2 for Medium and High scenarios are substantially higher than the GLA Retail Benchmarks. It is noted that retail benchmarks are not representative of this unique development but are considered the most relevant by the applicant and agreed by the 3rd party reviewer of the WLCA.
432. The detailed WLC and energy assessments are based on the medium scenario. The final fit-out is currently uncertain but will be developed throughout the detailed design stages and finalised once museum operators are on board. A detailed whole life-cycle carbon assessment confirming the proposed fit-out plan including quantities of audio-visual equipment and predicted frequency of events or special exhibitions as well as the associated carbon impacts is required by pre-commencement (exc. demolition) condition.

**Table 9. Life-cycle carbon emissions by module based on the medium scenario.**

Estimated Whole Life Carbon Emissions (over 60-year lifespan)	Upfront Embodied Carbon (A1-A5 excl. sequestered carbon)	Total embodied Carbon (A-C excl. B6-B7; incl. sequestered carbon)	Module B1-B5	Whole Building Operational carbon (B6-B7)	Total Whole Life Carbon (inc. B6)
Development Total (kg CO2e)	7,911,775	17,554,764	9,087,567	11,582,588	29,137,352
Total per m2 (kg CO2e/m2 GIA)	745	1,652	855	1,090	2,742

433. Total WLC emissions (embodied and operational) are estimated at 29,137,352 kgCO2e.
434. Embodied carbon emissions total 17,554,764 kgCO2e with MEP equipment accounting for approximately 70% (~15% is typical for an office scheme according to research by LETI). Two-thirds of those embodied emissions from MEP are attributed to maintenance and replacement.
435. The sustainability consultants included an estimated embodied carbon comparison with the Museum of London and Liverpool Everyman Theatre to provide context with buildings of a more similar programme to the proposed development. A comparison of operational emissions was not provided.

**Table 10. Estimated embodied carbon comparisons**

	London Tunnels Medium Scenario	Museum of London	Liverpool Everyman Theatre
<b>Year</b>	2029	2026	2013
<b>Size (m2 GIA)</b>	10,625	49,996	4,690
<b>Visitors/year</b>	2,000,000 (target)	2,000,000 (target)	120,000 (actual)
<b>Embodied carbon (A-C) total (kgCO2e)</b>	17,555,000	29,997,000	4,845,000
<b>Embodied carbon per m2 over 60-year period (kgCO2e)</b>	1,652	600	1,033
<b>Embodied carbon per visitor over 60-year period (kgCO2e)</b>	146	250	670

436. The Tunnels has the highest embodied carbon ‘intensity’ (rate per m2) of the venues assessed. The underground nature and elongated form of the tunnel

network naturally requires extensive ventilation/cooling and long servicing runs in order to be made into a viable tourist attraction. The comparison table shows that if these venues attract (close to) their target (or actual) visitor numbers then over a 60-year period the Tunnels attraction would have a lower embodied carbon cost per capita than these other indicative cultural venues. The embodied carbon cost (per capita) for the tunnels becomes less than the Museum of London after around 35 years.

#### Furnival Street New structure

437. A variety of structural systems were considered during design phase table and evaluated against project brief, architectural design intent, programme, sustainability, and cost. Relative carbon intensity was assessed at high-level based on previous experience. The primary system chosen is a concrete frame with post-tensioned concrete slabs. Steel and CLT options were discounted before carbon and detailed structural design was undertaken as they cannot achieve the architectural intent for structural floor zone and spans. The choice is justified by the intention to allow greatest flexibility in floor space and plant equipment layout.
438. The strategy to minimise embodied carbon includes the following measures:
- Hybrid elements of structure with a variety of structural framing and floor plate types has been proposed to optimise efficiency based on parameters such as loading requirements
  - Prioritisation of prefabricated elements, likely to include walls, infill panels and tunnel lining structure, to minimise material use and thereby reduce construction waste and carbon emissions
  - Floor load allowance to be refined following clarification of MEP plant in next stage. To avoid overspecification of predicted loads;
  - Post-tensioned system reduces slab thickness and requirement for beams
  - Refrigerant specified for cooling system has very low global warming potential of <1 – a negligible effect on global warming
439. The design and specifications will ensure that environmentally sensitive (non-toxic) building materials are used throughout. Specifically, the design and specification of materials used internally will be based on the use of products that contain low levels of or no Volatile Organic Compounds (VOCs). This is important for health and wellbeing as well as carbon reduction.
440. Design optimisations will be explored at detailed design stage to reduce carbon emissions including:
- Further reduction of superstructure PT slab thickness
  - Non-metallic ductwork
  - Alternative chilled ceilings

- Potential to source reused steel sections
- Reclaimed raised access flooring.

### Operational energy strategy and carbon emissions

#### Policy and Guidance

441. London Plan Policy SI 2 Minimising greenhouse gas emissions sets out how major developments should be net-zero carbon by “reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
- be lean: use less energy and manage demand during operation
  - be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
  - be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
  - be seen: monitor, verify and report on energy performance”
442. Policy SI2 also states that “Major development proposals **should calculate and minimise carbon emissions** from any other part of the development, **including plant or equipment, that are not covered by Building Regulations, i.e. unregulated emissions.**” [emphasis added]
443. Development Clause 9.9.2 expands on the priority of the energy hierarchy which is to “**minimise energy demand, and then address how energy will be supplied and renewable technologies incorporated. An important aspect of managing demand will be to reduce peak energy loadings.**” [emphasis added].
444. London Plan Policy SI4 Managing Heat Risk states that Development should minimise adverse impacts on the urban heat island through design, layout, orientation, materials, and the incorporation of green infrastructure. Through an energy strategy, development should demonstrate how they will reduce internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.

#### Application proposal:

445. For the medium scenario, total operational carbon emissions (B6 & B7) are calculated at 11,582,588 kgCO<sub>2</sub>e or 1090kgCO<sub>2</sub>e/m<sup>2</sup> - about 40% of total WLC emissions.
446. The proposed development employs a highly efficient and fully electric HVAC system of air source heat pumps, cooling towers, and water-cooled chillers with heat recovery, which help reduce carbon emissions.

447. Avenues and Streets supplied with minimum fresh air via combined general ventilation and smoke control ductwork. Duct sizes are minimised to the smoke requirement to save material and embodied carbon and CO2 control in air handling units and Avenue zones help minimise energy consumption.
448. The operational energy of the proposed development is affected significantly by the final fit-out and specific equipment associated with exhibitions/events as demonstrated in the Low, Medium, and High scenarios set out above.
449. Audio-visual equipment has a very significant impact on energy consumption for the building. Compared with the base building adding projectors across the Avenues, Streets and Entrance Hall leads to an increase in annual energy consumption of 188% from 67 kWh/m<sup>2</sup> to 126 kWh/m<sup>2</sup>. This shift also increases the cooling demand by over 700%.
450. The adopted GLA energy assessment guidance (2022) requires developments to calculate *Energy Use Intensity* (EUI), a measure of total energy consumed in a building annually including regulated and unregulated energy use, as well as the space heating demand. For offices, the GLA sets a target EUI of 55 kWh/m<sup>2</sup>(GIA)/year, and a space heating demand of 15 kWh/m<sup>2</sup>(GIA)/year whilst the UKGBC target is 90 kWh/m<sup>2</sup>/year. As there are no industry targets for cultural buildings and given the unique nature of the Tunnels, these targets is for guidance only.

*Table comparing estimated annual energy use intensity for the proposal scenarios with office targets.*

	Office Targets					
	Low scenario	Medium scenario	High scenario	GLA Target	UKGBC target 2025-30	UKGBC target 2030-35
Whole building energy intensity kWh/m <sup>2</sup> GIA	67	126	191	55	115	90

451. The current anticipated competition date for the Tunnels is 2029. Against the 2025-30 target, the EUI for the medium and high scenarios is 10 and 66% higher respectively. Against the 2030-35 target, the medium and high scenarios are 40% and 112% higher respectively.
452. The Tunnels have low heating loads due to the insulation/thermal mass provided by the surrounding soil. Cooling demand for the site is predicted to be very high due to large visitor numbers and intensive AV equipment in a confined environment. The maximum predicted cooling load is 1.8MW.

453. The following strategy has been designed to optimise cooling delivery and minimise waste heat rejection (impact on the local heat island) but there is a significant embodied carbon footprint associated with the extent of plant required:
- Heat recovery has been implemented wherever possible to minimise heat rejected and improve system efficiencies.
  - Heat is rejected by highly efficient cooling towers and water source chillers, circulating chilled water
  - Chilled water panels located throughout the ‘avenue’ and streets’ tunnels absorb heat locally helping to capture heat from equipment such as screens and projectors.
  - The inclusion of chilled panels enables cooling during unoccupied hours using only the cooling towers, avoiding energy usage associated with operating the chillers.
  - Rejected heat from the Tunnels will be able to pre-heat air in order to heat above ground areas of the building and provide hot water.
454. The application proposal has been designed to achieve an overall 41.4% reduction in regulated emissions compared to the notional existing building based on GLA energy guidance, meeting the London Plan requirement of 35% minimum on site.
455. The proposal does not meet the GLA requirement for net zero carbon, so a carbon offset payment is required. This has been provisionally calculated based on the medium scenario as £123,951. An updated energy assessment based on fit-out with a high level of AV equipment should be undertaken prior to occupation and the offset payment calculated accordingly. The energy statement should be secured under condition. The payment should be secured through S106 agreement.
456. A S106 clause will be included requiring reconfirmation of this energy strategy approach at completion stage and carbon offsetting contribution to account for any shortfall against London Plan targets, for the completed building. There will also be a requirement to monitor and report the post construction energy performance to ensure that actual operational performance is in line with GLA’s zero carbon target in the London Plan.

*Be Lean*

457. The first step of the energy hierarchy is to reduce demand through energy efficiency measures. The majority of the development utilises existing buildings. Due to the existing heritage of the projects, has not been possible to update the material in the actual Tunnels however these already benefit from the insulation provided by the soil surrounding the structure.

458. At application stage, the proposed energy demand reduction strategy ('be lean') only achieves an operational saving of 0.3%, well below the 15% GLA requirement for commercial buildings.
459. This is due largely to the nature of the tunnels (subterranean, long, enclosed spaces), combined with the operational requirements of the proposed change of use to museum/event space – high visitor numbers and AV equipment requiring ventilation and cooling.
460. The energy efficiency measures proposed exceed minimum building regulation requirements and include:
- Highly efficient building fabric at Furnival Street
  - Centralised ventilation with heat recovery
  - All spaces will include 100% low energy lighting with lighting controls/sensors
  - Smart control systems and building management system to ensure efficient control and monitoring of MEP services to minimise energy waste.

*Be Clean*

461. The applicant team has consulted with the local heat network operator (Citigen). At present there is no heat network infrastructure planned for the area. In accordance with GLA guidance a low temperature hot water system has been specified and the plant room designed to facilitate heat network connection in future. Evidence of provision for connection to a future heat network is required by an obligation.
462. Utilising waste heat through connection to a heat network, direct transmission to a nearby building or otherwise, is key to reducing the environmental impact of the proposed development. An obligation is to be included which requires the development to thoroughly explore possible options for beneficial rejection of waste heat.

*Be Green*

463. The proposed development employs a fully electric HVAC strategy using highly efficient air source heat pumps and water-cooled chillers which help reduce carbon emissions.
464. Potential for roof mounted PV at Furnival Street was assessed but roof area is limited. The largest area is occupied by plant which requires ventilation so cannot accept PVs above. The other roof area has been prioritised as a staff amenity terrace as the only outside space available on the site.

**Table 4-3 – Regulated Carbon Dioxide Savings from Each Stage of The Energy Hierarchy (SAP10.2 Carbon Factors)**

	Furnival Street (New Build)	31-33 High Holborn (Existing Build)	Kingsway Tunnels (Existing Build)	Site Wide		
Total	Regulated Emissions (Tonnes)	Regulated Emissions (Tonnes)	Regulated Emissions (Tonnes)	Regulated Emissions (Tonnes)	Unregulated Emissions (Tonnes)	% Reduction in Regulated Carbon Emissions
Baseline emissions (Tonnes CO <sub>2</sub> )	1.1	3.8	69.4	74.2	22.8	-
Be Lean: Emissions after energy demand reduction (Tonnes CO <sub>2</sub> )*	1.0	3.9	69.1	74.0	22.8	0.30%
Be Clean: Emissions after energy efficient supply (Tonnes CO <sub>2</sub> )*	1.0	3.9	69.1	74.0	22.8	0.3%
Be Green: Emissions after renewable energy (Tonnes CO <sub>2</sub> )	0.5	3.6	39.4	43.5	22.8	41.4%

465. A detailed Whole Life-Cycle carbon assessment incorporating improvements achieved through the detailed design stage, and a confirmation of the post-construction results are required by conditions.

Urban Greening and Biodiversity

466. Local Plan Policy DM19.2 promotes Urban Greening and Biodiversity, DM 10.2 (Design of green roofs and walls) and 10.3 (Roof gardens and terraces) encourages high quality roof gardens and terraces.
467. The existing site has negligible ecological value. The proposal provides greening at roof level, on the staff terrace and plant room roofs, and a green wall on the south façade of 40-41 Furnival Street. At level 4, a planting palette of flower rich perennial planting, including small trees/shrubs and climbers, at level 5, an intensive roof sown with a wildflower seed mix with plug planting. These measures will improve public realm quality and achieving a UGF of 0.135.
468. Project constraints make it difficult to achieve the recommended UGF of 0.3;
- Proposed development is predominantly underground

- Constrained form, in part due to rights of light envelope, provides limited area to provide more greenery without away from the only outdoor space available for the staff.

<b>Proposed Roofs</b>	
Extensive Green Roof Area	31.2 m <sup>2</sup>
Intensive Green Roof Area	24 m <sup>2</sup>
Green wall	13.5 m <sup>2</sup>
Blue Roof Available Attenuation Volume	4.9 m <sup>3</sup>
Rainwater harvesting tank	8 m <sup>3</sup>
Photovoltaic Panels	None

469. Details of the quality and maintenance of the proposed urban greening are required by conditions (1. Rainwater attenuation and biodiversity, 2. Visual amenity).

#### Climate Change Resilience

##### *Water resources*

470. The development incorporates best practice technologies to limit its water consumption to a minimum. Including:
- Water leak detection and automatic shut off valves
  - Water efficient / low flow sanitary fittings
  - Rainwater harvesting for irrigation/WC flushing

##### *Flood Risk, Water Management and Drainage*

471. The GLA's London Plan 2021 Policy SI 12 gives specific guidance on the provision of flood resilience which is relevant to this development with Policy SI 13 noting that developments should aim to achieve greenfield runoff rates and ensure run-off is managed as close to the source as possible.
472. Local Plan 2015 policy CS18 seeks to “reduce the risk of flooding from surface water throughout the City, by ensuring the development proposals minimise water use, reduce demands on the combined surface water sewer and sewerage network”. The use of Sustainable Drainage Systems (SuDS) is supported by Local Plan policy CS18 and policy CR3 of the draft City Plan 2040.
473. The submitted Flood Risk Assessment identifies the site as lying in Flood Zone 1 (an area of very low flood risk). As such the application site is at low risk of fluvial and tidal flooding. The risks of groundwater flooding are also considered to be low, however, given the subterranean nature of the tunnels appropriate

waterproofing and underfloor drainage and pump systems are proposed to collect any remaining seepage and redirect it to the public sewer system.

474. The proposed drainage strategy includes capturing rainwater landing on roof levels and remaining impermeable areas and directing this to the blue roof system or via downpipes/pipe network to storage systems (tanks) before being discharged to the existing combined public sewer in Furnival Street. Systems have been sized to accommodate the 1 in 100-year storm rainfall event with a 40% additional allowance for climate change.
475. The proposed maximum discharge rate from the Proposed Development is 1.5 l/s, which is as close as technically feasible to greenfield run-off rates given the nature of the development and offers a significant betterment on existing pre-development run-off rates.
476. The Lead Local Flood Authority and Thames Water have been consulted and recommended conditions and informatives are to be attached.
477. The proposed Flood Risk and SUDS strategy would accord with policies CS18 of the Local Plan 2015, S15, CR2 and CR3 of the draft City Plan 2040 and policies S112 of the London Plan.
478. Although the likelihood of flooding is considered low for the development, the consequences of flooding in the Tunnels is high so the following are considered:
- Appropriate waterproofing measures should be deployed to manage risk of groundwater seepage.
  - Any routes for surface water ingress to the Tunnels (i.e. via the shafts) are protected by finished floor levels that rise to a minimum of 150mm above adjacent street levels;
  - Where practicable, all electrical and life safety infrastructure is provided a minimum of 300mm above finished floor levels, or where not practicable, equipment is designed to be flood resilient;
479. A Flood Evacuation Plan was submitted over the course of the application which has been reviewed by CoL Environmental Resilience Officer. The proposed egress and access routes both internal and external, have been identified go through unflooded areas in compliance with CoL Flood Emergency Plans for New Developments Planning Advice Note (June 2020). The site is low flood risk and the possible flooding mechanism of the tunnel (groundwater and burst watermains) fall into residual risk (i.e. it is defended against and will only result if those defences fail). The two routes with distinct exit points helps to mitigate this risk yet further. Officers would therefore consider this development to meet the policy in this area (flood egress and access). Further

details would be required to be provided in the AMP under Section 106, to ensure safe egress of all groups of people is being considered.

#### *Heat Stress*

480. Policy SI 4 of The London Plan (2021) states that major development proposals should reduce potential overheating, and reliance on air-conditioning systems, and demonstrate this in accordance with its cooling hierarchy.
481. The most prescient risks to the building of these changes are overheating, and increased cooling demands & costs. Thermal modelling has been carried out as part of the design process to ensure the impacts of these heightened temperatures can be managed and minimised.
482. 100% low energy LED lighting will reduce internal heat gains whilst an efficient water-cooled system allows mitigation of overheating space. All electric cooling plant minimises carbon impact of additional cooling requirement.

#### *Urban Heat Island*

483. All air handling systems will be equipped with heat recovery systems to reduce the amount of heat expelled to the external environment.
484. Water Greening on the Furnival Street terrace will contribute to a reduction in the heat island effect as plants mitigate retention of heat.

#### *Natural Capital and Pest & Diseases*

485. Overall, this development includes a range of measures which will improve its resilience to climate change. Details of these measures will determine how effectively the building performs in coming decades, with detailed modelling and planting plans required by conditions including comparison against the UK Climate Projections UKCP18 to 2080 (tools and data that show how the UK climate may change in the future, based on potential emissions scenarios).
486. Prior to the commencement of the development (other than demolition) a Climate Change Resilience Sustainability Statement (CCRSS) shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates how the development will be resilient and adaptable to predicted climate conditions during the lifetime of the development. This condition may be fulfilled by a satisfactory assessment in support of the BREEAM Wst 05 credit.

#### Conclusion on Sustainability

487. The City of London Climate Action Strategy supports the delivery of a net zero, climate resilient City. The agreed actions applicable to the planning process

relate to the development of a renewable energy strategy in the Square Mile, to the embedding of carbon analysis, circular economy principles and climate resilience measures into development proposals and to the promotion of green spaces and urban greening as natural carbon sinks. The Local Plan policies require developments to demonstrate highest feasible and viable sustainability standards in the design, construction, operation, and end of life phases of development as well as minimising waste, incorporating climate change adaptation measures and urban greening, and promoting biodiversity and overall wellbeing.

488. Demolition of both buildings on Furnival Street is deemed acceptable, justified by the practical constraints of the construction process, achieving greater access to the Tunnel network (for visitors and equipment) and the greater servicing efficiencies which can be achieved through the size/layout of a new build.
489. The whole life-cycle carbon assessment sets out the large, embodied carbon cost of the refurbishment and fit-out works as well as plant replacement over life-cycle period of 60 years. High energy and cooling demand are driven by high visitor numbers and extensive AV equipment proposals. However, a highly efficient, water-based and localised cooling system with heat recovery has been designed to manage overheating within the tunnel network and reduce operational energy.
490. The London Tunnels proposal offers a unique visitors attraction in a strategic location for a new cultural offering. The scheme would bring an underutilised piece of historic infrastructure with a storied past into public use, bringing economic benefits to the area. The change of use of deep level tunnels designed for emergency shelter and secure telecommunication to a cultural exhibition and event space offering an immersive audio-visual experience is technically challenging and requires an extensive amount MEP equipment to accommodate the high visitor numbers targeted/anticipated.

### **Security**

491. London Plan Policy D11 requires consultation with the City of London Police to identify the community safety needs and maintain safe and secure environments. Local Plan Policy CS3 and Emerging Policy S2 highlight the needs for the City to be secure from crime, disorder and terrorism thereby increasing public and corporate confidence in the city's role as the world's leading international financial and business centre.
492. Concerns have been raised by residents regarding the security and safety impacts of the proposed development.

493. A Security report has been prepared and submitted as part of this application. The Security Strategy focuses on internal attacks in the tunnels and proposes mitigation measures such as the introduction of a bag scanning and searching system at check-in of visitors. All visitors would be required to pre-book their visit, with information provided at the booking regarding the security process and a list of prohibited items. Locker rooms would be available at ground level, before entering the exhibition space, where visitors would lock their personal staff that cannot be carried inside the tunnels. A grouping system would be adopted to control visitors journey and access to spaces. Video Surveillance Systems (VSS) will monitor the site through Security Control Room (SCR). It is not anticipated to have people queuing outside the building and therefore Hostile Vehicle Mitigation (HVM) has not been proposed for implementation.
494. Visits to the bar would be also pre-booked. The bar is only accessible via Fulwood Place, the secondary entrance in Camden, where security control would be in place. Access from the bar to any other areas of the tunnels would not be available outside of the exhibition spaces operational hours.
495. City Police and Counter-Terrorism Security Advisers have reviewed the information provided and have made a number of recommendations to prevent potential attacks on site with advice given for ongoing consultation with them as the plans for the site develop. Officers consider that the application complies with London Plan Policy D11, Local Plan Policy CS3 and Emerging Policy S2. Recommendations for Operational and Events Management Plan have been made, including crowd management, dispersal, levels and system of control on site that would help prevent antisocial behaviour, to be secured via Section 106. Informatives have been also recommended for the continuous involvement of the City Police and CTSA at the detailed design stage of the scheme.

### **Suicide Prevention**

496. Local Plan policy CS3 requires that security and safety measures are of an appropriate high-quality design. The City Corporation has recently adopted the Planning Advice Note "Preventing Suicide from High Rise Buildings and Structures" (2022) which advises developments to ensure the risk of suicide is minimized through appropriate design features. These features could include planting near the edges of balconies and terraces, as well as erecting balustrades.
497. Policy DE4 of the draft submission City Plan 2040 advises that appropriate safety measures should be included in high-rise buildings, to prevent people from jumping or falling.
498. The proposal includes a roof terrace at level four, which would only be accessible to staff working on-site.

499. The Design and Access Statement confirms that the roof terrace has been designed in line with the adopted Advice Note with the provision of a balustrade of 1.4m in height to the perimeter of the terrace, exceeding the 1.1m required by building regulations and in line with the 1.4m suggested by the Planning Advice Note. Perimeter planters are also proposed to be embedded in the floor to restrict and deter access to the boundary of the useable terrace.
500. The terrace would not be accessible to any member of the public which provides a more controlled use of the outdoor space. However, a condition has been recommended for details of suicide prevention measures to be submitted and approved by the City prior to the first occupation of the building.
501. The proposal is considered to comply with Local Plan Policy CS3 and draft City Plan Policy DE4 and the recommendations of the Planning Advice Note. A condition has been imposed as mentioned above.

### **Fire Statement**

502. Policy D12 of the London Plan seeks to ensure that proposals have been designed to achieve the highest standards of fire safety, embedding these into developments at the earliest possible stage. Policy D5 requires development to incorporate safe and dignified emergency evacuation for all building users with a minimum of one lift per core to be a suitably sized fire evacuation lift.
503. The application is accompanied by a Fire Statement in accordance with London Plan Policy D12B for major developments and the fire safety regulations.
504. The application predicts an annual visitation of two million on site. The tunnel exhibition visitors are estimated to reach maximum 750 people/hour and the visitor of the underground bar is estimated to be 120 people/hour. The Fire Statement clarifies that the conventional British Standards guidance would potentially not be adequate for achieving optimal fire safety levels due to the unique nature of the proposed development. Instead, an engineering and risk-based design approach has been suggested, along with the implementation of a Basis of Design (BoD) document to guarantee adherence to fire safety regulations.
505. A water-based suppression system is proposed to be installed which would be activated in the event of a fire to extinguish or control the fire. The presence of fire/smoke shutters in the tunnels ensures that there are several layers of fire separation between the occupants and the fire source. This compartmentation allows the occupants to safely make their way towards the protected lobbies of the evacuation shafts. The lobbies next to the lift shafts at the two entrance points would be designated as safe areas equipped with fire-resistant materials

and would be pressurized to prevent smoke accumulation in case of sprinkler system failure. These refuge areas can accommodate up to 50% of the tunnel's occupants for evacuation through lifts or stairs.

506. In line with London Policy D5, evacuation lifts would be available at both entrances. At Furnival Street the round lifts would serve the east side of the tunnels and levels 1 and 2, and the lifts at the rear would serve the upper levels of the Furnival buildings for evacuation to Furnival Street. Fulwood Place works as an emergency exit to the west side of the tunnels. Vertical evacuation would be available on this side as well that leading to Fulwood Place and then to High Holborn.
507. Incorporating smart signage and wayfinding systems linked to the detection system will help guide occupants to the protected lobbies based on the fire's location.
508. The CoL District Surveyors have reviewed the application and the Fire Statement and raised no objections.
509. Given the somewhat unique nature of the proposal and the proposed use, officers have sought London Fire Brigade's view of the submitted documents. The London Fire Brigade (LFB) is not a statutory consultee under the Town and Country Planning Act 1990, however due to the uniqueness of the site, the subterranean layout and the long underground distances Offices consider it pertinent to review measures in detail at an early stage. London Fire Brigade have therefore indicated various measures that would need to be considered post planning stage.
510. In general, LFB is content that the methodology outlined in BS 7974:2019 would be applied and this has been supported. As part of this methodology a Qualitative Design Review (QDR) process would be undertaken and LFB would expect to be involved in this process as a key stakeholder. This QDR process would take place post planning and would therefore fall under Building Regulations, i.e. post planning. Notwithstanding this however, a number of areas have been identified for review given concerns from LFB and the applicant has confirmed that these would be reviewed under any subsequent next step. These identified matters consist of the extended travel distances for occupant means of escape and firefighter access/intervention, radio communications coverage for firefighters and other emergency responders, Electric Powered Personal Vehicles and the construction phase fire safety.
511. Again, while these issues would be included as part of any QDR process, which takes place prior to a statutory Building Regulations consultation with LFB, they are discussed below for completeness.

512. With regard to the extended travel distances for occupant means of escape and firefighter access, given the nature of the existing tunnel infrastructure is such that travel distances hose laying distances for firefighter access/intervention will be extended beyond the distances recommended within guidance. LFB understand that extended hose laying distances are proposed to be addressed by providing an enhanced dry fire main system, similar to that provided for sub-surface railway tunnel infrastructure. While there is no objection to this in principle the technical details of this would need to be reviewed at QDR stage in conjunction with the LFB. Equally, in terms of the of the radio communications for firefighters while the applicant has confirmed that the scheme would have a Distributed Antanae System so that there will be mobile communications provisions in the tunnels, this would need to be confirmed under the QDR appropriately.
513. Regarding Electric Powered Personal Vehicles (EPPVs) officers have sought that the Accessibility Management Plan would secure the use of self-propelled/transit wheelchairs to limit the use of lithium-ion power units within the Tunnels. While this would be reviewed under the QDR process the Accessibility Management Strategy, proposed to be secured under any attached legal agreement, would secure an initial requirement to limit any potentially fire issues in the future. This would also be similar to the construction phase fire safety which would again require further consultation with the LFB at QDR stage, prior to Building Regulations, noting that a sufficient fire risk assessment to demonstrate compliance with The Order during construction would be required from the applicant.
514. With specific respect to LFB's view around compliance with planning policies given the depth of the premises from the access level and the fact that occupants other than persons of restricted mobility may experience difficulty in evacuating upwards over a height in excess of 30m, LFB recommend that consideration be given to providing additional evacuation lift capacity and this should be taken into account when undertaking the evacuation lift capacity assessment expected under London Plan 2021 Policy D5(B5). Officers have proposed a requirement in the proposed Access Management Plan to review the evacuation proposal against London Plan Policy D5 and as such adhering to the comments received from LFB. This would be secured within the attached legal agreement and would require submission of details for further review. For absolutely clarity however, while the QDR process lies outside of the planning process, officers have sought confirmation from the applicant that the above matters falling outside the scope of planning would be reviewed at this QDR stage and this reminder would be included within informatives attached to any permission.
515. The proposed development would therefore meet the requirements of Policy D5 and D12 of the London Plan.

## **The Public Sector Equality Duty (section 149 of the Equality Act 2010)**

516. When considering the proposed development, the Public Sector Equality Duty (PSED) requires City of London to consider how the determination of the application will affect people who are protected under the Equality Act 2010, including having due regard to the effects of the proposed development and any potential disadvantages suffered by people because of their protected characteristics.
517. The City, as a public authority must, in the exercise of its functions, have due regard to the need to:
- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
518. The characteristics protected by the Equality Act are age, disability, gender, reassignment, marital status, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.
519. An Equalities Impact Assessment has been carried out in respect of the scheme by the applicant which did not identify potential for discrimination or adverse impact to any protected groups.
520. It has been considered that the physical design and layout of the scheme has been designed to be accessible to all regardless of age, disability, whether you are pregnant, race, sex, sexual orientation and gender reassignment and marital status. This would be achieved through measures such as:
- Pedestrian approaches to the entrances that are safe, segregated from vehicle traffic;
  - The provision of step-free access to all parts of the building. Step-free access for staff use of the roof terrace in Furnival Street;
  - Large passenger lifts with capacity to accommodate Type C mobility scooter access to the retail floors of Furnival Street and the cultural exhibition spaces in the tunnels;
  - Provision of a type C mobility scooter parking space and charging point for staff at ground level;
  - Secured accessible cycle parking for staff at ground floor of Furnival Street;
  - Unisex wheelchair-accessible sanitary facilities for visitors upon arrival and to serve the retail areas in Furnival Street, and within the tunnels, including provision of a Changing Places toilet;
  - Provision of a mix of male, female and unisex toilets including facilities for ambulant disabled users in Furnival Street and within the tunnels. Dedicated sanitary facilities in close proximity to the bar;

- Welfare facilities for visitors such as wheelchair-accessible baby changing facilities across the site;
  - Provision of quiet spaces, a first aid room and seating within the final fit out of the tunnels;
  - Wheelchair-accessible sanitary and refreshment facilities to serve the staff areas;
  - Evacuation lifts for the safe and dignified evacuation of disabled users;
  - Interior design, wayfinding strategy, design of exhibition spaces, lighting, acoustics and use of assistive technology to be detailed at the appropriate design stage taking into consideration the good practice guidance of BS 8300:2018 and PAS 6463:2022;
  - The provision of resting points on routes longer than 50m from key points of arrival to the site's main entrance including accessible seating;
  - The commitment to provide and additional blue badge parking on Furnival Street and the public realm improvement works (to be secured via Section 278 agreement).
521. Final detail of an Access Management Plan and Operational Management Plan would be secured by condition in order to secure the access requirements of all users are being met and to cover all aspects of the user experience from the provision of pre-arrival information in accessible formats, to the management of exhibition spaces (e.g. offering quiet visiting times) and staff training in accessibility and inclusion and in evacuation procedures.
522. The applicant has made a commitment to provide social benefits through the development that would promote equality and inclusion. Examples of such benefits include:
- Free school visits for schools around London;
  - Partnerships with universities, institutions, local communities and underrepresented artists to co-curate the exhibition spaces
  - Training opportunities accessible to all
523. Conditions, informatives and Section 106 and 278 agreements would be required to cover the accessibility management and operation of the exhibition space and other matters such as the accessible parking, resting points and inclusive procurements. An informative would be placed on the permission reminding future occupiers of their duty under the Equality Act 2010.
524. A suitable programme of highway works and conditions relating to construction and demolition management and logistics, noise and dust management are recommended in order to minimise the impact of the scheme on nearby occupiers and those with Protected Characteristics.

525. The proposed development has been assessed against policy GG1 of the New London Plan and would be considered to support and promote the creation of an inclusive London where all Londoners, regardless of their age, disability, gender, gender identity, marital status, religion, race, sexual orientation, social class, or whether they are pregnant or have children, can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face.
526. For the reasons set out above officers consider that overall the proposal would have a positive impact on Protected Characteristics. Any potential negative impacts that could arise through construction and operation would be managed by the recommended conditions.

### **Human Rights Act 1998**

527. It is unlawful for the City, as a public authority, to act in a way which is incompatible with a Convention right (being the rights set out in the European Convention on Human Rights (“ECHR”)).
528. Insofar as the grant of planning permission will result in interference with the right to private and family life (Article 8 of the ECHR) including by causing harm to the amenity of those living in nearby residential properties, it is the view of officers that such interference is necessary in order to secure the benefits of the scheme and therefore necessary in the interests of the economic well-being of the country, and proportionate. Although it is recognised that the development would have some impact on the amenities of the nearby residents and other adjoining occupiers, including by way of noise and disturbance during construction, it is not considered that, subject to conditions, the proposal would result in unacceptable impact on the existing use of nearby residential properties to an extent that would warrant refusal of the application on those grounds. It is the view of the officers that the provision of such a unique cultural and visitor attraction meets Local Plan ambitions and Destination City aspirations for an evening and weekend economy and in tandem with the wider socio-economic benefits brought by the proposed development the Minor Adverse impacts on nearby residential and commercial properties are outweighed and that such impact is necessary in the interests of the economic well-being of the country and is proportionate.
529. Insofar as the grant of planning permission will result in interference with property rights (Article 1 Protocol 1) including by interference arising through impact on the amenity of adjoining properties, it is the view of officers that such interference is in the public interest and proportionate.

### **CIL and Obligations**

530. 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. The applicant would enter into a separate S106 agreement with the London Borough of Camden.
531. 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.
532. These contributions would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City.
533. On the 1st of April 2019 the Mayoral CIL 2 (MCIL2) superseded the Mayor of London's CIL and associated Section 106 planning obligations charging schedule. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended).
534. CIL contributions and City of London Planning obligations are set out below.
535. Evidence was requested from the applicant to demonstrate whether the tunnels have been lawful use for six months over the last three years. No evidence has been provided for the LPA to determine this and they are therefore considered to be vacant for the purpose of calculating CIL.

### **MCIL2**

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution (excl. indexation)</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
<b>2 payable</b>	£702,793	£674,681	£28,112

### **City CIL and S106 Planning Obligations**

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution (excl. indexation)</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
<b>City CIL</b>	£461,625	£438,544	£23,081

<b>City Planning Obligations</b>			
Affordable Housing	£52,200	£51,678	£522
Local, Training, Skills and Job Brokerage	£31,320	£31,007	£313
Carbon Reduction Shortfall (as designed) <i>Not indexed</i>	£123,975 (based on the whole site)	£123,975	£0
Section 278 (Evaluation and Design Fee) <i>Not indexed</i>	£100,000	£100,000	£0
S106 Monitoring Charge	£4,086	£0	£4,086
<b>Total liability in accordance with the City of London's policies</b>	<b>£773,206</b>	<b>£745,204</b>	<b>£28,002</b>

### City's Planning Obligations

536. The obligations set out below are required in accordance with the City's Planning Obligations SPD 2021. They are necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the tests in the CIL Regulations and government policy.

#### **Heads of Terms**

- a) Highway Reparation and other Highways Obligations (Highways Schedule of Condition Survey, site access, consents, licences etc)
- b) Local Procurement Strategy (including inclusive procurement)
- c) Employment and Skills Plan (demolition, construction and end use)
- d) Delivery and Servicing Plan (including consolidation)
- e) Travel Plan (Including Cycle Promotion Plan)
- f) Construction Monitoring Cost (£30,935 – First year of development and £25,760 for subsequent years)
- g) Carbon Offsetting (£123,975 - to be reviewed on completion and prior to occupation of the development)
- h) Utility Connection Requirements
- i) Section 278 Agreement (CoL). Scope to consider but not be limited to:

- provide a healthy streets scheme with consideration to providing a shared surface, increased footpath, additional street furniture, additional blue badge parking, and further public realm improvements
  - improve sustainable transport to and across the area
  - provide additional greening
  - maintain the contra flow cycle lane
  - maintaining access for emergency vehicles
- j) Management Plan (including free or discounted tickets for certain groups) and Public Access and Events Management Plan (in relation to the cultural/temporary exhibition space)
- k) Cultural Implementation Strategy (to restrict demolition until a Cultural Operator is secured)
- l) Access Management Plan (for the operation of the site)
- m) Waste Heat Transfer
- n) Improving cycle infrastructure on public highway
537. Some financial contributions could be subject to proportional split with London Borough of Camden.
538. Officers request to be instructed to continue to negotiate and agree the terms of the proposed obligations and enter into the S278 agreement.
539. The London Borough of Camden has made provision of the following Heads of Terms to be included in their S106 agreement in accordance with their Local Plan/SPD:
- a) Car free development
  - b) Construction Management Plan (CMP) and CMP implementation support contribution of £30,513 and CMP impact bond of £32,000
  - c) Travel Plan and associated monitoring and measures contribution of £11,348
  - d) Electric vehicle charging infrastructure (fast charger) contribution of £20,000
  - e) Delivery and Servicing Plan
  - f) Highways works contribution of £20,000
  - g) Off-site cycle parking contribution for cycle parking stands of £4,800
  - h) Pedestrian, Cycling, and Environmental Improvements contribution of £150,000
  - i) Micromobility Improvements contribution of £10,000
  - j) Restriction on coach bookings and picking up/dropping off of customers by coach outside site's entrance at 31-33 High Holborn.
  - k) Requirement to form a construction working group consisting of representatives from the local community

- l) Carbon offset payment – estimated £123,951
- m) Energy Efficiency and Renewable Energy Plan
- n) Sustainability Plan (including BREEAM Excellent)
- o) Measures to ensure future connection to a local energy network
- p) Construction apprenticeships paid London Living Wage (29 in total) and support fee of £1,700 per apprentice (£49,300)
- q) Local Procurement Strategy (including Camden Local Procurement Code)
- r) Employment and Training Plan (including work experience placements, 20% local recruitment target, and engaging with Camden schemes)
- s) Operational Management Plan

540. The Heads of Terms secured by the City are mostly in alignment with the above Heads of Terms sought by Camden, however there are inevitably some differences due to the respective Local Plans, context of the parts of the development falling on different sides of the LPAs boundary, and separate assessments of the proposal. As such, some obligations are sought by one authority and not the other.

541. The boroughs will be in consultation with each other both during the drafting of the respective legal agreements and, where appropriate, in the process of discharging relevant obligations to ensure that where any Heads of Terms extend across the borough boundaries or are required by only one borough, the obligations are consistent and enforceable.

542. Consideration may also be given to the boroughs being a party to the other borough's legal agreement to acknowledge that, where relevant, the obligations are enforceable across the whole of the development site.

#### Monitoring and Administrative Costs

543. 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.

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

## **Conclusions**

545. The proposal has been assessed in accordance with the relevant statutory duties and having regard to the Development Plan and other relevant policies and guidance, SPDs and SPGs and relevant advice including the NPPF, the draft Local Plan, local finance considerations, and considering all other material considerations.
546. The application site straddles the City of London and London Borough of Camden. For that reason, duplicate applications have been submitted to both local authorities. Through the course of the application the two local authorities worked together to address the matters raised by internal and external consultees and public representations and conclude on planning recommendations.
547. The application is intended to be considered by the Planning Committee of London Borough of Camden on 11<sup>th</sup> of July 2024 and as such no resolution has been granted. LB Camden will be determining an identical application which will assess the considerations relevant to the development located within their boundaries and against their policies.
548. The proposed development comprises the change of use of the existing deep level tunnels to a visitor and cultural attraction (Use Class F1 (b) and (c)). The attraction would offer cultural exhibition areas, to curate the history of Kingsway Tunnels, used during and after London war times, by restoring and interpreting their rich history in a historic exhibition space and a flexible gallery space where modern and innovative content would be shaped by indented partnerships. The proposal also involves the demolition and reconstruction of 38-39 Furnival Street and the redevelopment of 40-41 Furnival Street to provide the principal entrance to the cultural space at the ground level and ancillary spaces at the upper levels, including a gift shop, staff accommodation and plant rooms to serve the function of the tunnels. The reconstruction of the site at Furnival Street would involve excavation for additional basement levels under the two buildings and widening of the lift shaft at 38-39 Furnival Street for the provision of the main passenger lifts. A secondary visitor and emergency entrance is proposed at 31-33 High Holborn via Fulwood Place, located in the London Borough of Camden. The creation of a deep level bar is proposed at the western part of the tunnels, in LB Camden, which would be principally accessed via Fulwood Place and would form an independent unit with its own operational hours and staff.
549. The application received 57 letters of support from the public that expressed their strong support for the proposed cultural use and the socio-economic benefits it would bring to the local and London-wide area. Letters of support have been received from Central District Alliance and the Fleet Quarter, identifying the transformative nature of the scheme to an area that very much

needs this change. It is not standard for an application in the City to receive so many letters of support.

550. A total of 24 objections to the scheme have been received from the public raising concerns over the noise and disturbance caused by construction and the increased footfall and traffic at operational stage that would impact the amenity of nearby residential and commercial occupants, the harm to the conservation area and the design of the new building on Furnival Street, impact of the proposed delivery and servicing arrangements on local residents and business, the physical incapacity of Furnival Street to accommodate the proposed development, and daylight and sunlight impacts to the commercial building at 10 Furnival Street, opposite of the application site. The areas of consideration are normally raised by the public when an application involves construction works near residential properties and a land use with the potential to increase activity on site.
551. A total of 12 statutory consultees have responded with no objections raised for the grand permission of the proposed development subject to conditions and informatives being appended.
552. Whilst there would be a loss of 1,229 sqm office floorspace, building at 40-41 Furnival Street, officers conclude that this is necessary for the delivery of the proposed scheme which is considered to fall within the 'exceptional' category of complimentary uses, as identified in supporting text in Local Plan Policy DM1.1, and as such it is acceptable in principle.. The existing offices would be a poor competitor to other buildings in better locations given they are dated and not of high-quality in terms of their accommodation and building design. The scheme delivers 10,341 sqm of high-quality unique cultural use with access provided at the northwest side of the City. The loss of the modest office has been weighed against the exceptional re-use of the adjoining heritage asset, the inherent requirement of 40-41 Furnival Street for access/ancillary space and the wider economic benefits the cultural use would bring to the City as a whole. Officers consider that the proposal would not have an adverse impact on the overall stock of floorspace in the City or prejudice the City's role as an international business and professional centre. The cultural space will contribute towards diversifying the City's visitor infrastructure, adding vibrancy and activity for seven days per week and contribute significantly to the achievement of the City Corporation's Destination City ambitions and align with the City Corporation's wider ambitions for a post-Covid City. The loss of office floorspace at 40-41 Furnival Street is considered acceptable on that basis.
553. The proposal makes effective use of an existing unused infrastructure and considers a most interesting way of restoring and reusing them with reference to their rich history which has been left unknown to date. Officers consider this to be a respectful way to bring the tunnels back to life and educate people on

their use at historic times. The application provisions a large heritage space to be developed around the site's historic times with interactive ways of exploring and learning to create stimulating experiences. It is acknowledged that any other use would not be able to focus on the heritage and historic aspect of the site as much as the current proposal does. The provision of a flexible exhibition space adds to the cultural supply in the City and would create opportunities for special exhibitions to take place to attract more diversified population.

554. The cultural use is supported on the basis of the City's wider cultural aspirations and the public benefits of the scheme. Such benefits include engaging with schools by securing free school visits and training programmes, generating employment on the site and through supply chains, tourism and spending between £60m - £85m in the local area each year which would benefit the economy and revitalisation of the local businesses, maximising opportunities for local and inclusive procurements. The proposal gives the opportunity to access and appreciate the interiors of such historically significant infrastructure and commits to partnerships with universities and tech-institutions and co-curation and co-creation programmes to curate the cultural spaces with the help of local communities.
555. The site is located within the Chancery Lane conservation area. The building at 38-39 Furnival Street has been identified as a non-designated heritage asset due to its connection to the historic Kingsway Tunnels and its rarity value. The proposed development involves demolition in a conservation and reconstruction of the primary facade of the No38-39.
556. Paragraph 209 of the NPPF 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."* Paragraph 210 of the NPPF continues to state that *"Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred"*. It is considered that the demolition of 38-39 Furnival Street and reconstruction of the brick facade would result in loss of part of the non-designated heritage asset but on balance this would not diminish the overall significance of the heritage asset. Officers have taken into account that the proposed works would improve the accessibility and visibility of this currently unknown heritage asset to a wide public audience without distracting from its historical and rarity value in line with London Plan Policy HC1, Local Plan Policy CS12 and Emerging City Plan 2040 Policy S11. In line with paragraph 210 of the NPPF, a Cultural Implementation Strategy would be secured via Section 106, requiring a Cultural Operator to be secured prior to any demolition works. Officers consider this as a necessary condition to ensure

the partial loss of the non-designated heritage asset would occur only when the operation of the proposed cultural development would be secured.

557. The Greater London Archaeological Advisory Service (GLAAS) have recommended two-stage pre-commencement archaeological conditions requiring a Written Scheme of Investigation (WSI) and a Historic Building Recording to be carried out prior to any demolition works. Subject to conditions the proposal is acceptable in archaeological terms and accords with Local Plan Policy DM12.4 and draft City Plan Policy HE2.
558. The architectural approach is to recreate the existing building portions in terms of massing, height as currently stand at 38-41 Furnival Street. The proposed facade treatment includes a primary frontage of 40-41 Furnival Street expressing the new function of the building, while it reimages the existing brick facade of 38-39 Furnival Street to celebrate the history of the site. The distinctive sense of separate buildings with different characters would refine a level of neighbourly architecture while adding a level of visual interest and character connected to the unique cultural use of the buildings and the subterranean tunnel network. The development is sensitive to townscape contexts at macro and local scales. The proposal would optimise the use of land, whilst significantly improving the buildings' interface with their surroundings. The proposals are in overall general conformity with Local Plan Strategic Policies CS10 (Design), London Plan Policies D3/D8 and emerging City Plan 2040 Strategic Policy S8 (Design).
559. The proposed ground floor layout and design promotes a defined, active base of human scale expression through increased levels of glazing and interaction with the ground floor primary use of the cultural use main entrance making a positive contribution to the street.
560. The proposed cultural use due to its unique experience and capacity would generate trips towards the site with a high number of visitors travelling to the area. The site is within the Central Activities Zone and highly sustainable with very good access to transport infrastructure and able to support active travel. However, there would be some impact to the pedestrian comfort due to a high number of future visitors. An appropriate package of S278 works would be agreed in order to facilitate the development and make the development acceptable in planning terms. Works would include providing a welcoming pedestrian environment while coping with the increased footfall in the local area. Other mitigation measures, conditions and obligations have also been considered to make the application acceptable such as a future agreement of an Events Management Plan with highways matters to be agreed on a case-by-case basis to control servicing, possible queuing, operations, and time restrictions for deliveries. Vehicle movements would also be increased in the area. Around eight deliveries are expected to be generated per day by the site.

Officers have worked closely with the applicant to identify how and when deliveries can be facilitated. The main delivery point has been amended over the course of the application due to the narrowness and the restricted access of the site on Furnivall Street. The main delivery point would be from Holborn away from residential properties and will be restricted in line with local traffic orders and environmental health officer recommendations to protect the amenity of local residents. Matters relating to cycle parking, car parking, taxi drop off, and coach parking have been satisfactorily addressed.

561. The proposed buildings have been designed to ensure the site is accessible for the greatest range of people. Step-free access is secured for the entirety of the development. Visitors would only be able to access the ground level where the principal entrance would be located, at 38-41 Furnival Street, the tunnels exhibition spaces and the first and second levels where provision of a gift shop would be made. The upper levels up to level four and the roof terrace would only be accessible to staff. The staff accommodation area has been designed with accessibility standards and offers end-of trip facilities and accessible changing facilities and toilets. A public Changing Places facility would be provided in the tunnels alongside a mix of toilets across general public accessible areas. Details of the management and operation of the above spaces would be required under conditions and an Access Management Plan in the Section 106 agreement. Subject to further design details and an AMP, it is considered that the proposal accords with the access related policies outlined above. Overall, and subject to the imposition of conditions, the proposal would accord with the access policies of the Local and London Plan.
562. It is noted that the majority of the objections have been around noise, disturbance, impacts to residential amenity and traffic. This report has considered these impacts, including any requisite mitigation which would be secured by conditions.
563. The Environmental Health team were consulted and recommended a series of conditions to control the noise levels generated by the operation of the cultural use, the plant room at roof level and servicing. Negative impacts during construction would be controlled as far as possible by the implementation of Schemes of protective works for demolition and construction and a Construction Logistics Plan and good site practices embodied therein. It is recognised that there are inevitable, albeit temporary consequences of development in a tight-knit urban environment. Post construction, compliance with planning conditions would minimise any adverse impacts. The use of the staff rooftop terrace would be restricted outside 8am-8pm to safeguard the amenity of adjoining occupiers. Therefore it is considered the proposed development complies with local plan policies regarding impact on amenity.

564. Negative impacts during construction would be controlled as far as possible by the implementation of Schemes of protective works for demolition and construction and a Construction Logistics Plan and good site practices embodied therein. It is recognised that there are inevitable, albeit temporary consequences of development in a tight-knit urban environment. Post construction, compliance with planning conditions would minimise any adverse impacts.
565. The safe and secure decontamination of the site has been secured by conditions for submission of relevant details to the local authority prior to commencement of works.
566. In terms of daylight sunlight impacts, the proposed buildings would not deviate significant from the existing massing. The necessary assessment has been undertaken demonstrate a moderate to high level of BRE compliance. It is considered that the impact of the proposed development is considered to be acceptable with regards nearby dwellings, in accordance with the requirements of London Plan policy D6, Local Plan Policy DM10.7 and Policy DE7 of the draft City Plan 2040. Considering the site's urban context, acceptable living standards would be maintained.
567. It is important to acknowledge the significant environmental impact associated with the proposed development. The City of London Climate Action Strategy supports the delivery of a net zero, climate resilient City. Local Plan policy dictates that all development is required; to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development; to minimise emissions and contribute to a City-wide reduction in emissions: to incorporate climate change adaptation measures and urban greening, and to promote biodiversity and overall wellbeing. Development should also avoid demolition and reduce construction emissions through the reuse of existing buildings and by following principles of the circular economy.
568. The London Tunnels proposal offers a unique visitors attraction which would bring an under-utilised piece of historic infrastructure into public use, whilst retaining 90% (by area) of the existing buildings and structures, including the entire tunnel network bringing with it public and environmental benefits.
569. Demolition of both buildings on Furnival Street is deemed acceptable, justified by the practical constraints of the construction process, the requirements for achieving greater access to the Tunnel network (for visitors and equipment) as well as the improved servicing efficiencies which can be achieved through the size/layout of a new build.

570. The change of use of deep level tunnels, designed for emergency shelter and secure telecommunication, to a cultural exhibition and event space offering the potential for immersive audio-visual experiences is technically challenging and requires an extensive amount of building services equipment to accommodate the high visitor numbers targeted/anticipated, and to meet high cooling loads particularly associated with audio-visual equipment.
571. The building operations and maintenance and replacement works over the building's lifespan (primarily attributed to servicing equipment) have a high carbon intensity (emissions rate per m<sup>2</sup>). Embodied emissions associated with MEP equipment alone are estimated to be 40% of WLC embodied emissions with a further 40% of WLC emissions attributed to operational energy use. A highly efficient cooling system with heat recovery has been designed to manage over-heating within the tunnel network but the amount of waste heat expelled to the atmosphere remains significant without a connection to a local area network or neighbouring site, neither of which are currently proposed.
572. The total quantity of audio-visual equipment has a very significant impact on overall energy use and cooling demand which in turn affect both operational and embodied carbon emissions (due to the increase in quantity of cooling equipment). Therefore, the special exhibitions and events component of the proposal (and the type and frequency thereof) has a significant impact on the sustainability of the development. The impact could be reduced through a responsible Cultural Implementation Strategy and Management Plan.
573. The proposed development offers an increase in urban greening and biodiversity, and an improved surface water run-off rate. Although these contributions are relatively small, they are acceptable in policy terms due to the limited area of the site which sits above ground.
574. The development proposal is currently targeting a BREEAM rating of 'Very Good' which falls short of the City's policy requirement of 'Excellent.' The pre-assessment demonstrated good potential to achieve an Excellent rating. Given this assessment and the wider environmental impact, the development is therefore expected to make best efforts to achieve a minimum rating of 'Excellent'. A condition has been recommended to secure requirements are met.
575. In terms of fire safety, the proposal integrates a series of measures to control fire and keep people in safety until they egress. A fire evacuation strategy and fire-fighters emergency access and fire elimination equipment would be strategically implemented on site. City's District Surveyor has reviewed the submitted Fire Statement and raised no objections. Whilst London Fire Brigade raised questions about how the detailed design of the scheme would be able to

satisfy some of their concerns, it is considered that the exact design and methodologies would be only available post planning and during the Qualitative Design Review (QDR) process. The applicant has committed to consult LFB as a key stakeholder at that stage. An informative has been recommended as a reminder.

576. Therefore overall, it is considered that the proposed cultural use would not prejudice the primary business function of the City; it would contribute to the City's aspirations for evening and weekend economy; it would generate local spend between £60m - £85m each year and create new jobs; promote balance and mix of uses in the immediate locality; and would not result in unacceptable adverse impacts on the amenity of neighbouring properties.
577. The proposals are considered to be in accordance with the development plan when taken as whole.
578. The Local Planning Authority must determine the application in accordance with the development plan unless other material considerations indicate otherwise.
579. It is the view of officers that as the proposal complies with the Development Plan when considered as a whole and as other material considerations also weigh in favour of the scheme, planning permission should be granted as set out in the recommendation and the schedules attached.

## **Appendix A - Background Papers**

### **List of Application Documents:**

Application Covering Letter (30/11/2023)  
Application Form & Certificates (30/11/2023)  
Community Infrastructure Levy Form (18/12/2023)  
Site Location Plan 2 (Below Ground & Tunnels Complex) (30/11/2023)  
Site Location Plan 3 (Site Boundaries) (15/12/2023)  
Site Plan (30/11/2023)  
Design and Access Statement (30/11/2023)  
Accessibility Assessment (30/11/2023)  
Planning Statement (30/11/2023)  
Heritage Statement (30/11/2023)  
Archaeological Desk Based Assessment (30/11/2023)  
Cultural Plan (30/11/2023)  
Statement of Community Involvement (30/11/2023)  
Socio-Economic Assessment (30/11/2023)  
Sunlight & Daylight Assessment (30/11/2023)  
Air Quality Assessment (30/11/2023)  
BREEAM Pre-Assessment Report (30/11/2023)  
Circular Economy Statement (30/11/2023)  
Construction Traffic Management Plan (30/11/2023)  
Delivery & Servicing Plan (17/05/2024)  
Energy Statement & Overheating Assessment (30/11/2023)  
Fire Statement (30/11/2023)  
Flood Risk Assessment & Outline Drainage Strategy (30/11/2023)  
Framework Travel Plan (17/05/2024)  
Geotech Basement Impact Assessment (30/11/2023)  
Noise and Vibration Impact Assessment (30/11/2023)  
Pre-demolition Audit (30/11/2023)

Security Report (30/11/2023)  
Structural Report (30/11/2023)  
Sustainability Statement (30/11/2023)  
Transport Assessment (17/05/2024)  
Waste Management Plan (05/05/2024)  
Whole Life-Cycle Carbon Assessment (30/11/2023)  
Health Impact Assessment (18/12/2023)  
Adaptation to Climate Change Report (13/03/2024)  
Loss of Office Policy Note (11/04/2024)  
Lighting Strategy Report (12/04/2024)  
Equality Impact Assessment (03/05/2024)  
Flood Risk Evacuation Strategy (15/05/2024)  
Supplementary Air Quality Response (06/03/24)  
Daylight Sunlight Response 1 (05/03/2024)  
Daylight Sunlight Response 2 (26/03/24)  
WSP responses to Sustainability queries (22/04/24, 02/05/24 and 13/05/2024)  
Cultural Plan responses, Email (14/05/2024)  
Fire Statement Response to LFB letter (14/05/24)  
Design Supplementary Clarification 01 – Furnival Street (17/05/2024)  
Design Supplementary Clarification 02 – Accessibility (17/05/2024)  
Design Supplementary Clarification 03 – 39 Furnival Street Fabric Retention (17/05/2024).

### 3<sup>rd</sup> party reviews

3rd Party Review of Whole Life Carbon Assessment Report by Civic Engineers (14/03/24)

### **Internal Consultee Responses**

Memo, 29/12/23, Environmental Health Officer

Memo, 24/01/24, District Surveyors Office

Memo, 24/01/24, Lead Local Flood Authority  
Memo, 23/02/24, Environmental Resilience Officer  
Email, 18/04/24, Cleansing Team  
Memo, 11/03/24, Air Quality Officer  
Email, 16/05/24, City of London Police  
Email, 17/05/24, COL Police - Counter Terrorism  
Email, 22/05/24, Environmental Resilience Officer

## **Representations**

### **Support**

29/01/24, Mr Colin Matthews, Online  
29/01/24, Mr Philip Nash, Online  
29/01/24, Ms Susan Smith, Online  
31/01/24, Mrs Robyn Brook, Online  
31/01/24, Mr James Loxton, Online  
01/02/24, Mr KENNETH GOLBY, Online  
01/02/24, Mr George Harris, Online  
01/02/24, Mr Max Tobias, Online  
01/02/24, Mr peter conniff, Online  
02/02/24, Mr William Morris, Online  
06/02/24, Mr Stuart Perl, Online  
14/02/24, Mr Andrew Raca, Online  
18/02/24, Mr Andrew Raca, Online  
20/02/24, Ms Wendy Lyons, Online  
20/02/24, Mr Charles Parry, Online  
20/02/24, Mr Charles Parry, Online  
20/02/24, Miss Chelsea Cooper, Online  
20/02/24, Mr Thomas Seabourne, Online  
23/02/24, Miss Angela Dunning , Online

26/02/24, Mrs Sue Macdiarmid, Online  
26/02/24, Mr Graham Wingham, Online  
26/02/24, Ms Angela Epps, Online  
26/02/24, Ms Caroline Gallagher , Online  
27/02/24, Mr Neil Emberson, Online  
27/02/24, Mr DEREK OWEN, Online  
27/02/24, Mr Patrick Ralph, Online  
27/02/24, Mrs Sandra Murphy, Online  
27/02/24, Dr GABRIEL GOLDMAN, Online  
27/02/24, Mr PAUL SCOTT, Online  
27/02/24, Mr Jp Ralph, Online  
27/02/24, Mr Stephen Luderman, Online  
27/02/24, Justin Manley-Cooper, Online  
27/02/24, Nick Finegold, Online  
28/02/24, Mr Adam Fayed, Online  
28/02/24, Mr Gregory Jones KC, Online  
28/02/24, Mr David Brown, Online  
28/02/24, Alex Hayes-Griffin, Online  
28/02/24, Mr chris sullivan, Online  
28/02/24, Mr Daniel van Vuuren, Online  
28/02/24, Mr Luis Esguevillas, Online  
28/02/24, Mr win man, Online  
29/02/24, Mr David EH Yeoh, Online  
29/02/24, Mr Guy Brook, Online  
29/02/24, Miss Heidi Bryant, Online  
29/02/24, Ms Helen McDowell, Online  
01/03/24, Mr Michael Brown, Online  
01/03/24, Dr Geoff Ferreira, Online  
06/03/24, Mr Adam Pollock, Online

14/03/24, Mr Lawrence Yew, Online  
14/03/24, Mr Maggie Lai, Online  
14/03/24, Dr Lai Meng Looi, Online  
17/03/24, Mr Alistair Sommerlad, Online  
11/04/24, Ms Maria Nieves Garcia Somoza, Online  
02/05/24, Mr James Hacking, Online  
21/05/24, Central District Alliance  
23/05/24, Fleet Street Quarter

### Objections

27/12/23, Mrs G Birri, Email, Objection  
28/12/23, Ms Lidia Zazzera, Online  
30/12/23, Lord John Krebs, Online  
03/01/24, Leyi Wang, Email  
04/01/24, Mrs Nina Keay, Online  
04/01/24, Lisa Zazzera, Email  
08/01/24, Walter Scott, Email  
08/01/24, Mr James Keay, Online  
08/01/24, Mr Brian Cotsen, Online  
08/01/24, Brian Cotsen, Email  
09/01/24, LEYI WANG, Online  
09/01/24, Liz Speirs, Email,  
10/01/24, Miss Meihan Dong, Online  
10/01/24, Chloe Nash, Email  
11/01/24, C Murphy, Online  
11/01/24, Anonymous, Email  
13/01/24, Mr Jack Watkins , Online  
14/01/24, Professor Susan V. Scott, Email  
30/01/24, Furnival Management Limited, Email  
04/02/24, Miss Lisa Dickenson, Online

16/02/24 - 16:44, Chancery Exchange, Email

20/04/24, Mr & Mrs Birri, Email

27/04/24, Furnival Management Limited, Email

13/05/24, Coralie Murphy, Online

#### Neutral

29/01/24 - 15:15, Mr Oscar Li, Online

23/03/24 - 15:39, Mr Stephan Fels, Online

24/04/24 - 12:47, Mr Andrew Green, Online

#### External consultees

02/01/24, Historic England

04/01/24, Historic England (GLAAS)

09/01/24, Transport For London (Infrastructure Protection)

24/01/24, Westminster City Council

29/02/24, Thames Water

07/03/24, Conservation Area Advisory Committee (CAAC)

13/03/24, Environment Agency

19/04/24, Transport For London (Spatial Planning)

22/04/24, London Fire Brigade

## **Appendix B**

### **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.

#### ***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.

#### ***CS11 Encourage art, heritage and culture***

To maintain and enhance the City's contribution to London's world-class cultural status and to enable the City's communities to access a range of arts, heritage and cultural experiences, in accordance with the City Corporation's Destination Strategy.

#### ***CS12 Conserve or enhance heritage assets***

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

#### ***CS13 Protect/enhance significant views***

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

***CS14 Tall buildings in suitable places***

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

***CS15 Creation of sustainable development***

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

***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.

***CS21 Protect and provide housing***

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

## ***CS22 Maximise community facilities***

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

### ***DM1.1 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: prejudicing the primary business function of the City;

- jeopardising the future assembly and delivery of large office development sites;
- removing existing stock for which there is demand in the office market or long term viable need;
- introducing uses that adversely affect the existing beneficial mix of commercial uses.

### ***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.

### ***DM3.4 Traffic management***

To require developers to reach agreement with the City Corporation and TfL on the design and implementation of traffic management and highways security measures, including addressing the management of service vehicles, by:

- a) consulting the City Corporation on all matters relating to servicing;
- b) restricting motor vehicle access, where required;
- c) implementing public realm enhancement and pedestrianisation schemes, where appropriate;
- d) using traffic calming, where feasible, to limit the opportunity for hostile vehicle approach.

### ***DM3.5 Night-time entertainment***

1) Proposals for new night-time entertainment and related uses and the extension of existing premises will only be permitted where it can be demonstrated that, either individually or cumulatively, there is no unacceptable impact on:

- a) the amenity of residents and other noise-sensitive uses;
  - b) environmental amenity, taking account of the potential for noise, disturbance and odours arising from the operation of the premises, customers arriving at and leaving the premises and the servicing of the premises.
- 2) Applicants will be required to submit Management Statements detailing how these issues will be addressed during the operation of the premises.

### ***DM10.1 New development***

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

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

l) there is the highest standard of accessible and inclusive design.

### ***DM10.2 Design of green roofs and walls***

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

2) To encourage the installation of green walls in appropriate locations, and to ensure that they are satisfactorily maintained.

### ***DM10.3 Roof gardens and terraces***

1) To encourage high quality roof gardens and terraces where they do not:

- a) immediately overlook residential premises;
- b) adversely affect rooflines or roof profiles;
- c) result in the loss of historic or locally distinctive roof forms, features or coverings;
- d) impact on identified views.

2) Public access will be sought where feasible in new development.

### ***DM10.4 Environmental enhancement***

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

- a) the predominant use of the space, surrounding buildings and adjacent spaces;
- b) connections between spaces and the provision of pleasant walking routes;
- c) the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- d) the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- e) the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- f) sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;

- g) the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- h) the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- i) the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- j) the use of high quality street furniture to enhance and delineate the public realm;
- k) lighting which should be sensitively co-ordinated with the design of the scheme.

#### ***DM10.7 Daylight and sunlight***

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

#### ***DM10.8 Access and inclusive design***

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

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

#### ***DM11.1 Protection of Visitor, Arts and Cultural Facilities***

- 1) To resist the loss of existing visitor, arts and cultural facilities unless:
  - a) replacement facilities are provided on-site or within the vicinity which meet the needs of the City's communities; or
  - b) they can be delivered from other facilities without leading to or increasing any shortfall in provision, and it has been demonstrated that there is no demand for another similar use on the site; or
  - c) it has been demonstrated that there is no realistic prospect of the premises being used for a similar purpose in the foreseeable future.

2) Proposals resulting in the loss of visitor, arts and cultural facilities must be accompanied by evidence of the lack of need for those facilities. Loss of facilities will only be permitted where it has been demonstrated that the existing floorspace has been actively marketed as a visitor, arts or cultural facility at reasonable terms.

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

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

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

### ***DM12.1 Change affecting heritage assets***

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

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

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

### ***DM12.3 Listed buildings***

1. To resist the demolition of listed buildings.

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

#### ***DM12.4 Archaeology***

1. To require planning applications which involve excavation or ground works on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.

2. To preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and to seek a public display and interpretation, where appropriate.

3. To require proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to advance understanding.

#### ***DM15.1 Sustainability requirements***

1. Sustainability Statements must be submitted with all planning applications in order to ensure that sustainability is integrated into designs for all development.

2. For major development (including new development and refurbishment) the Sustainability Statement should include as a minimum:

a) BREEAM or Code for Sustainable Homes pre-assessment;

b) an energy statement in line with London Plan requirements;

c) demonstration of climate change resilience measures.

3. BREEAM or Code for Sustainable Homes assessments should demonstrate sustainability in aspects which are of particular significance in the City's high density urban environment. Developers should aim to achieve the maximum possible credits to address the City's priorities.

4. Innovative sustainability solutions will be encouraged to ensure that the City's buildings remain at the forefront of sustainable building design. Details should be included in the Sustainability Statement.

5. Planning conditions will be used to ensure that Local Plan assessment targets are met.

#### ***DM15.2 Energy and CO2 emissions***

1. Development design must take account of location, building orientation, internal layouts and landscaping to reduce likely energy consumption.

2. For all major development energy assessments must be submitted with the application demonstrating:

- a) energy efficiency - showing the maximum improvement over current Building Regulations to achieve the required Fabric Energy Efficiency Standards;
- b) carbon compliance levels required to meet national targets for zero carbon development using low and zero carbon technologies, where feasible;
- c) where on-site carbon emission reduction is unviable, offsetting of residual CO2 emissions through "allowable solutions" for the lifetime of the building to achieve national targets for zero-carbon homes and non-domestic buildings. Achievement of zero carbon buildings in advance of national target dates will be encouraged;
- d) anticipated residual power loads and routes for supply.

### ***DM15.3 Low and zero carbon technologies***

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

### ***DM15.4 Offsetting carbon emissions***

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

### ***DM15.5 Climate change resilience***

1. Developers will be required to demonstrate through Sustainability Statements that all major developments are resilient to the predicted climate conditions during the building's lifetime.

2. Building designs should minimise any contribution to the urban heat island effect caused by heat retention and waste heat expulsion in the built environment.

#### ***DM15.6 Air quality***

1. Developers will be required to consider the impact of their proposals on air quality and, where appropriate, provide an Air Quality Impact Assessment.

2. Development that would result in deterioration of the City's nitrogen dioxide or PM10 pollution levels will be resisted.

3. Major developments will be required to maximise credits for the pollution section of the BREEAM or Code for Sustainable Homes assessment relating to on-site emissions of oxides of nitrogen (NOx).

4. Developers will be encouraged to install non-combustion low and zero carbon energy technology. A detailed air quality impact assessment will be required for combustion based low and zero carbon technologies, such as CHP plant and biomass or biofuel boilers, and necessary mitigation must be approved by the City Corporation.

5. Construction and deconstruction and the transport of construction materials and waste must be carried out in such a way as to minimise air quality impacts.

6. Air intake points should be located away from existing and potential pollution sources (e.g. busy roads and combustion flues). All combustion flues should terminate above the roof height of the tallest building in the development in order to ensure maximum dispersion of pollutants.

#### ***DM15.7 Noise and light pollution***

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.

2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.

4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.

5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

#### ***DM15.8 Contaminated land and water quality***

Where development involves ground works or the creation of open spaces, developers will be expected to carry out a detailed site investigation to establish whether the site is contaminated and to determine the potential for pollution of the water environment or harm to human health and non-human receptors. Suitable mitigation must be identified to remediate any contaminated land and prevent potential adverse impacts of the development on human and non-human receptors, land or water quality.

#### ***DM16.1 Transport impacts of development***

1. Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation, in particular addressing impacts on:

- a) road dangers;
- b) pedestrian environment and movement;
- c) cycling infrastructure provision;
- d) public transport;
- e) the street network.

2. Transport Assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards.

#### ***DM16.2 Pedestrian movement***

1. Pedestrian movement must be facilitated by provision of suitable pedestrian routes through and around new developments, by maintaining pedestrian routes at ground level, and the upper level walkway network around the Barbican and London Wall.

2. The loss of a pedestrian route will normally only be permitted where an alternative public pedestrian route of at least an equivalent standard is provided having regard to:

- a) the extent to which the route provides for current and all reasonably foreseeable future demands placed upon it, including at peak periods;
- b) the shortest practicable routes between relevant points.

3. Routes of historic importance should be safeguarded as part of the City's characteristic pattern of lanes, alleys and courts, including the route's historic alignment and width.

4. The replacement of a route over which pedestrians have rights, with one to which the public have access only with permission will not normally be acceptable.

5. Public access across private land will be encouraged where it enhances the connectivity, legibility and capacity of the City's street network. Spaces should be designed so that signage is not necessary and it is clear to the public that access is allowed.

6. The creation of new pedestrian rights of way will be encouraged where this would improve movement and contribute to the character of an area, taking into consideration pedestrian routes and movement in neighbouring areas and boroughs, where relevant.

### ***DM16.3 Cycle parking***

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

2. On-street cycle parking in suitable locations will be encouraged to meet the needs of cyclists.

### ***DM16.4 Encouraging active travel***

1. Ancillary facilities must be provided within new and refurbished buildings to support active transport modes such as walking, cycling and running. All commercial development should make sufficient provision for showers, changing areas and lockers/storage to cater for employees wishing to engage in active travel.

2. Where facilities are to be shared with a number of activities they should be conveniently located to serve all proposed activities.

### ***DM16.5 Parking and servicing standards***

1. Developments in the City should be car-free except for designated Blue Badge spaces. Where other car parking is exceptionally provided it must not exceed London Plan's standards.

2. Designated parking must be provided for Blue Badge holders within developments in conformity with London Plan requirements and must be marked out and reserved at all times for their use. Disabled parking spaces must be at least 2.4m wide and at least 4.8m long and with reserved areas at least 1.2m wide, marked out between the parking spaces and at the rear of the parking spaces.

3. Except for dwelling houses (use class C3), whenever any car parking spaces (other than designated Blue Badge parking) are provided, motor cycle parking must be

provided at a ratio of 10 motor cycle parking spaces per 1 car parking space. At least 50% of motor cycle parking spaces must be at least 2.3m long and at least 0.9m wide and all motor cycle parking spaces must be at least 2.0m long and at least 0.8m wide.

4. On site servicing areas should be provided to allow all goods and refuse collection vehicles likely to service the development at the same time to be conveniently loaded and unloaded. Such servicing areas should provide sufficient space or facilities for all vehicles to enter and exit the site in a forward gear. Headroom of at least 5m where skips are to be lifted and 4.75m for all other vehicle circulation areas should be provided.

5. Coach parking facilities for hotels (use class C1) will not be permitted.

6. All off-street car parking spaces and servicing areas must be equipped with the facility to conveniently recharge electric vehicles.

7. Taxi ranks are encouraged at key locations, such as stations, hotels and shopping centres. The provision of taxi ranks should be designed to occupy the minimum practicable space, using a combined entry and exit point to avoid obstruction to other transport modes.

#### ***DM17.1 Provision for waste***

1. Waste facilities must be integrated into the design of buildings, wherever feasible, and allow for the separate storage and collection of recyclable materials, including compostable material.

2. On-site waste management, through techniques such as recycle sorting or energy recovery, which minimises the need for waste transfer, should be incorporated wherever possible.

#### ***DM17.2 Designing out construction waste***

New development should be designed to minimise the impact of deconstruction and construction waste on the environment through:

- a) reuse of existing structures;
- b) building design which minimises wastage and makes use of recycled materials;
- c) recycling of deconstruction waste for reuse on site where feasible;
- d) transport of waste and construction materials by rail or river wherever practicable;
- e) application of current best practice with regard to air quality, dust, hazardous waste, waste handling and waste management .

#### ***DM18.1 Development in Flood Risk Area***

1. Where development is proposed within the City Flood Risk Area evidence must be presented to demonstrate that:

- a) the site is suitable for the intended use (see table 18.1), in accordance with Environment Agency and Lead Local Flood Authority advice;
- b) the benefits of the development outweigh the flood risk to future occupants;
- c) the development will be safe for occupants and visitors and will not compromise the safety of other premises or increase the risk of flooding elsewhere.

2. Development proposals, including change of use, must be accompanied by a site-specific flood risk assessment for:

- a) all sites within the City Flood Risk Area as shown on the Policies Map; and
- b) all major development elsewhere in the City.

3. Site specific flood risk assessments must address the risk of flooding from all sources and take account of the City of London Strategic Flood Risk Assessment. Necessary mitigation measures must be designed into and integrated with the development and may be required to provide protection from flooding for properties beyond the site boundaries, where feasible and viable.

4. Where development is within the City Flood Risk Area, the most vulnerable uses must be located in those parts of the development which are at least risk. Safe access and egress routes must be identified.

5. For minor development outside the City Flood Risk Area, an appropriate flood risk statement may be included in the Design and Access Statement.

6. Flood resistant and resilient designs which reduce the impact of flooding and enable efficient recovery and business continuity will be encouraged.

#### ***DM18.2 Sustainable drainage systems***

1. The design of the surface water drainage system should be integrated into the design of proposed buildings or landscaping, where feasible and practical, and should follow the SuDS management train (Fig T) and London Plan drainage hierarchy.

2. SuDS designs must take account of the City's archaeological heritage, complex underground utilities, transport infrastructure and other underground structures, incorporating suitable SuDS elements for the City's high density urban situation.

3. SuDS should be designed, where possible, to maximise contributions to water resource efficiency, biodiversity enhancement and the provision of multifunctional open spaces.

#### ***DM19.1 Additional open space***

1. Major commercial and residential developments should provide new and enhanced open space where possible. Where on-site provision is not feasible, new or enhanced open space should be provided near the site, or elsewhere in the City.

2. New open space should:

a) be publicly accessible where feasible; this may be achieved through a legal agreement;

b) provide a high quality environment;

c) incorporate soft landscaping and Sustainable Drainage Systems, where practicable;

d) have regard to biodiversity and the creation of green corridors;

e) have regard to acoustic design to minimise noise and create tranquil spaces.

3. The use of vacant development sites to provide open space for a temporary period will be encouraged where feasible and appropriate.

#### ***DM19.2 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.

### **London Plan Policies**

- Policy GG1: Building Strong and Inclusive Communities
- Policy GG2 :Making the Best Use of Land
- Policy GG3: Creating a Healthy City
- Policy GG5: Growing a Good Economy
- Policy GG6: Increasing Efficiency and Resilience
- Policy SD4: The Central Activities Zone (CAZ)
- Policy SD5: Offices, and Other Strategic Functions and Residential Development in the CAZ
- Policy D1: London's Form, Character and Capacity for Growth
- Policy D2: Infrastructure Requirements for Sustainable Densities
- Policy D3: Optimising Site Capacity through the Design-led approach
- Policy D4: Delivering Good Design
- Policy D5: Inclusive Design
- Policy D8: Public Realm
- Policy D10: Basement Development
- Policy D11: Safety, Security and Resilience to Emergency
- Policy D12: Fire Safety
- Policy D14: Noise
- Policy S6: Public Toilets
- Policy E1: Offices
- Policy E10: Visitor Infrastructure

- Policy E11: Skills and Opportunities for All
- Policy HC1: Heritage Conservation and Growth
- Policy HC2: World Heritage Sites
- Policy HC3: Strategic and Local Views
- Policy HC4 London View Management Framework
- Policy HC5: Supporting London's Culture and Creative Industries
- Policy G5: Urban Greening
- Policy G6: Biodiversity and Access to Nature
- Policy G7: Trees and Woodlands
- Policy SI1: Improving Air Quality
- Policy SI2: Minimising Greenhouse Gas Emissions
- Policy SI3: Energy Infrastructure
- Policy SI4: Managing Heat Risk
- Policy SI5: Water Infrastructure
- Policy SI7: Reducing Waste and Supporting the Circular Economy
- Policy SI8: Waste Capacity and Net Waste Self-sufficiency
- Policy SI13: Sustainable Drainage
- Policy T1: Strategic Approach to Transport
- Policy T2: Healthy Streets
- Policy T3: Transport Capacity, Connectivity and Safeguarding
- Policy T4: Assessing and Mitigating Transport Impacts
- Policy T5: Cycling
- Policy T6: Car Parking
- Policy T7: Deliveries, Servicing and Construction
- Policy T9: Funding Transport Infrastructure through Planning

**Relevant GLA Supplementary Planning Guidance (SPG):**

- Accessible London: Achieving an Inclusive Environment SPG (October 2014);

- Control of Dust and Emissions during Construction and Demolition SPG (September 2014);
- Sustainable Design and Construction (September 2014);
- Social Infrastructure (May 2015);
- Culture and Night-Time Economy SPG (November 2017);
- London Environment Strategy (May 2018);
- Cultural Strategy (2018);
- Mayoral CIL 2 Charging Schedule (April 2019);
- Central Activities Zone (March 2016);
- Mayor's Transport Strategy (2018) .

#### **Relevant City Corporation Guidance and Supplementary Planning Documents (SPDs)**

- Air Quality SPD (July 2017);
- Archaeology and Development Guidance SPD (July 2017);
- City of London Lighting SPD (October 2023);
- City Transport Strategy (May 2019);
- City Waste Strategy 2013-2020 (January 2014);
- Protected Views SPD (January 2012);
- Preventing Suicides in High Rise Buildings and Structures Planning Advice Note (April 2022)
- Planning Obligations SPD (July 2014);
- Open Space Strategy (2016);
- Office Use SPD (2015);
- City Public Realm (2016);
- Cultural Strategy 2018 – 2022 (2018);
- Chancery Lane Conservation Area, Character Summary & Management Strategy SPD (February 2016);
- Fleet Street Area, Healthy Streets Plan (2023).

## **Relevant Draft City Plan 2040 Policies**

- **Strategic Policy S1: Healthy and Inclusive City**
- Policy HL1: Inclusive Buildings and Spaces
- Policy HL2: Air Quality
- Policy HL3: Noise
- Policy HL4: Contaminated Land and Water Quality
- Policy HL6: Public toilets
- Policy HL9: Health Impact Assessments
- **Strategic Policy S2: Safe and Secure City**
- Policy SA1: Publicly Accessible Locations
- Policy SA2: Dispersal Routes
- Policy SA3: Designing in Security
- **Strategic Policy S3: Housing**
- Policy HS3: Residential Environment
- **Strategic Policy S4: Offices**
- Policy OF1: Office Development
- Policy OF2: Protection of Existing Office Floorspace
- **Strategic Policy S5: Retail**
- Policy RE2: Active frontages
- **Strategic Policy S6: Culture and Visitors**
- Policy CV2: Provision of Arts, Culture and Leisure Facilities
- Policy CV3: Provision of Visitor Facilities
- Policy CV5: Evening and Nigh-Time Economy
- Policy CV6: Public Art
- **Strategic Policy S7: Infrastructure and Utilities**
- Policy IN1: Infrastructure Provision and Connection
- Policy IN2: Infrastructure Capacity
- Policy IN3: Pipe Subways

- **Strategic Policy S8: Design**
- Policy DE1: Sustainable Design
- Policy DE2: Design Quality
- Policy DE3: Public Realm
- Policy DE4: Terraces and viewing galleries
- Policy DE7: Daylight and Sunlight
- Policy DE8: Lighting
- **Strategic Policy S9: Transport and Servicing**
- Policy VT1: The Impacts of Development on Transport
- Policy VT2: Freight and Servicing
- Policy VT3: Vehicle Parking
- **Strategic Policy S10: Active Travel and Healthy Streets**
- Policy AT1: Pedestrian Movement, Permeability and Wayfinding
- Policy AT2: Active Travel Including Cycling
- Policy AT3: Cycle Parking
- **Strategic Policy S11: Historic Environment**
- Policy HE1: Managing Change to the Historic Environment
- Policy HE2: Ancient Monuments and Archaeology
- **Strategic Policy S13: Protected Views**
- **Strategic Policy S14: Open spaces and Green Infrastructure**
- Policy OS1: Protection and Provision of Open Spaces
- Policy OS2: Urban greening
- Policy OS3: Biodiversity
- Policy OS4: Biodiversity Net Gain
- Policy OS5: Trees
- **Strategic Policy S15: Climate Resilience and Flood Risk**
- Policy CR1: Overheating and Urban Heat Island Effect
- Policy CR2: Flood Risk

- Policy CR3: Sustainable Drainage Systems (SuDS)
- **Strategic Policy S16: Circular Economy and Waste**
- Policy CE1: Sustainable Waste Facilities and Transport
- **Strategic Policy S26: Planning Contributions**

## SCHEDULE

APPLICATION: 23/01322/FULMAJ

### 38-41 Furnival Street & 31-33 High Holborn

**Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction (Use Class F1(b)(c)), including bar (Sui Generis); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary). Re-consultation: Due to amended details.**

## CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.

### Use Class

2. The entirety of the site, save for the bar, hereby approved shall be used for Visitor and Cultural Attraction (Use Class F1 (b)(c)), including any ancillary spaces, and for no other purpose (including any other purpose within Class F of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes)(Amendment)(England) Regulations 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 City of London's contribution to London's world-class cultural offer in accordance with the following policy of the draft City Plan 2040: S6.

### Floor Areas

3. The development shall provide (all figures GIA and excluding plant):

- 10,341sq.m Visitor and Cultural Attraction (Class F1(b)(c));

- 284 sq.m Bar Use (Sui Generis);

REASON: To ensure the development is carried out in accordance with the approved plans.

#### Operation hours

4. The permanent Visitor and Cultural Attraction (Use Class F1(b)(c)) hereby permitted shall not be open to customers between the hours of 8pm on one day and 10am on the following day.

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.

#### Design and Heritage

5. Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- a) particulars and samples of the materials to be used on all external faces of the building including details of compliance with the approved Circular Economy Strategy;
  - b) construction of 1:1 sample material and facade panels of agreed sections of the facades;
  - c) detailed drawings of a scale no less than 1:20, in plan, section and elevation, of agreed typical bays;
  - d) details of all new ground floor elevations including all entrances, service doors, crane, soffits, and information boards;
  - e) Details of new entrance;
  - f) details of all new flanking elevations;
  - g) irrespective of approved drawings, details of plant screening including the 5<sup>th</sup> elevation;
  - h) details of terrace including all elevations, hard and soft landscaping, entrances, fenestration, planters, seating, lighting, soffit, drainage, irrigation and any infrastructure required
  - i) details of railings, balustrades, ramps, screens, handrails etc, bounding or within the site;
  - j) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, and other excrescences at roof level including within the plant room;
  - k) details of the integration of M&E and building services into the external envelope;

- l) details of external ducts, vents, louvres and extracts;
- m) details of signage for all aspects of the building;
- n) Details of access to the roof for cleaning and maintenance, including details of mansafe equipment.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Local Plan: DM3.2, DM10.1, DM10.5, DM12.2 and emerging policies SE1, DE2, DE6 and HE1 of the Draft City Plan 2036.

6. Prior to the commencement of relevant works, a method statement shall be submitted to and approved by the local planning authority setting out the methodology for the dismantlement, storing and reconstructing the brick façade of No.38-39 Furnival Street including the concrete grill. The development shall be carried out in accordance with the approved details.

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: DM10.1, DM12.2, DM12.3.

### Archaeology

7. No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake they're great works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site would have archaeological interest a state 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI with cell include:

- A. the statement off significance and the research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. where appropriate, details of a programme for delivering related positive public benefits
- C. the programme for post investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include this statement of significance and research objectives, and

a. the programme and methodology of historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

b. the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the conditions shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

REASON: To safeguard the archaeological interest on this site and the preservation of archaeological remains following archaeological investigation in accordance with the following policy of the Local Plan: DM12.4.

#### Public Access and Inclusivity

8. Before any construction work hereby permitted are begun, details of the proposed lifts shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the approved details and be retained as such in perpetuity.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. 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.

9. Prior to the commencement of works including demolition, a site condition survey of the adjacent highways 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. Proposed finished floor levels at basement and threshold ground floor (threshold review) levels in relation to the existing Ordnance Datum levels of the adjoining streets and open spaces, must be submitted and agreed with the Highways Authority. The development shall be carried out in accordance with the approved levels 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.

10. Before any construction work hereby permitted are begun, a scheme indicating the provision to be made for disabled people to gain access to all areas shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details before the development hereby permitted is brought into use.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8. 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.

11. The threshold of the private public realm and public route entrances shall be at the same level as the rear of the adjoining footway.

REASON: To maintain a level passage for pedestrians in accordance with the following policies of the Local Plan: DM10.8, DM16.2.

12. Prior to the occupation of the building, the applicant is required to submit to the Local Planning Authority for approval of a wayfinding strategy. The developer is to consider the implementation or removal of legible London signage within the site and surrounding locations including transport nodes and tube stations. The applicant shall have agreed terms and extent of the works with TfL, prior to submission.

REASON: In the interests of visual amenity and satisfactory pedestrian circulation of the site, in accordance with the following policies of the Local Plan: DM10.1, DM19.2.

13. Prior to the occupation of the building, a Signage and Wayfinding Strategy, highlighting and signposting destinations, accessible routes and facilities, cycle parking, cultural exhibition areas and any other relevant facilities shall be submitted to and approved in writing by the Local Planning Authority. The strategy should include details of navigation on the site and should be designed with reference to guidance in PAS 6463: Design for the Mind and following the principle of 'two senses'.

REASON: To support inclusion, public access, legibility and wayfinding in accordance with the following policies of the Local Plan: CS10, DM10.1, DM10.4, DM10.8, CS11, DM16.2 and DM16.4.

### Construction

14. 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.

15. Construction works shall not begin until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority, and in consultation with TfL. The CLP aims to manage all freight vehicle movements to and from the site during construction of the development. The plan must be in line with TfL's Construction Logistic Guidance, and shall specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Community Safety (CLOCS) Standard. The development shall not be carried out otherwise than in accordance with the approved CLP. Any amendments thereto must 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.

### Cycle Parking

16. Details of the all long stay cycle parking and facilities linked to the cycle stores shall be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of the building hereby permitted. Details shall include permanently installed pedal cycle racks sufficient to accommodate a minimum of 14 spaces including adaptable spaces with a range of cycle space types split across the two bike stores. The cycle parking spaces shall be designed in line with London Cycle Design Standards and shall be implemented prior to occupation of the building. All doors on the access to the parking area shall be

automated, push button or pressure pad operated. The cycle parking spaces and facilities shall be thereafter operated in accordance with the approved details for the life of the building.

REASON: To ensure provision is made for cycle parking and that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policies of the Local Plan: DM16.1, DM 16.3, and emerging policy AT3 of the Draft City Plan 2040.

17. A minimum of 5% of the long stay cycle spaces shall be accessible for larger cycles, including adapted cycles for disabled people.

REASON: To ensure that satisfactory provision is made for people with disabilities in accordance with Local Plan policy DM10.8, London Plan policy TS cycling, emerging policy AT3 of the Draft City Plan 2040.

18. Details of mobility scooter storage within the ground floor bike store, to include fire-guarding as required, and accessible charging points at a minimum height of 400mm above floor level.

REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Local Plan: DM10.8.

### Section 153

19. No doors, gates or windows at ground floor level shall open over the public highway.

REASON: In the interests of public safety and to comply with section 153 of the Highways Act 1980.

### Refuse/ Recycling

20. The refuse/ recycling collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

21. On a daily basis, and outside of the opening hours for the exhibition spaces and ancillary areas hereby approved, the on-site FM team will transfer the bins from the main waste storage areas to a waste presentation area on Furnival Street. The waste management contractor appointed by the on-site FM team will collect the bins from the waste presentation area.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1.

## TfL (Infrastructure Protection)

22. The development hereby permitted shall not commence until the following documents, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority, which:

- a) provide details on the use of scaffold/tall plant i.e cranes and lifting equipment;
- b) accommodate ground movement impact on all identified LU assets arising from the development construction. A Ground Movement Assessment (GMA) should be submitted to TfL IP for approval;
- c) mitigate the effects of noise and vibration arising from the adjoining operations within the railway structures and tunnels;
- d) no works to commence near or on the boundary with London Underground assets until any party wall agreements required with TfL Engineering, TfL Property or TfL Legal have been agreed and signed by all parties. As shown on Title No. LN170205, London Underground own the Fulwood Place Vent Shaft and other assets located at 31-33 High Holborn;
- e) demonstrate that the Fulwood Place Vent Shaft and its ancillary equipment/facilities will not be impacted by the development.
- f) demonstrate that no ventilation or exhaust gases are discharged into TfL / LUL assets or airspace.
- g) demonstrate that TfL access to the vent shaft from Fulwood Place is not impeded or altered.

REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

## Air Quality

23. Prior to the installation of any generator. A report shall be submitted to show what alternatives have been considered including a secondary electrical power supply, battery backup or alternatively fuelled generators such as gas fired or hydrogen. The details of the proposed generator shall be submitted for approval. Where it is not possible to deploy alternatives, any diesel generators must be the latest Euro standard available. The generator shall be used solely on brief intermittent and exceptional occasions when required in response to a life-threatening emergency and for the testing necessary to meet that purpose and shall not be used at any other time.

REASON: In accordance with the following policy of the Local Plan: DM15.6 and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10, in

accordance with the City of London Air Quality Strategy 2019 and the London Plan Policies SI1 and SD4 D.

24. Unless otherwise agreed in writing by the local planning authority all combustion flues must terminate at least 1m above the highest roof in the development in order to ensure maximum dispersion of pollutants, and must be located away from ventilation intakes and accessible roof gardens and terraces. REASON: In order to ensure that the proposed development does not have a detrimental impact on occupiers of residential premises in the area and to maintain local air quality and ensure that exhaust does not contribute to local air pollution, particularly nitrogen dioxide and particulates PM10 and 2.5, in accordance with the City of London Air Quality Strategy 2019, Local Plan Policy DM15.6 and London Plan policy SI1.

25. Prior to the commencement of the development, the developer/ construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (Or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations. REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (or any updates thereof), Local Plan Policy DM15.6 and London Plan Policy SI1D. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.

26. An Indoor Air Quality report should be submitted and approved in writing by the Local Planning Authority. The report should detail the air pollution environment within the deep level tunnels, and the requirement(s) to ensure suitable air quality is maintained for the proposed usage. REASON: In order to ensure the proposed development reduces exposure to poor air quality in accordance with the following policies: Local Plan policy DM15.6, London Plan policy SI1.

### Environmental Health

27. Before the development hereby permitted shall commence, unless otherwise agreed with the Local Planning Authority, the following works shall be undertaken in accordance with the requirements of DEFRA and the Environment Agency's Land Contamination Risk Management (LCRM) guidance and be submitted to City of London for approval with due

consideration given to impact of development works (including remediation) on off-site receptors, sustainable development, and future foreseeable events within the development lifespan (e.g., climate change and extreme weather events):

a) a preliminary risk assessment (PRA) shall be completed to identify the potential for contamination at the site, define the conceptual site model (CSM), and to identify and assess potential contaminant linkages associated with the proposed development.

b) an intrusive site investigation shall be carried out followed by an appropriate level of risk assessment to establish if the site is affected by contamination and to determine the potential for harm to human health and non-human receptors and pollution of controlled waters and the wider environment (e.g., groundwater dependent terrestrial ecosystems and statutory ecological receptors) associated with the development. The method and extent of this site investigation shall be based on the findings of the preliminary risk assessment (PRA), formulated in accordance with relevant British Standards, and be agreed in writing with the Local Planning Authority prior to commencement of the work.

c) A remediation strategy to include details of measures to prevent identified unacceptable risk to receptors from gross contamination (e.g. non aqueous phase liquid, asbestos containing material), soil contamination, pollution of controlled waters, and to bring the site to a condition suitable for the intended use including provisions for long term monitoring where required, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences . 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 and that the site is suitable for its intended use. The development shall proceed in strict accordance with the measures approved.

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, to prevent pollution of the water environment, 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.

28. Prior to occupation and unless otherwise agreed with the Local Planning Authority, a verification report produced in accordance with LCRM and other associated guidance detailing the remediation measures completed and final condition of the site must be submitted to and approved in writing by the Local Planning Authority. The developer must include a statement to confirm that the

site development is safe, suitable for its intended use, and would not be considered under Part 2A of the Environmental Protection Act 1990.

REASON: To ensure that the development is safe and suitable for its intended use for the future users of the land, neighbouring land, and that risks to controlled waters, property and ecological systems are minimised, in accordance with the Local Plan DM15.8. These details are required prior to occupation in order that appropriate evidence of the remedial works is agreed and accepted by the Local Planning Authority prior to any potential exposure of occupiers or harm to the environment from land contamination.

29. Should unexpected contamination be identified during development hereby approved, the Local Planning Authority must be notified in writing within five working days. An investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's Land Contamination Risk Management.

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.

30. No part of the roof areas except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.

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.

31. No live or recorded music that can be heard outside the premises shall be played.

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.

32. No servicing of the premises 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.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.

33. The roof terrace on level 4 hereby permitted shall not be used or accessed between the hours of 20:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

34. No amplified or other music shall be played on the roof terraces.

REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.

35. 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 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.

36. (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.

37. 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.

38. 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.

39. 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.
40. 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.
41. Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.  
REASON: To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.
42. All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.  
REASON: To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3.

## Lighting Strategy

43. Prior to the commencement of the relevant works, a full Lighting Strategy and a Technical Lighting Design shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of:

- a. all luminaires both decorative, functional or ambient (including associated infrastructure);
- b. lighting layouts;
- c. a lighting control methodology;
- d. proposed operational timings and associated design and management measures to reduce the impact on the local environment and residential amenity including light pollution, light spill, and potential harm to local ecologies;
- e. all external, semi-external and public-facing parts of the building and of any internal lighting in relation spaces and terraces so far that it creates visual or actual physical impact on the lit context to show how the facade and/or the lighting has been designed to help reduce glare, excessive visual brightness, and light trespass;
- f. the impact on the public realm, including typical illuminance levels, uniformity, colour appearance and colour rendering.

All works and management measures pursuant to this consent shall be carried out and maintained in accordance with the approved details and Lighting Strategy.

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: DM10.1, 15.7 and emerging policy DE8 of the Draft City Plan 2040.

## Thames Water

44. No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

45. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

REASON: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

46. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

### Carbon and Energy

47. Prior to the commencement of the development, (excluding demolition), an update to the approved detailed Whole Life-Cycle Carbon assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment must be based on a highest use scenario, full fit-out, (including fixtures and equipment, specifically audio-visual equipment) and “best guess” frequency of operation (special exhibitions and events). The assessment should include details of measures to reduce carbon emissions throughout the whole life-cycle of the development and provide calculations in line with the Mayor of London's guidance on Whole Life-Cycle Carbon Assessments, and the development shall be carried out in accordance with the approved details and operated and managed in accordance with the approved assessment for the life-cycle of the development.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it maximises the reduction of carbon emissions of the development throughout the whole life cycle of the development in accordance with the following policies in the Development Plan and draft Development Plans: London Plan: D3, SI 2, SI 7 - Local Plan: CS 17, DM 15.2, DM 17.2 - Draft City Plan 2036: CE 1. These details are required prior

to demolition (as specified above) and construction work commencing in order to be able to account for embodied carbon emissions resulting from the demolition and construction phase (including recycling and reuse of materials) of the development.

48. Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the development being occupied (or if earlier, prior to the development being handed over to a new owner or proposed occupier,) the post-construction Whole Life-Cycle Carbon (WLC) Assessment (to be completed in accordance with and in line with the criteria set out in the GLA's WLC Assessment Guidance) shall be submitted to the Local Planning Authority . The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.

REASON: To ensure whole life-cycle carbon emissions are calculated and reduced and to demonstrate compliance with Policy SI 2 of the London Plan.

49. The development shall be designed to allow for connection into a district heating network if this becomes available during the lifetime of the development. This is to include a strategy with relevant plan drawings for: equipment, allocation of plant space and a protected route for connection in and out of the site. This is in addition to the requirement to find a beneficial use for the waste heat produced through the development's operations.

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.

50. Prior to the commencement of development, excluding demolition, an updated Energy Assessment confirming the detailed design stage highest use scenario full fit-out, (including fixtures and equipment, specifically audio-visual equipment) and "best guess" frequency of operation (special exhibitions and events) is to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Energy Assessment and the carbon reduction measures contained with the approved Energy Assessment shall remain in place for the lifetime of the development.

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. These details are required prior to

demolition and construction work commencing in order to be able to account for the carbon emissions associated with the proposed fit-out.

### Circular Economy

51. (a) Prior to demolition of the development an updated pre-demolition audit in accordance with section 4.6 of the GLA's adopted Circular Economy Statement guidance shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is designed to meet the relevant targets set out in the GLA Circular Economy Statement Guidance. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.

b) Prior to the commencement of the development (excluding demolition), after RIBA Stage 4, an update to the approved detailed Circular Economy Statement to reaffirm the proposed strategy, to include a site waste management plan and details of the proposed demountable partition design, shall be submitted to and approved in writing the Local Planning Authority, that demonstrates that the Statement has been prepared in accordance with the GLA Circular Economy Guidance and that the development is designed to meet the relevant targets set out in the GLA Circular Economy Guidance. The end-of-life strategy of the statement should include the approach to storing detailed building information relating to the structure and materials of the new building elements and of the interventions in order to distinguish the historic from the new fabric. The development shall be carried out in accordance with the approved details and operated & managed in accordance with the approved details throughout the lifecycle of the development.

REASON : To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development so that it reduces the demand for redevelopment, encourages re-use and reduces waste in accordance with the following policies in the Development Plans and draft Development Plans: London Plan; D3, SI 7, SI 8 - Local Plan; CS 17, DM 17.2 - Draft City Plan 2036; S16, CEW 1. These details are required prior to construction work commencing in order to establish the extent of recycling and minimised waste from the time that construction start.

52. No later than 3 months after completion of the building, a post-construction Circular Economy Statement shall be submitted to and approved in writing by the local planning authority to demonstrate that the targets and actual outcomes achieved are in compliance with or exceed the proposed targets stated in the approved Circular Economy Statement for the development.

REASON: To ensure that circular economy principles have been applied and Circular Economy targets and commitments have been achieved to demonstrate compliance with Policy SI 7 of the London Plan.

## Greening and Biodiversity

53. Within 6 months of completion of the development, details of the final landscaping design and an Ecological Management Plan, to include plant and habitat species (with information on coverage and biodiversity improvement), scaled drawings identifying measures and maintenance strategies, shall be submitted to the Local Planning Authority. Landscaping and biodiversity measures shall be maintained in accordance with the submission documents to ensure the approved standard is preserved for the lifetime of the development.

REASON: To support 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, and Draft City Plan: S14, OS2 whilst ensuring these benefits are maintained in the long term.

## Water Management

54. Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, blue roofs, rainwater pipework, flow control devices, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 1.5 l/s from each outfall and from no more than one distinct outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 25m<sup>3</sup>;

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

Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) A Lifetime Maintenance Plan for the SuDS system to include:
- A full description of how the system would work, its aims and objectives and the flow control arrangements;
  - A Maintenance Inspection Checklist/Log;
  - A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

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

### Climate Resilience

55. Prior to the commencement of the development, excluding demolition, a Climate Change Resilience Sustainability Statement (CCRSS) shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is resilient and adaptable to predicted climate conditions during the lifetime of the development. The CCRSS shall include details of the climate risks that the development faces (including flood, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions for addressing such risks. The CCRSS will demonstrate that the potential for resilience and adaptation measures (including but not limited to solar shading to prevent solar gain; high thermal mass of building fabric to moderate temperature fluctuations; cool roofs to prevent overheating; urban greening; rainwater attenuation and drainage; flood risk mitigation; biodiversity protection; passive ventilation and heat recovery and air quality assessment to ensure building services do not contribute to worsening photochemical smog) has been considered and appropriate measures incorporated in the design of the building. The CCRSS shall also demonstrate how the development will be operated and managed to ensure the identified measures are maintained for the life of the development. The development shall be carried out in accordance with the approved CCRSS and operated and managed in accordance with the approved CCRSS for the life of the development.

REASON: To comply with Local Plan Policy DM 15.5 Climate change resilience and adaptation.

56. Within 6 months of completion details of climate change resilience measures must be submitted to the Local Planning Authority demonstrating the measures that have been incorporated to ensure that the development is resilient to the predicted weather patterns during the lifetime of the building. This should include details of the climate risks that the site faces (flood, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions that have been implemented.

REASON: To comply with Local Plan Policy DM 15.5 Climate change resilience and adaptation.

### BREEAM

57. A post construction BREEAM assessment demonstrating that a target rating of at least '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.

### Security

58. Prior to occupation, security measures must be provided within the development, having been developed in consultation with City Police, such as CCTV, lighting, entrances and improvements to secure access.

REASON: To ensure safety and security in accordance with Local Plan policies CS3 and DM3.2.

### Suicide Prevention Measures

59. Prior to the occupation of the roof terrace, details of suicide prevention measures to prevent jumping or falling from the development shall be submitted to and approved in writing by the Local Planning Authority. All development pursuant to this permission shall be carried out in accordance with the approved details and maintained for the life of the building.

REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure adequate safety measures are in place in accordance with Local Plan Policy CS3 and emerging draft City Plan 2036 Policy DE2 and DE5.

### Telecommunications equipment

60. Unless otherwise approved by the LPA no plant or telecommunications equipment shall be installed on the exterior of the building, including any plant or telecommunications equipment permitted by the Town & Country Planning (General Permitted Development) Order 2015 or in any provisions in any statutory instrument revoking and re-enacting that Order with or without modification.

REASON: , To ensure a satisfactory external appearance in accordance with the following policy of the Local Plan: DM10.1.

### Approved Plans

61. 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 Location Plan 01820-WEA-XX-ST-PD-A-0003 Rev 00

Demolition: PD-A-0150 Rev 00, PD-A-0151 Rev 00, PD-A-0152 Rev 01, PD-A-0349 Rev 00, PD-A-0350 Rev 00, PD-A-0351 Rev 00, PD-A-0352 Rev 00, and PD-A-0353 Rev 00.

Proposed Furnival Street:

PROPOSED B3 PLAN – 01-B3-PD-A-1097 Rev 00;  
PROPOSED B2 PLAN – 01-B2-PD-A-1098 Rev 00;  
PROPOSED B1 PLAN – 01-B1-PD-A-1099 Rev 02;  
PROPOSED L00 PLAN – 01-00-PD-A-1100 Rev 04;  
PROPOSED L01 PLAN – 01-01-PD-A-1101 Rev 00;  
PROPOSED L02 PLAN – 01-02-PD-A-1102 Rev 01;  
PROPOSED L03 PLAN – 01-03-PD-A-1103 Rev 00;  
PROPOSED L04 PLAN – 01-04-PD-A-1104 Rev 00;  
PROPOSED L05 PLAN – 01-05-PD-A-1105 Rev 00;  
PROPOSED ROOF PLAN – 01-RF-PD-A-1106 Rev 00;  
OVERALL PROPOSED WEST ELEVATION – 01-W-PD-A-2100 Rev 01;  
PROPOSED WEST ELEVATION – 01-W-PD-A-2104 Rev 01;  
PROPOSED NORTH ELEVATION – 01-N-PD-A-2101 Rev 00;  
PROPOSED SOUTH ELEVATION – 01-S-PD-A-2102 Rev 01;  
PROPOSED EAST ELEVATION – 01-E-PD-A-2103 Rev 01;  
WEST FAÇADE SETTING OUT – 01-ZZ-PD-A-3050 Rev 00;  
GA BUILDING SECTION AA – 01-AA-PD-A-3100 Rev 01;  
GA BUILDING SECTION BB – 01-BB-PD-A-3101 Rev 01;  
GA BUILDING SECTION CC – 01-CC-PD-A-3102 Rev 01;  
GA SHAFT SECTION AA – 01-AA-PD-A-3103 Rev 01;  
GA SHAFT SECTION CC – 01-CC-PD-A-3105 Rev 01;  
CENTRAL LIFT DETAIL – 01-ZZ-A-4150 Rev 00;  
STAFF BIKE STORE (Ground floor plan) – 01-00-A-4151 Rev 02;  
FAÇADE TYPE 01 - GLASS BRICK LOWER – 01-ZZ-PD-A-5101 Rev 01;  
FAÇADE TYPE 01B - GLASS BRICK – UPPER – 01-ZZ-PD-A-5107 Rev 01;  
FAÇADE TYPE 02 - REINSTATED BRICK – 01-ZZ-PD-A-5102 Rev 01;  
FAÇADE TYPE 03 - GROUND FLOOR EXIT – 01-ZZ-PD-A-5103 Rev 01;  
FAÇADE TYPE 03B - GROUND FLOOR ENTRANCE – 01-ZZ-PD-A-5108 Rev 01;  
FAÇADE TYPE 04 - L04 TERRACE – 01-ZZ-PD-A-5104 Rev 01;  
FAÇADE TYPE 05 - PLANT SCREEN – 01-ZZ-PD-A-5105 Rev 01;  
FAÇADE TYPE 06 - PARTY WALL – 01-ZZ-PD-A-5106 Rev 00;  
Plan showing extend of Section 278 works – 70106185-TP-SK-1 P02;

Proposed Tunnels GAs:

PROPOSED LMINUS 01 – PLAN 03-M1-PD-A-0099 Rev 00;  
PROPOSED LPLUS 01 PLAN – 03-01-PD-A-1001 Rev 00;  
PROPOSED LPLUS 02 PLAN – 03-02-PD-A-1002 Rev 00;

PROPOSED LPLUS 03 PLAN – 03-03-PD-A-1003 Rev 00;  
PROPOSED SECTOR A PLAN – 03-ZZ-PD-A-1010 Rev 01;  
PROPOSED SECTOR B PLAN – 03-ZZ-PD-A-1011 Rev 01;  
PROPOSED SECTOR C & D PLAN – 03-ZZ-PD-A-1012 Rev 01;  
PROPOSED SECTOR B PLAN – 03-ZZ-PD-A-1013 Rev 01;  
PROPOSED - CROSS SECTIONS – 03-ZZ-PD-A-3300 Rev 00.

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

## INFORMATIVES

1. In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:
  - detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;
  - a full pre application advice service has been offered;  
where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
2. This approval relates only to the details listed above and must not be construed as approval of any other details shown on the approved drawings.
3. Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, Chief Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged. Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

4. Service providers are required to have regard to obligations under the Equality Act 2010. In the exercise of their functions, due regard needs to be given to:
  - elimination of discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act;
  - advancement of equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - fostering good relations between persons who share a relevant protected characteristic and persons who do not share it

The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Public authorities also need to have due regard to the need to eliminate unlawful discrimination against someone because of their marriage or civil partnership status.

5. The developer should be aware that, in creating a roof terrace, and therefore access to the roof, users of the roof could be exposed to emissions of air pollutants from any chimneys that extract on the roof e.g. from gas boilers / generators / CHP. In order to minimise risk, as a rule of thumb, we would suggest a design that places a minimum of 3 metres from the point of efflux of any chimney serving combustion plant, to any person using the roof terrace. This distance should allow the gases to disperse adequately at that height, minimising the risk to health.

6. Generators and combustion plant

Please be aware that backup/emergency generators may require permitting under the MCP directive and require a permit by the appropriate deadline. Further advice can be obtained from here: [Medium combustion plant and specified generators: environmental permits - GOV.UK \(www.gov.uk\)](http://www.gov.uk/guidance/medium-combustion-plant-and-specified-generators-environmental-permits)

7. Environmental Agency: Water Resources

Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.

We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM 'excellent' standards for water consumption.

#### 8. Thames Water

Waste –

“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 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

Water –

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.

9. This permission must in no way be deemed to be an approval for the display of advertisement matter indicated on the drawing(s) which must form the subject of a separate application under the Advertisement Regulations.
10. This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
11. WilkinsonEyre Architects should be retained for the detailed construction stage of the project.
12. This permission is granted having regard to planning considerations only and is without prejudice to the position of the City of London Corporation or Transport for London as Highway Authority; and work must not be commenced until the consent of the Highway Authority has been obtained.
13. Improvement or other works to the public highway shown on the submitted drawings require separate approval from the local highway authority and the planning permission hereby granted does not authorise these works.

14. The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
15. The landowners, managing operators and tenants are required to adhere to the actions of the Considerate Lighting Charter as set in the City of London Appendix A of the City of London Lighting Supplementary Planning Document 17/11/2022
16. The Crime Prevention Design Advisor for the City of London Police and the Counter-Terrorism Security Advisor should be consulted with regard to guidance on all aspects of security, means of crime prevention in new development and on current crime trends.
17. The grant of approval under the Town and Country Planning Acts does not overcome the need to also obtain any licences and consents which may be required by other legislation. The London Fire Brigade should form a key stakeholder at detailed design stage including Qualitative Design Review (QDR) process, fire precautions and certification stages.

#### Archaeology

18. The Written Scheme of Investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

The pre-commencement conditions are necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme.

Evaluation: An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches.

Historic Building Recording: Historic building recording is an investigation to establish the character, history, dating, form and development of a historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published. You can find more information on archaeology and planning in Greater London on GLAAS website.

19. The Directorate of the Built Environment (District Surveyor) should be consulted on means of escape and constructional details under the Building Regulations and London Building Acts.

# Memo

**To** Assistant Director (Development Management)  
Environment Department  
Email: [REDACTED]



**From** Mrs Claire Callan-Day  
Environmental Health Technician  
Environment Department

**Telephone** [REDACTED]

**Email** [REDACTED]

**Date** 29 December 2023

**Our Ref** 23/04124/NPLN

**Your Ref** PT\_AXT/23/01322/FULMAJ

**Subject** 38 - 39 Furnival Street London EC4

**RE: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principle visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principle bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works.**

Thank you for your memorandum. I have reviewed the application and have the following comments to make:

Before the development hereby permitted shall commence, unless otherwise agreed with the Local Planning Authority, the following works shall be undertaken in accordance with the requirements of DEFRA and the Environment Agency's Land Contamination Risk Management (LCRM) guidance and be submitted to City of London for approval with due consideration given to impact of development works (including remediation) on off-site receptors, sustainable development, and future foreseeable events within the development lifespan (e.g., climate change and extreme weather events):

- a) a preliminary risk assessment (PRA) shall be completed to identify the potential for contamination at the site, define the conceptual site model (CSM), and to identify and assess potential contaminant linkages associated with the proposed development.

- b) an intrusive site investigation shall be carried out followed by an appropriate level of risk assessment to establish if the site is affected by contamination and to determine the potential for harm to human health and non-human receptors and pollution of controlled waters and the wider environment (e.g., groundwater dependent terrestrial ecosystems and statutory ecological receptors) associated with the development. The method and extent of this site investigation shall be based on the findings of the preliminary risk assessment (PRA), formulated in accordance with relevant British Standards, and be agreed in writing with the Local Planning Authority prior to commencement of the work.
- c) A remediation strategy to include details of measures to prevent identified unacceptable risk to receptors from gross contamination (e.g. non aqueous phase liquid, asbestos containing material), soil contamination, pollution of controlled waters, and to bring the site to a condition suitable for the intended use including provisions for long term monitoring where required, shall then be submitted to and approved in writing by the Local Planning Authority before the development commences . 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 and that the site is suitable for its intended use. The development shall proceed in strict accordance with the measures approved.

*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, to prevent pollution of the water environment, 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.*

Prior to occupation and unless otherwise agreed with the Local Planning Authority, a verification report produced in accordance with LCRM and other associated guidance detailing the remediation measures completed and final condition of the site must be submitted to and approved in writing by the Local Planning Authority.

The developer must include a statement to confirm that the site development is safe, suitable for its intended use, and would not be considered under Part 2A of the Environmental Protection Act 1990.

*REASON: To ensure that the development is safe and suitable for its intended use for the future users of the land, neighbouring land, and that risks to controlled waters, property and ecological systems are minimised, in accordance with the Local Plan DM15.8. These details are required prior to occupation in order that appropriate evidence of the remedial works is agreed and accepted by the Local Planning Authority prior to any potential exposure of occupiers or harm to the environment from land contamination.*

Should unexpected contamination be identified during development hereby approved, the Local Planning Authority must be notified in writing within five working days. An investigation and risk assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's Land Contamination Risk Management.

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.*

I4C No part of the roof areas except those shown as roof terraces on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.

*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.*

I11C No live or recorded music that can be heard outside the premises shall be played.

*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.*

I18C No servicing of the premises 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.

*REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Local Plan: DM15.7, DM16.2, DM21.3.*

I26 The roof terrace on level 4 hereby permitted shall not be used or accessed between the hours of 20:00 on one day and 08:00 on the following day and not at any time on Sundays or Bank Holidays, other than in the case of emergency.

*REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.*

I27 No amplified or other music shall be played on the roof terraces.

*REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Local Plan: DM15.7, DM21.3.*

I28 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 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.*

M7D (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.*

M10F 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.*

M11G 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.*

M19C 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.*

M23D 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.*

M27B No cooking shall take place within any Class E/Sui Generis unit hereby approved until fume extract arrangements and ventilation have been installed to serve that unit in accordance with a scheme approved by the Local Planning Authority. Flues must terminate at roof level or an agreed high level location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. Any works that would materially affect the external appearance of the building will require a separate planning permission.

*REASON: In order to protect the amenity of the area in accordance with the following policies of the Local Plan: DM15.6, DM21.3.*

M32 Prior to the commencement of development the developer/construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the NRMM Regulations and the inventory of all NRMM used on site shall be maintained and provided to

the Local Planning Authority upon request to demonstrate compliance with the regulations.

**REASON:** *To reduce the emissions of construction and demolition in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014. Compliance is required to be prior to commencement due to the potential impact at the beginning of the construction.*

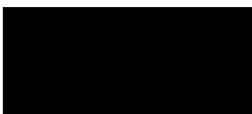
M33 All parts of the ventilation and extraction equipment including the odour control systems installed shall be cleaned, serviced and maintained in accordance with Section 5 of 'Control of Odour & Noise from Commercial Kitchen Extract Systems' dated September 2018 by EMAQ+ (or any subsequent updated version). A record of all such cleaning, servicing and maintenance shall be maintained and kept on site and upon request provided to the Local Planning Authority to demonstrate compliance.

**REASON:** *To protect the occupiers of existing and adjoining premises and public amenity in accordance with Policies DM 10.1, DM 15.7 and DM 21.3*

Prior to the commencement of the relevant works, a full Lighting Strategy shall be submitted to and approved in writing by the Local Planning Authority, which should include full details of all luminaires, both decorative, functional or ambient (including associated infrastructure), alongside details of the impact of lighting on the public realm, including intensity, uniformity, colour, timings and associated management measures to reduce the impact on light pollution and residential amenity. Detail should be provided for all external, semi-external and public-facing parts of the building and of internal lighting levels and how this has been designed to reduce glare and light trespass. All works pursuant to this consent shall be carried out in accordance with the approved details and lighting strategy.

**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: DM10.1, 15.7 and emerging policy DE2 of the Draft City Plan 2036*

Regards



**Claire Callan-Day**  
**Environmental Health Technician**  
Environment Department  
City of London Corporation  
[REDACTED]



Ms Anastasia Tampouridou  
City of London Corporation  
Environment Department

Direct Dial: 020 7973 3738

Our ref: P01570345  
2 January 2024

Dear Ms Tampouridou

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

**38 - 39 FURNIVAL STREET LONDON EC4  
Application No. 23/01322/FULMAJ**

Thank you for your letter of 20 December 2023 regarding the above application for planning permission.

The proposed development is close to the scheduled monument of Barnards Inn, a wonderfully preserved building with surviving elements from the medieval and Tudor periods. It is in regular use for public lectures and is a valuable asset to the area. The proposals do not physically affect the Inn and therefore scheduled monument consent will not be required.

Barnards Inn is encapsulated within a mass of more recent buildings, and already quite overshadowed. The proposals in the current application will not compromise the setting of the Inn any further, although care should be taken to ensure access to it remains easily navigated and signage is not impacted, as it is quite tricky to find for first time visitors.

We also suggest that you seek the views of your specialist conservation advisors, as relevant.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

The full GLAAS consultation criteria are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice/>

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals. If you would like detailed advice from us, please



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

Telephone 020 7973 3700  
HistoricEngland.org.uk





Historic England

contact us to explain your request.

Yours sincerely

**Jane Sidell**

Inspector of Ancient Monuments  
[REDACTED]



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Telephone 020 7973 3700  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)



*Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.*



Historic England

Anastasia Tampouridou  
City of London PO Box 270  
Guildhall  
London EC2P 2EJ

Your Ref: 23/01322/FULMAJ  
Our Ref: 218461

Contact:  
Helen Hawkins



4<sup>th</sup> January 2024

Dear Ms Tampouridou,

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)  
NATIONAL PLANNING POLICY FRAMEWORK 2021**

**38 - 39 Furnival Street London EC4**

*Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principle visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principle bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works*

**Recommend Two Archaeological Conditions**

Thank you for your consultation received on 20<sup>th</sup> December 2023.



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The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

### Assessment of Significance and Impact

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: [77190] City of London APA

The Kingsway Tunnels lie in an area of archaeological interest, within both the London Borough of Camden and the City of London. As the tunnels are already located at some depth, the impact on potential archaeology of the development is limited to the areas from which the tunnels will be accessed, with new entrances proposed in both Camden and the City. This response relates to archaeology in the City only and a separate response will be provided by GLAAS for Camden.

An archaeological desk-based assessment (Mills Whipp 2023) has been submitted with the planning application. The desk-based assessment highlights that 40-41 Furnival Street was excavated in the 1980s when the current building was constructed. The excavation recorded medieval gravel quarries backfilled with brickearth, a series of 13th-15th Century rubbish pits and a chalk-lined cesspit. The remains of a late 17th Century L-shaped building were excavated on the southern half of the site which may have removed any evidence for the earlier inn. It is likely that all archaeological remains have been removed from 40-41 Furnival Street.

At 38-39 Furnival Street impact from a basement, vent shaft and lift has taken place but some archaeological potential remains and therefore further archaeological work is recommended here, in advance of the excavation of the new basement.

The works required for the tunnels themselves will not have an archaeological impact. However, as the tunnels are of high heritage interest, it is recommended that historic building recording is carried out for them in advance of redevelopment. The historic building recording should utilise the digital scans that have already been carried out for the site.

### Planning Policies

NPPF Section 16 and the London Plan (2021 Policy HC1) recognise the positive contribution of heritage assets of all kinds and make the conservation of archaeological interest a material planning consideration. NPPF paragraph 194 says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.



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NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

If you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

### Recommendations

I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

I therefore recommend attaching two conditions as follows:

Condition 1 No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

- A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.



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Informative Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

## Condition 2

### Historic Building Recording

No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of historic building investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

Informative: The written scheme of investigation will need to be prepared and implemented by a suitably professionally accredited heritage practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

These pre-commencement conditions are necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to these pre-commencement conditions, please let us know their reasons and any alternatives suggested. Without these pre-commencement conditions being imposed the application should be refused as it would not comply with NPPF paragraph 205.

I envisage that the archaeological fieldwork would comprise the following:

### Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant



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remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

### Historic Building Recording

Historic building recording is an investigation to establish the character, history, dating, form and development of a historic building or structure which normally takes place as a condition of planning permission before any alteration or demolition takes place. The outcome will be an archive and a report which may be published.

You can find more information on archaeology and planning in Greater London on our website.

This response relates solely to archaeological considerations. If necessary, Historic England's Development Advice Team should be consulted separately regarding statutory matters.

Yours sincerely

Helen Hawkins

Archaeology Adviser  
Greater London Archaeological Advisory Service  
London and South East Region



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**From:**  
**To:**  
**Subject:** RE: Planning Application Consultation: 23/01322/FULMAJ  
**Date:** 09 January 2024 14:29:16  
**Attachments:** [image001.png](#)  
[image002.png](#)

THIS IS AN EXTERNAL EMAIL

Good afternoon,

**Application No:** 23/01322/FULMAJ

**Site address:** 38-39 Furnival Street London EC4

**Proposal:** Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principle visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principle bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works.

Thank you for your consultation.

Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to London Underground railway infrastructure.

Therefore, we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not commence until the following documents, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority, which:

- a. provide details on the use of scaffold/tall plant i.e cranes and lifting equipment;
- b. accommodate ground movement impact on all identified LU assets arising from the development construction. A Ground Movement Assessment (GMA) should be submitted to TfL IP for approval;
- c. mitigate the effects of noise and vibration arising from the adjoining operations within the railway structures and tunnels;
- d. no works to commence near or on the boundary with London Underground assets until any party wall agreements required with TfL Engineering, TfL Property or TfL Legal have been agreed and signed by all parties. As shown on Title No. LN170205, London Underground own the Fulwood Place Vent Shaft and other assets located at 31-33 High Holborn;
- e. **demonstrate that** the Fulwood Place Vent Shaft and its ancillary equipment/facilities will not be impacted by the development.
- f. **demonstrate that no ventilation or exhaust gases are discharged into TfL / LUL**

assets or airspace.

g. demonstrate that TfL access to the vent shaft from Fulwood Place is not impeded or altered.

**Reason:** To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2021, draft London Plan policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

*This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.*

Kind regards,

**Tom Li**

Safeguarding Engineer (LU+DLR) | Infrastructure Protection  
5 Endeavour Square | 7<sup>th</sup> Floor Zone B | Westfield Avenue | E20 1JN



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

From:

Sent: 20 December 2023 16:07

To: Location Enquiries

Subject: Planning Application Consultation: 23/01322/FULMAJ

Dear Sir/Madam

Please see attached consultation under Article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 for 38 - 39 Furnival Street London EC4 .

Reply with your comments to

Kind Regards

Planning Administration

On behalf of

Anastasia Tampouridou  
Environment Department

City of London

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**Memo**

**To** Assistant Director (Development Management)  
Department of the Built Environment

**From** District Surveyors Office  
Department of the Built Environment

**Telephone** [REDACTED]

**Email** [REDACTED]

**Date** 19 January 2024

**Our Ref** DS/FS23/0045

**Your Ref** PT\_AXT/23/01322/FULMAJ

**Subject** 38 - 39 Furnival Street London EC4

**In response to your request for comments in relation to the fire statement the District Surveyors Office has the following comments to make:**

The District Surveyors Office has reviewed the fire statement and has no comments.

The proposal is considered to comply with policies D5 and D12.



**Memo**

**To** Assistant Director (Development Management)  
Environment Department

**From** Lead Local Flood Authority  
Environment Department

**Telephone** [REDACTED]

**Email** [REDACTED]

**Date** 23/01/2024

**Our Ref** DS/SUDS24/0001

**Your Ref** PT\_AXT/23/01322/FULMAJ

**Subject** 38 – 39 Furnival Street London EC4

**In response to your request for comments in relation to SUDS/drainage the Lead Local Flood Authority has the following comments to make:**

The Lead Local Flood Authority has reviewed the Drainage Strategy and Flood Risk Assessment for the above application and would recommend the following conditions should the application be approved:

Before any construction works hereby permitted are begun the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) Fully detailed design and layout drawings for the proposed SuDS components including but not limited to: attenuation systems, blue roofs, rainwater pipework, flow control devices, design for system exceedance, design for ongoing maintenance; surface water flow rates shall be restricted to no greater than 1.5 l/s from each outfall and from no more than one distinct outfall, provision should be made for an attenuation volume capacity capable of achieving this, which should be no less than 25m<sup>3</sup>;
- (b) Full details of measures to be taken to prevent flooding (of the site or caused by the site) during the course of the construction works.

Before the shell and core is complete the following details shall be submitted to and approved in writing by the Local Planning Authority in conjunction with the Lead Local Flood Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

- (a) A Lifetime Maintenance Plan for the SuDS system to include:
  - A full description of how the system would work, it's aims and objectives and the flow control arrangements;
  - A Maintenance Inspection Checklist/Log;

- A Maintenance Schedule of Work itemising the tasks to be undertaken, such as the frequency required and the costs incurred to maintain the system.

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



Your ref:  
My ref: 24/00040/OBS

**Please reply to:** Nikki Mitchell  
Tel No: [REDACTED]  
Email: [REDACTED]

Anastasia Tampouridou  
City of London  
PO Box 270,  
Guildhall,  
London  
EC2P 2EJ

**Town Planning & Building Control**  
Westminster City Council  
PO Box 732  
Redhill, RH1 9FL

24 January 2024

Dear Sir/Madam

TOWN AND COUNTRY PLANNING ACT 1990

The City Council has now considered the proposals described below and has decided to RAISE NO OBJECTION.

**SCHEDULE**

**Application No.:** 24/00040/OBS                      **Application Date:**  
**Date Received:** 20.12.2023                      **Date Amended:** 20.12.2023

**Plan Nos:** Letter dated 20 December 2024 from the City of London.

**Address:** 38 - 39 Furnival Street, City Of London, London, EC4A 1JQ

**Proposal:** Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principle visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction

entrance (including principle bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works.

Yours faithfully



**Deirdra Armsby**  
**Director of Town Planning & Building Control**

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**Condition(s):**

**Note:**

- The Plain English Crystal Mark applies to those conditions, reasons and informatives in this letter which have an associated reference number with the prefix C, R, X or I.
- The terms 'you' and 'your' include anyone who owns or occupies the land or is involved with the development.
- The terms 'us' and 'we' refer to the Council as local planning authority.



**APPLICATION COMMENT FORM****From:** Sam Murphy, Environmental Resilience Officer**Application No:** 23/01322/FULMAJ**Development Management Case Officer:** Anastasia Tampouridou**Site Address:** 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX**Proposal:** Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1 (b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).**Application Received:** Date application submission received: 01 Dec 2023**Request for Comment Received:** Date request memo received: 20 Dec 2023**Comment:**

Application submission documents relating to climate change resilience and adaptation have been reviewed, including the Sustainability Statement, Energy and Overheating Statement, and FRA & Drainage report.

**Overheating and Heat Stress:**

Overheating has been considered and mechanisms put in place to reduce this. Solar glazing and mechanical ventilation included in design.

There is consideration of Urban Heat Island reduction through including green infrastructure, primarily through green roofs. Air handling systems will include heat recovery systems to reduce heat expelled to the environment.

**Flooding:**

The risk from sewer flooding, surface water flooding and groundwater flooding are all low.

Site is designed to accommodate all run-off events up to 100 +40%

SuDS – blue roofs not included but green roofs present. Rainwater harvesting is under consideration in design.

**Biodiversity:**

The development incorporates some green infrastructure, but is limited by the location. There is a small green roof with species suitable for pollinator species to increase connectivity of other green spaces in the area. No Planting diagram or species list is provided, however it is a small site. It is suggested that a diverse range of planting types be included where

Date &  
Initials

**APPLICATION COMMENT FORM**

possible, using native and wildlife friendly planting. If possible, climate resilient planting should also be considered.

**Water Stress:**

The development seeks to reduce water demand through water saving measures - fittings, leak detection, automatic shut of control valves.

There is also consideration of rainwater harvesting for sprinkler system and flushing.

**Food, Trade, Infrastructure:**

Site proposes the deepest bar in UK, with the development close to other amenities. No mention of local sourcing. Meeting GLA 65% Recycling target. Circular economy strategy present.

**Pest and Diseases:**

No mention of pests and disease considerations. Ventilation for tunnels mentioned for VOCs and health.

**Recommendation:**

The proposed development **is partially** compliant with Local Plan Policy DM 15.5 (Climate change resilience), Draft City Plan 2036 Strategic Policy S15 (Climate Resilience and Flood Risk) and associated City Plan 2036 Policies CR1 and CR2.

The following condition should also be considered to provide details of how the development has responded to risks from climate change; this condition may be fulfilled by a satisfactory assessment in support of the BREEAM Wst 05 credit:

*Prior to the commencement of the development (other than demolition) a Climate Change Resilience Sustainability Statement (CCRSS) shall be submitted to and approved in writing by the Local Planning Authority, that demonstrates that the development is resilient and adaptable to predicted climate conditions during the lifetime of the development. The CCRSS shall include details of the climate risks that the development faces (including flooding, heat stress, water stress, natural capital, pests and diseases) and the climate resilience solutions for addressing such risks. The CCRSS will demonstrate that the potential for resilience and adaptation measures (including but not limited to: solar shading to prevent solar gain; high thermal mass of building fabric to moderate temperature fluctuations; cool roofs to prevent overheating; urban greening; rainwater attenuation and drainage; flood risk mitigation; biodiversity protection; passive ventilation and heat recovery and air quality assessment to ensure building services do not contribute to worsening photochemical smog) has been considered and appropriate measures incorporated in the design of the building. The CCRSS shall also demonstrate how the development will be operated and managed to ensure the identified measures are maintained for the life of the development. The development shall be carried out in accordance with the approved CCRSS and operated and managed in accordance with the approved CCRSS for the life of the development.*

SM  
23/02/24



## Begum, Shupi

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**From:** [REDACTED]  
**Sent:** 29 February 2024 12:44  
**To:** PLN - Comments  
**Subject:** 3rd Party Planning Application - 23/01322/FULMAJ

THIS IS AN EXTERNAL EMAIL

Corporation of London  
Department of Planning & Transportation  
PO Box 270  
Guildhall  
London  
EC2P 2EJ

Our DTS Ref: 76189  
Your Ref: 23/01322/FULMAJ

29 February 2024

Dear Sir/Madam

Re: 38-40 Furnival Street , 31-33 Holborn, City of London, London, -, EC1N 2LE

### Waste Comments

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274475931%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=VYHP1B6ArG%2FmIF16rBhX0B91VjFE40%2BQvhP9d9iDiEo%3D&reserved=0> Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto: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

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 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://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274484296%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=HsYftghutgoHdmgyi1TrQjxqX2bvNMu4VQ4HW7EDRVE%3D&reserved=0>

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken 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 [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274490244%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=kJQnWxKkxsbORk6NTYhfo1FX0V8huRCEi7q7E8GLUpo%3D&reserved=0> . Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water would advise that with regard to the COMBINED WASTE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274494518%7CUnknown%7CTWFpbGZsb3d8eyJWljoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikl1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=USX3k6YgaN7cJGTTHqKn0bzciz4xkUthA2TbQPYPflo%3D&reserved=0> . Please refer to the Wholesale; Business customers; Groundwater discharges section.

#### Water Comments

On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. 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.

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings

will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

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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://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274502735%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiM C4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=3PhNbewf2v78GbV7n MKNAgnMq7%2BwIFo%2B0q8EBXJHWwU%3D&reserved=0>

Thames Water recommend the following informative be attached to this planning permission. 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.

The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thameswater.co.uk%2Fdevelopers%2Flarger-scale-developments%2Fplanning-your-development%2Fworking-near-our-pipes&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274507002%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiM C4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=jx6PnsRhMP%2BLY5c1S12V1xSTmEXHwbBTX4CtIG8C9cM%3D&reserved=0> Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

Yours faithfully  
Development Planning Department

Development Planning,  
Thames Water,  
Maple Lodge STW,  
Denham Way,  
Rickmansworth,

WD3 9SQ

Tel: [REDACTED]

Email: [REDACTED]

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<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274511548%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=EYQocn%2F8R5Hwzdxdtbz66XC9Aeznoq0W02JyOnf%2B4J38%3D&reserved=0> , follow us on twitter

<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.twitter.com%2Fthameswater&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274515602%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=XuGIVYwDJ1O%2BVJLt5AFC%2FRS3Xuv8Vx0JGw4My%2F%2Bukk%3D&reserved=0> or find us on

<https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.facebook.com%2Fthameswater&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7Cce491b23eb7c4f0e1cb008dc39240ed1%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638448074274519628%7CUnknown%7CTWFpbGZsb3d8eyJWljoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=Ew7VhZ6PFaL3HLw1X3r%2FZNP7SOX1tt8A3ahBXfhFiEo%3D&reserved=0>. We're happy to help you 24/7.

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Corporation of London Department of Planning & Transportation  
PO Box 270 Guildhall London EC2P 2EJ  
29 February 2024

Our DTS Ref: 76189 Your Ref:  
23/01322/FULMAJ

Dear Sir/Madam

**Re: 38-40 Furnival Street , 31-33 Holborn, City of London, London, -, EC1N 2LE**

### **Waste Comments**

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto: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

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 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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken 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 [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water would advise that with regard to the COMBINED WASTE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from

Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

### **Water Comments**

On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommend the following informative be attached to this planning permission. 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.

The proposed development is located within 5m of a strategic water main. Thames Water do NOT permit the building over or construction within 5m, of strategic water mains. Thames Water request that the following condition be added to any planning permission. No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works. Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk).

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://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

Thames Water recommend the following informative be attached to this planning permission. 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.

The proposed development is located within 15m of a strategic water main. Thames Water request that the following condition be added to any planning permission. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale->

developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

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](mailto:devcon.team@thameswater.co.uk)



# City of London Conservation Area Advisory Committee

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

1<sup>st</sup> March 2024

Dear Sir/Madam,

At its meeting on 15<sup>th</sup> February 2024 the City of London Conservation Area Advisory Committee considered the following planning application and reached the decision given below:

**C.17 23/01322/FULMAJ - 38 - 40 Furnival Street London EC4A 1JQ and 31 - 33 High Holborn WC1V 6AX  
Chancery Lane Conservation Area/Farringdon Without Ward. Ward Club Rep. Lester Hillman.**

Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

There were no objections.

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

Yours faithfully,



Mrs. Julie Fox  
Secretary

Anastasia Tampouridou  
Corporation Of London  
Environmental Department  
PO Box 270  
London  
EC2P 2EJ

**Our ref:** NE/2024/136831/01  
**Your ref:** 23/01322/FULMAJ  
**Date:** 13 March 2024

Dear Anastasia,

### **38-40 Furnival Street London EC4A 1JQ**

**Change of use of existing deep level tunnels (sui generis) to visitor and cultural attraction, including bar (F1(B)(C)); demolition and reconstruction of existing building at 39-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 high Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works**

Thank you for consulting us on the above application. Based on a review of the submitted information we have **no comments** on this application however, we can offer the following advice.

#### **Contaminated Land**

This development site appears to have been the subject of past industrial activity which poses a risk of pollution to controlled waters.

However, we are unable to provide site-specific advice relating to land contamination as we have recently revised our priorities so that we can focus on:

- Protecting and improving the groundwater that supports existing drinking water supplies
- Groundwater within important aquifers for future supply of drinking water or other environmental use. We recommend that you refer to our published '[Guiding Principles for Land Contamination](#)' which outlines the approach which should be adopted when managing this site's risks to the water environment.

We also advise that you consult with your Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, we recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 180 of the

Cont/d..

National Planning Policy Framework.

## **Advice to applicant**

### **Water Resources**

Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills.

We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.

We recommend that all new non-residential development of 1000sqm gross floor area or more should meet the BREEAM 'excellent' standards for water consumption.

We also recommend you contact your local planning authority for more information.

### **Pre Application Advice**

Regarding future applications, if you would like us to review a revised technical report prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at [HNL.SustainablePlaces@environment-agency.gov.uk](mailto:HNL.SustainablePlaces@environment-agency.gov.uk).

Further information on our charged planning advice service is available at; <https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions>.

### **Final comments**

Thank you for contacting us regarding the above application. Our comments are based on our available records and the information submitted to us. Please quote our reference number in any future correspondence. Please provide us with a copy of the decision notice for our records. This would be greatly appreciated.

Should you have any queries regarding this response, please contact me.

Yours sincerely,

**Harry Scott**  
**Planning Advisor**

E-mail: [REDACTED]  
Telephone: [REDACTED]

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn  
**Date:** 18 April 2024 16:06:32  
**Attachments:** [image001.png](#)  
[image003.png](#)

---

**From:** Varma, Vimal [REDACTED]  
**Sent:** Thursday, April 18, 2024 4:03 PM  
**To:** Tampouridou, Anastasia [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Anastasia,

This was not clear on any drawings previously. This is acceptable.

The proposed waste storage and collections facilities comply with our requirements. Therefore, this division will not object to this application.

Thanks

Vimal

---

**From:** Tampouridou, Anastasia [REDACTED]  
**Sent:** Thursday, April 18, 2024 3:51 PM  
**To:** Varma, Vimal [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Vimal,

Please see the attached responses. In short, they've suggested using the round lift shaft outside operational hours which has direct access to the waste store at B1. This route doesn't involve transfer through stairs or corridors. The 820L bins have been proposed instead of the 1,1L to fit through the lift doors.

Kind regards,  
Anastasia

---

**From:** Varma, Vimal [REDACTED]  
**Sent:** Thursday, April 18, 2024 12:51 PM  
**To:** Tampouridou, Anastasia [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** Re: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Anastasia,

820 bins would not be acceptable as they would also be very heavy to pull up four steps

Thanks

Vimal

---

**From:** Tampouridou, Anastasia [REDACTED]  
**Sent:** Thursday, April 18, 2024 12:25 pm  
**To:** Varma, Vimal [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Vimal,

I have sent your comments across and as a first response, they said the strategy is being updated with 820L bins. Just to note that the current waste store we are looking at Figure 3-2 serves the upper ground levels (reception, gift shop, staff accommodation), and the tunnels would be served by a storage space located within the tunnels as shown in Figure 3-1.

However, I have asked them to investigate moving the refuse storage to an area easily accessible from the goods lifts and avoid steps and limited space during transfer. I will be in touch when they get back to me.

Best,  
Anastasia

---

**From:** Varma, Vimal [REDACTED]  
**Sent:** Thursday, April 18, 2024 12:15 PM  
**To:** Tampouridou, Anastasia [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** Re: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Anastasia,

Happy to place a condition, but if they come back saying we can't change it and will use smaller bins then I won't be pleased. They should find another room as it is a big site.

Thanks

Vimal

---

**From:** Tampouridou, Anastasia [REDACTED]  
**Sent:** Thursday, April 18, 2024 11:19:23 AM  
**To:** Varma, Vimal [REDACTED]

**Cc:** Turner, Lee [REDACTED]

**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Vimal,

Many thanks for confirming acceptance of points 1 and 3.

I understand the area shown in Fig 3-2 area would provide 2x 1,1L for refuse and recycling. I will follow up on your concerns about health and safety and space limitations with the agents. However being conscious of the timeline here, in case we don't receive a response or not a satisfactory solution to this issue, would you consider recommending a condition to secure further details to be provided later on?

Kind regards,  
Anastasia

---

**From:** Varma, Vimal [REDACTED]

**Sent:** Wednesday, April 17, 2024 12:51 PM

**To:** Tampouridou, Anastasia [REDACTED]

**Cc:** Turner, Lee [REDACTED]

**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Anastasia,

Apologies for the delay.

Points 1 and 3 raised below have been answered and are acceptable.

Can you confirm what size bins will be used for waste store in figure 3.2 below? Pulling up full 1100's up four steps would be a health and safety issue in addition to their being no turning circle or enough door width to take bins through the fire lobby as this is the only route I can see to the goods lift.

Thanks

Vimal

---

**From:** Tampouridou, Anastasia [REDACTED]

**Sent:** Tuesday, April 16, 2024 9:27 AM

**To:** Varma, Vimal [REDACTED]

**Cc:** Turner, Lee [REDACTED]

**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Vimal,

I'm sorry for chasing so soon for a response to my previous email, but I'm rather rushed with the committee report. I would appreciate it if you could clarify those points.

Kind regards,  
Anastasia

---

**From:** Tampouridou, Anastasia  
**Sent:** Tuesday, April 9, 2024 3:58 PM  
**To:** Varma, Vimal [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Vimal,

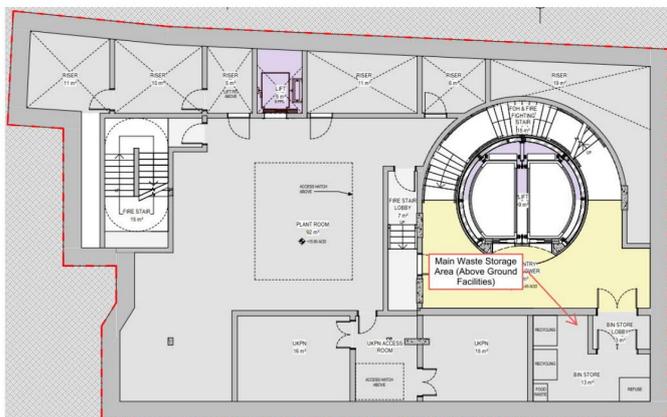
Apologies for getting back to you in such a delay we've been dealing with other main issues for this site.

In response to your first point, can I clarify if you suggest that no trash/bins should be placed outside the building fronting Furnival Street for collection even if this area falls within private land? Just to note the designated 'Bin Presentation Area' sits outside the building line but within the red line of the development.

In terms of your second comment, I have copied the below text from the submitted Waste Management Plan:

*'Due to the two main waste storage areas being provide below ground, the bins will have to be transported by the on-site FM team via the **passenger/good lifts** to an external waste presentation area, which will be the location that they are collected from by the appointed commercial waste contractor.'* (Extract from Waste Management Plan p. 12/23 in WMP) – **The purple lift shown below is the goods lift proposed to transfer waste to ground level. Is this information enough to satisfy CoL requirements?**

Figure 3-2 - Main Waste Storage Area (Above Ground Facilities)



Source: WilkinsonEyre drawing 01820-WEA-01-B1-PD-A-1099

Regarding the last point, I have shared this with Camden but I am not sure how they are dealing

with it. However, this shouldn't be a problem for us.

As part of ongoing discussions regarding highway matters, we've received an updated servicing plan which I attach here for your review. I don't think there are any changes to the waste management but worth having a look.

Could you please have a quick scan of this email and let me know if there are still unsatisfying matters that need to be dealt with under the current application?

Kind regards,  
Anastasia

---

**From:** Varma, Vimal [REDACTED]  
**Sent:** Thursday, January 25, 2024 10:48 AM  
**To:** Tampouridou, Anastasia [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** Re: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Anastasia,

Not problem, it would be good to see what Camden have to say about the trouble distance for bins.

Thanks

Vimal

---

**From:** Tampouridou, Anastasia [REDACTED]  
**Sent:** Thursday, January 25, 2024 9:58:54 AM  
**To:** Varma, Vimal [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Vimal,

Apologies for missing your call yesterday I was out in meetings. I note your comments below which I will revert to the applicant to respond. Fulwood Place is outside City's boundary, Camden is controlling this area so I don't know the answer to your question I am afraid. I have a meeting with Camden case officer in a minute so I can ask that for you.

Kind regards,  
Anastasia

---

**From:** Varma, Vimal [REDACTED]  
**Sent:** Wednesday, January 24, 2024 2:58 PM  
**To:** Tampouridou, Anastasia [REDACTED]  
**Cc:** Turner, Lee [REDACTED]  
**Subject:** RE: 23/01322/FULMAJ - 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn

Hi Anastasia,

This Division cannot approve the waste storage and collection facilities proposed due to.

1. Waste cannot be placed on the highway for collection as shown for Furnival Street, we deemed area shown to be used as public highway. Can the architect show and confirm bins will be within the curtilage of the building.
2. I cannot see route for bins to travel from basement level to ground floor for Furnival Street. Lift access is required to transport 1100ltr bins to GF.
3. Maximum of 10m is permitted for bins to be transported from waste store to collection vehicle. Fulwood Place is a lot more than 10m. Architects need to look at new location for bin store if vehicle cannot go down Fulwood Place.

Can you confirm if vehicle access is available or restricted for Fulwood Place please.

Thanks

Vimal

---

**From:** Tampouridou, Anastasia [REDACTED]  
**Sent:** Tuesday, January 23, 2024 6:45 PM  
**To:** Varma, Vimal [REDACTED]; Turner, Lee  
[REDACTED]  
**Subject:** 23/01322/FULMAJ - Feedback required

Hello,

You have been consulted to comment on the planning application for major development at 38 - 40 Furnival Street, EC4A 1JQ and 31 - 33 High Holborn WC1V 6AX.

Following the expiration of the statutory consultation, would it be feasible to issue your comments for the proposed development?

If you are not able to find the necessary documents/information in order to provide comprehensive feedback, please let me know and I will do my best to get that information to you as soon as possible.

Many thanks,  
Anastasia



**Anastasia Tampouridou | Planning Officer (Development Management)**

Environment Department | City of London | Guildhall | London EC2V 7HH



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## Adjei, William

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**From:** PLN - Comments  
**Subject:** FW: 23/01322/FULMAJ - The London Tunnels - TfL City of London Response

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**From:** George Snape  
**Sent:** Friday, April 19, 2024 4:55 PM  
**To:** Tampouridou, Anastasia <  
**Cc:** Hammond, James , Patricio, Taluana  
**Subject:** 23/01322/FULMAJ - The London Tunnels - TfL City of London Response

THIS IS AN EXTERNAL EMAIL

Dear Anastasia,

Many thanks for consulting Transport for London (TfL) Spatial Planning on the above planning application. Please see the comments below.

### Access

Access to the site would be gained via two access points. One access would be gained via Fulwood Place (located in the LB of Camden), whilst the other access would be gained via number 38-41 Furnival Street (located within the City of London boundary). The first entrance would be the main access for staff, VIP guests, school children and public visitors to the bar. Whilst the second and main access for visitors would be via Furnival Street. Both access streets form part of the borough highway. Nethertheless, the closest section of the Strategic Road Network (SRN) is the A40 High Holborn and Holborn. The closest section of the Transport for London Road Network (TLRN) is the A201 Farringdon Street which is approximately 380m to the east of the site.

It is noted that pedestrian access would be gained via both locations, with cyclist access for staff being provided via Furnival Street and Fulwood Place. There would be no vehiclular access, with blue badge, delivery and servicing being proposed on the public highway. Both access points fall within the local planning authority highway and therefore they are best placed to discuss pedestrian management and safety in this regard.

### Pedestrian Comfort

The applicant has provided PCL assessment which TfL deem acceptable on this occasion, subject to the local planning authority agreement.

### PT Impact

The impact of the proposal is incremental taking on Chancery Lane station taking account of the base situation, future year and sensitivity assessments. TfL suggests that wayfinding measures in the station would help people exiting the station more easily will help offset this impact (and improve their experience of the venue), as would way finding on street to help people find the destination, and on return raise awareness of proximity to other destinations and public transport, improving their experience.

### Cycle Parking

Whilst the revised quantum's is deemed acceptable for long and short stay cycle parking, further work should be carried out to improve the long stay design and access.

### Car Parking

The applicant is not proposing any regular car parking for the site. Apart from an additional on street blue badge parking bay to the south of the Furnvial Street access point. Subject to both LPA's deeming the location and

operation of the bay being acceptable, TfL consider this appropriate. However, the applicant is encouraged to identify blue badge locations on the Camden access point.

#### Taxi Access

Proposed taxi pick up/ drop off is proposed to be from Holborn. However it is not clear how or if taxi's/ private hire vehicles would be restricted from accessing Furnival Street and clarity is sought on that.

#### Coach Access

TfL have concerns over the proposed coach parking strategy. Whilst it may be considered by the applicant that one on street bay may be sufficient, it is considered that a more robust plan should be provided. TfL Coach colleagues have highlighted that a current plan could lead to illegal parking on street which in turn would impact safety and operation of Holborn. It has been suggested that coaches could use Bedford Row as an official parking bay or consider the provision of a bay on northbound element of Kingsway. Further discussion on this element should be provided and the relevant review mechanisms in the travel plan and operational strategy should be put in place to allow amendments where deemed necessary.

#### Delivery and Servicing

The provision of the Delivery and Servicing Plan is welcomed. TfL have concerns over the feasible operation of the Delivery and Servicing Plan particularly on Furnival Street and clarification is sought on how this will be managed. The final DSP should also consider when the needs of the occupier may change for special events etc. The final DSP should be secured via condition.

#### Construction Logistics

TfL acknowledge the Outline Construction Logistics Plan, but has serious concerns over the proposed management, operation and feasibility of carrying out this plan. This should have the earliest engagement in order to provide suitable mitigation as this may impact pedestrian, bus operations and London Underground Infrastructure. TfL recommends that the access proposal is supported by a road safety audit, also that for pedestrian and cycle routing during construction, these should subject to detail assessment in accord with Construction Logistics and Community Safety standard and appropriate pedestrian comfort levels.

The final Construction Logistics Plan should be provided in accordance with TfL guidance and discharged in consultation with TfL.

#### Wayfinding

Given the size, scale and nature of the development, the applicant should provide a Wayfinding Strategy, and this should be secured via condition. This should include updates to wider Legible London Signage and the provision of additional signage where appropriate on street and potentially within LU Stations. This should be agreed in prior to determination.

#### Travel Plan

TfL welcome the provision of the revised travel plan which includes a range of soft and hard measures. Suggested additional measures which may form part of their travel plan could be the provision of a wayfinding strategy which would encourage people to walk from key transport nodes and to reduce pedestrian congestion in key locations. Another measure which could be included as part of the plan and/or upon review of the plans, could be to incorporate Santander Cycle Hire with tickets. TfL offer innovative ways to work with business to provide sustainable transport options such as this. Given the site is well served via cycle hire and cycling infrastructure, this could be a suitable option.

#### Operational Management Strategy

The applicant should provide an operational management plan which should be secured via condition. This should provide sufficient mechanisms and proposals which can adapt to once the venue is operational.

#### Dockless Bikes

TfL request the City of London and the LB of Camden work with the dockless bike providers to provide a no parking zone surrounding the access locations. Whilst this is not within the control of the future occupier, the reason behind

this request is due to the constraint nature of the access points and potential implications of the bikes being in these inconvenient locations.

#### Cycle Hire

On this occasion TfL are not requesting a cycle hire contributions given the expect impact of the development will be outside of peak hours when the system experiences most pressure. However measures mentioned above via the Travel Plan should be secured appropriately.

#### Infrastructure Protection

The applicant should demonstrate the relevant infrastructure protection requirements have been met for London Underground assets and infrastructure, with the relevant conditions secured via condition.

Please do not hesitate to contact me if you have any further queries.

Kind regards,  
George

**George Snape | Area Planner**  
**TfL Spatial Planning (North) | City Planning**  
**Tel:**

Level 8 (8Y3), 5 Endeavour Square, Westfield Avenue, Stratford E20 1JN

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit

<https://tfl.gov.uk/info-for/urban-planning-and-construction/our-role-in-planning?intcmp=3484>

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Anastasia Tampouridou,  
Planning Officer,  
Development Management,  
City of London  
*Sent by email to* [REDACTED]

The London Fire Commissioner is the  
fire and rescue authority for London

Date 22 April 2024  
Our Ref 00/267317  
Your Ref 23/01322/FULMAJ

Dear Madam,

## RECORD OF CONSULTATION/ADVICE GIVEN

### TOWN AND COUNTRY PLANNING ACT 1990

**SCOPE OF WORKS:** Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary)

**PREMISES ADDRESS:** 38-40 Furnival Street, EC4A 1JQ and 31-33 High Holborn, WC1V 6AX

#### DOCUMENTS REVIEWED:

'The London Tunnels – 23. Fire Statement',  
(WSP, TLT-WSP-XX-XX-ST-FI-00001, First Issue, 30/11/2023)  
Email correspondence between Anastasia Tampouridou (Planning Officer, City of London) and  
London Fire Brigade officers, dated between 23/01/2024 and 18/04/2024

#### PLANS REVIEWED:

'The London Tunnels – 7. Application Drawings (Tunnels General Arrangement)',  
(Wilkinson Eyre, drawing pack, 30/11/2023, various drawing nos.)

The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (The Order) in London.

London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and makes the following comments/observations:

LFB will also be submitting a planning representation, amended as applicable, to the London Borough of Camden as a duplicate planning application has been received (Camden planning application ref. 2023/ 5013/ P), due to the proposals spanning two local authority areas.

## **General fire safety design approach and consultation with key stakeholders**

1. We note that the proposed fire safety design involves a range of elements that cannot meet the recommendations of guidance supporting Part B of the Building Regulations, such as Approved Document B, Volume 2 and BS 9999:2017. Therefore, we understand that a performance-based design approach will be adopted for the overall fire safety design and elements where it is not possible to independently apply the recommendations of relevant established guidance.

We understand that it is proposed that the methodology outlined in BS 7974:2019 will be applied and we support this approach. As part of this methodology, a Qualitative Design Review (QDR) process should be undertaken and LFB would expect to be involved in this process as a key stakeholder, both in our capacity as an emergency response agency for fires and other emergencies but also as the future enforcing authority for The Order. However, we should emphasise that it cannot be assumed that following any particular methodology, in and of itself, automatically leads to acceptable solutions or outcomes. The detail of any risks identified, and decisions made, may need revision throughout the design and construction phases as previously unknown circumstances arise, and may not be easily or suitably resolved.

One of the main important factors in any such fire engineering framework or QDR is the 'What if' study (BS 7974:2019 clause 5.5.3 refers) which includes assessment of system failures or foreseeable events which may negatively impact on the fire safety of the proposal.

2. We note that the aforementioned fire statement/planning fire safety strategy document, and the appended 'Fire Engineering - Basis of Design' makes reference to BS 9992 as one of the fire safety codes of practice relevant to the design. Whilst we note that it has been acknowledged that the proposals do not conform to this code of practice, we advise that caution is taken if applying the recommendations of BS 9992 to tunnels that do not form part of railway infrastructure. Whilst some of the recommendations of the code of practice may be applicable, the assumptions made for sub-surface railway infrastructure in particular are quite different than those for other types of purpose group/occupancy. For example, is it permissible when seeking to conform to the recommendations in BS 9992 to omit smoke ventilation from parts of sub-surface stations, whereas Approved Document B and BS 9999 recommend that basements over 3m in depth and/or 200m<sup>2</sup> should be provided with smoke ventilation. The omission of smoke ventilation from some parts of sub-surface railway infrastructure is premised upon control of the fire reaction properties of materials considerably more onerous than expected by Building Regulations guidance for other types of occupancy and also a significantly different occupancy profile; it should not be assumed that these characteristics, and thus the recommendations given in BS 9992, are applicable to assembly and recreation purpose groups or places of entertainment.

It is our expectation—subject to the outcome of the performance-based design process and associated stakeholder engagement—that suitable smoke ventilation/control systems will be provided, in conjunction with suitable and compatible automatic fire suppression systems. Smoke ventilation/control systems and automatic fire suppression systems, when suitably designed, installed, commissioned and maintained, provide benefits in terms of occupant and firefighter safety as well as assisting with achieving objectives related to protection of property and the environment and maintenance of business continuity.

## **Critical fire safety design issues that LFB would expect to be addressed as the design is developed**

LFB wish to highlight a number of fire safety design issues that we would expect to be addressed as the fire safety design process progresses. This is not intended to be exhaustive. We note that LFB representatives have attended two meetings with representatives of City of London and the planning applicant on 11/09/2023 and 19/04/2024 and discussions at these meetings, although not recorded in meeting notes/minutes, as well as the aforementioned correspondence with City of London, have informed the content of our representation.

### **Extended travel distances for occupant means of escape and firefighter access/intervention**

3. We note that the nature of the existing tunnel infrastructure is such that travel distances for occupant means of escape in case of fires and other emergencies but also travel and hose laying distances for firefighter access/intervention will be significantly extended beyond the distances recommended within guidance.

We understand that extended means of escape travel distances are intended to be addressed by undertaking evacuation analysis using fire and evacuation modelling (ASET/RSET analysis). As we understand that part of the proposals includes a bar/licensed premises, the means of escape design should consider the effects of intoxication upon occupants.

We understand that extended hose laying distances are proposed to be addressed by providing an enhanced dry fire main system, similar to that provided for sub-surface railway tunnel infrastructure and we expect to be consulted further as the design progresses, including as part of any QDR process, which may take place prior to a statutory Building Regulations consultation with LFB. Of particular importance is the principle that firefighters should not be expected to connect to any fire main landing valve outlet in the compartment of fire origin.

In addition to means of escape and hose laying distances, we would also expect the design to consider the added physiological demands that are placed upon firefighters when carrying heavy equipment whilst wearing personal and respiratory protective equipment over distances extended beyond the recommendations of guidance.

It is not only horizontal firefighting intervention that needs further consideration – it is also required for vertical firefighting intervention. Our current understanding is that the lift shaft(s) only serve ground (the entrance to the premises) and basement (the premises themselves). This arrangement does not permit us to implement our standard basement firefighting procedure – a safe system of work which allows for approach from above the fire. Intermediate firefighting and bridgehead lobbies may be required in the vertical shaft(s), and it is unclear if this is possible.

### **Inclusive design and means of escape for persons with relevant protected characteristics**

4. It is our expectation that the fire safety design should provide equitable means of escape for all building users, including persons with relevant protected characteristics. The design should consider persons of restricted mobility who may be unable to use stairs.

We understand that evacuation lifts and disabled refuge areas are proposed. It is our expectation that there should be sufficient evacuation and firefighters lifts such that, in the event of either type of lift becoming unavailable (for example, due to a fault or planned maintenance), one of each type of lift will remain available for their respective uses. It should be assumed that firefighters will take control of the firefighters lift(s) upon arrival at an incident and that this may occur prior to the conclusion of the evacuation phase for premises of this nature.

Furthermore, given the depth of the premises from access level and the fact that occupants other than persons of restricted mobility may experience difficulty in evacuating upwards over a height in excess of 30m, we would recommend that consideration be given to providing

additional evacuation lift capacity and this should be taken into account when undertaking the evacuation lift capacity assessment expected under London Plan 2021 Policy D5(B5).

### **Radio communications coverage for firefighters and other emergency responders**

5. In order to be able to commit firefighters in response to incidents in all types of environments, our safe systems of work require that radio communications are possible between command and control points (which may be at a distance from the access point at fire and rescue service access level) and firefighters working in the risk area. This is especially critical for deep sub-surface infrastructure of this nature.

We understand that means for incident ground communications will be addressed in future design stages and we would expect to be directly consulted in relation to this. LFB will be able to advise on the specification of the proposed Distributed Antennae System. We would expect this to allow use of both LFB incident ground analogue/digital radios, used by firefighters committed to the incident and whilst wearing self-contained breathing apparatus, but also radio equipment used by other emergency responders such as the London Ambulance Service, Metropolitan Police Service and City of London Police.

### **Electric Powered Personal Vehicles**

6. LFB have experienced a significant increase in the number of fires resulting from the failure of lithium-ion powered electric vehicles, especially Electric Powered Personal Vehicles (EPPVs) such as e-bikes, e-scooters and other e-mobility devices. Fire incidents involving EPPVs pose a unique hazard, both to escaping occupants, who may be exposed to a rapidly growing fire and release of toxic and combustible gases potentially creating an untenable and/or explosive atmosphere, as well as to firefighters, who may experience difficulty in extinguishing a fire involving lithium-ion batteries subject to thermal runaway. These unique hazards are compounded when occurring in enclosed spaces such as tunnels.

We understand that some EPPVs may be present and we would expect these, as well as any battery energy storage systems proposed, to be explicitly addressed as part of the fire safety design process.

### **Construction phase fire safety**

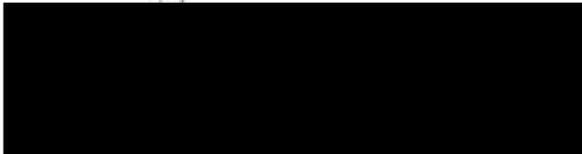
7. All of the above considerations, which we reiterate are not intended to be exhaustive, should be independently considered for the construction phase. For example, it is critical that suitable means of escape is provided for construction operatives and that radio communications and water supplies are provided for firefighters.

The relevant aspects may be addressed as part of a separate construction phase fire strategy and the responsible person(s) will also need to produce and review a suitable and sufficient fire risk assessment to demonstrate compliance with The Order during construction. This is in addition to the statutory obligations of the relevant duty holders under The Construction (Design and Management) Regulations 2015.

In relation to all of the above items, whilst we are not experts in Town and Country Planning legislation and it is not appropriate for us to advise on conditions to be applied by the planning authority when granting planning permission, we note that it is unlikely that London Plan 2021 Policies D12 and D5 can be considered to have been met without assurances being sought that the design will progress in consultation with LFB and other emergency services. It may be appropriate to include planning conditions in relation to the above items as per the example conditions given in Appendix 5 of the London Plan Guidance: Fire Safety, issued by the GLA in February 2022.

Any queries regarding this letter should be addressed to [FSR-AdminSupport@london-fire.gov.uk](mailto:FSR-AdminSupport@london-fire.gov.uk). If you are dissatisfied in any way with the response given, please ask to speak to the Team Leader quoting our reference.

Yours faithfully,



Assistant Commissioner (Fire Safety)

**There is clear evidence that Automatic Water Fire Suppression Systems (AWFSS) can reduce the number of deaths and injuries from fire, as well as reducing the risk to firefighters.**

**The London Fire Brigade strongly encourages those who design, construct and approve residential and commercial buildings, to go beyond the minimum expectation of compliance and include AWFSS in a wider variety of buildings. There are also additional benefits to the inclusion of AWFSS in terms of property protection, environmental protection and business continuity.**

**Further guidance can be found on the Brigade's website.**

From: Russell Pengelly  
Sent: Thursday, May 16, 2024 12:46 PM  
To: Tampouridou, Anastasia  
Cc: Ronald Henry  
Subject: RE: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

Hi Anastasia,

Subject to any matters that the CTSA may raise, I'm quite happy with the response and the fact that we can resolve other issues at the detailed design stage.

Best wishes

Russ

From: Tampouridou, Anastasia  
Sent: Thursday, May 16, 2024 12:28 PM  
To: Russell Pengelly  
Cc: Ronald Henry  
Subject: RE: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

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Hello! Just chasing some response for the below. I am sending my report to committee next week and would be good to know if City Police raises no objections.

From: Tampouridou, Anastasia  
Sent: Thursday, April 18, 2024 6:31 PM  
To: Russell Pengelly  
Cc: Ronald Henry  
Subject: RE: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

Hi Russell,

Please see the responses from the agents in red below.

If there are any further concerns or objections to the current proposal please could you let me know asap as we're getting this across committee? If there are no further comments, please also let me know so I can note down that City Police considers the application acceptable with any conditions you would like me to consider if so.

Kindred regards,

Anastasia

From: Russell Pengelly  
Sent: Thursday, February 15, 2024 10:29 AM  
To: Tampouridou, Anastasia  
Cc: Ronald Henry  
Subject: Re: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

Hi Anastasia,

There are a couple of comments to make on this one:

1. The proposed external security to the venue was discussed and I recommended a minimum standard of PAS24 LPS1175. If they chose to opt for the European standard of EN1627, the RC2 would not be sufficient to meet the standards of PAS24, they would have to look at RC3 as a minimum. **Noted, we can ensure this is captured at the more detailed design stage.**
2. The entrance at Fulwood Place and the bar entrance onto the main attraction space has closed for the evening is problematic, when looking from an emergency service response perspective. The limited space within the lifts and stairs would severely limit, police, fire and ambulance access to the site. The lifts currently hold a maximum of 4 people each and there is no way on earth that an ambulance stretcher would reach the tunnels, unless they accessed via the main entrance, which would be some considerable distance. **The lifts would be much larger than currently onsite today (allowing for 12 people rather than the 4 people).**
3. My final point is that there is currently no reference to the ability to close the tunnel system to after hours drinkers, which was specifically highlighted in the meeting with WSP. I may have missed it, but there is potential for a client at the bar to wander off into the main tunnel system unless there are security doors introduced to limit permeability once the main venue has closed. **The area outside of the bar will be physically locked off to prevent bar patrons getting access to any area outside of the bar space.**

Any issues, please let me know.

Best wishes

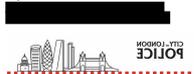
Russell

#### PC Russell Pengelly

Design Out Crime Officer/Architectural Liaison Officer - ASB/Crime Prevention Advisor

**Partnerships and Prevention Hub**

**City of London Police** (Bishopsgate Police Station)182 Bishopsgate, London, EC2M 4NP



From: Tampouridou, Anastasia  
Sent: Monday, January 29, 2024 09:48  
To: Russell Pengelly; Kelly Hemmisse  
Cc: Ronald Henry  
Subject: RE: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

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City of London Corporation - Official Secretary - In Confidence - Commercial

Hi Russell,

The report is attached.

Kind regards,

Anastasia

From: Russell Pengelly  
Sent: Friday, January 26, 2024 6:14 PM  
To: Tampouridou, Anastasia; Kelly Hemmisse  
Cc: Ronald Henry  
Subject: RE: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

Hi Anastasia

Just to confirm its the same, could you please send across the report so that I can review it with Ron.

Sorry for the delayed response.

Best wishes

Russ

#### PC Russell Pengelly

Design Out Crime Officer/Architectural Liaison Officer - ASB/Crime Prevention Advisor

**Partnerships and Prevention Hub**

**City of London Police** (Bishopsgate Police Station)182 Bishopsgate, London, EC2M 4NP



From: Tampouridou, Anastasia  
Sent: Monday, January 22, 2024 10:04  
To: Kelly Hemmisse; Russell Pengelly  
Cc: Ronald Henry  
Subject: RE: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

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Hi Kelly,

Thank you for letting me know. I am a bit concerned about the timeline here as we are approaching the end of the consultation and I don't know which documents you have to availability. The applicant submitted a Security Report which is not available online for safety reasons so please do let me know if this hasn't been shared with you as it definitely needs your review.

Kind regards,

Anastasia

From: Kelly Hemmisse  
Sent: Monday, January 22, 2024 9:49 AM  
To: Tampouridou, Anastasia; Russell Pengelly  
Cc: Ronald Henry  
Subject: RE: New Visitor Attraction at Farnival St - City Police/Counter-terrorism consultation

Morning,

Ron Henry is dealing with this from a CTSA point of view - please can you include him in any future correspondence.

Many thanks.

**Kelly Hemmisse LC21 (pne / hse)**

Counter Terrorism Security Advisor  
Counter Terrorism City of London Police

- [www.cityoflondon.police.uk](http://www.cityoflondon.police.uk)
- [www.met.com.uk/cops](http://www.met.com.uk/cops)



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**From:** Tampouridou, Anastasia  
**Sent:** Friday, January 20, 2024 4:53 PM  
**To:** Russell Pengelly; Kelly Hemmisse  
**Subject:** RE: New Visitor Attraction at Furnival St.-City Police/Counter-terrorism consultation

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Hi both,

Just following up on my previous email. Conscious that statutory consultation for this application expires soon and I haven't heard from you yet. I don't know if you have access to the documents you need to review, could you please kindly reply to me?

Kind regards,  
Anastasia

**From:** Tampouridou, Anastasia  
**Sent:** Thursday, January 4, 2024 8:30 AM  
**To:** Russell Pengelly; Kelly Hemmisse  
**Subject:** RE: New Visitor Attraction at Furnival St.-City Police/Counter-terrorism consultation

Hi Russell and Kelly,

I hope you had a great break.

Following our previous discussions about the tunnels scheme, an application has been submitted and validated before Christmas. Hopefully, you should have received the consultation letters. For safety reasons, the Security Report is not visible to the public. Has the applicant shared this with you or should I send it to you through a safe channel for your assessment?

Kind regards,  
Anastasia

**From:** Russell Pengelly  
**Sent:** Friday, December 1, 2023 1:28 PM  
**To:** Tampouridou, Anastasia; Kelly Hemmisse  
**Subject:** Re: New Visitor Attraction at Furnival St.-City Police/Counter-terrorism consultation

Hi Anastasia,

I'm glad they've got their application in now.

I would say that we have met with the owners and their Security team at WSP and I have already raised concerns with the developer and WSP about the underground bar. This relates to their lack of security check ability and accessibility at the Fulwood Place entrance off Holborn. I will email this over to the MPS DOCO for comment too.

This entrance in particular does have it's challenges, relating to queuing, people flow and access for emergency services should the need arise. The lift at this point is incapable of taking more than 4 people and would not be capable of housing a stretcher for the ambulance service. I would like to see the fire safety risk matrix for safe exiting of visitors at the Fulwood Place site.

**PC Russell Pengelly**

Design Out Crime Officer/Architectural Liaison Officer - ASB/Crime Prevention Advisor

**Partnerships and Prevention Hub**

**City of London Police** (Bishopsgate Police Station)182 Bishopsgate, London, EC2M 4NP



**From:** Tampouridou, Anastasia  
**Sent:** Thursday, November 30, 2023 12:55  
**To:** Kelly Hemmisse; Russell Pengelly  
**Subject:** New Visitor Attraction at Furnival St.-City Police/Counter-terrorism consultation

**CAUTION:** This email originated from outside of the Force. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Katy and Russell,

I hope this email finds you well.

I am a Planning Officer dealing with The London Tunnels project, which recently came to press. Here is a [link](#) to their website which takes you through the project. We have finalised the pre-application discussions and an application will be submitted imminently (maybe today), so I thought it'd be good to introduce you to this case as you would be consulted. I must apologise for the length of this email, I tried my best to provide the relevant information for your best knowledge.

By way of background, the applicant has recently purchased Kingsway Tunnels (existing name) to repurpose them. The tunnels were used as a government communications centre during WWII. The tunnels have two existing access shafts, located at Fulwood Place and Furnival Street. As such, the Site straddles the border of both the City of London and the London Borough of Camden. In addition to the existing tunnels and lift shafts, there is also above-ground infrastructure associated with the Development including:

- Fulwood Place headhouse (Camden)
- 79 and 40 Furnival Street (City of London)

Key transport facilities in the vicinity of the Site include Chancery Lane Underground Station, Farringdon Station and City Thameslink.

The proposed Development includes the use of the deep level tunnels for a visitor and cultural attraction, including bar. The proposed Development will involve the above-ground demolition of the existing buildings and structures at 79 and 40 Furnival Street, and the construction of a mixed-use building to comprise ancillary offices and retail, in connection with the visitor attraction use (space for staff, gift shop, security and ticketing facilities). The main entrance to the visitor attraction will be located at Furnival Street in the City of London. The proposal includes public realm improvement works (including pavement extension in front of the recessed City entrance and installation of bollards) and cycle parking facilities along High Holborn. An X-ray scan portal would be placed in the corridor after people register at the tickets desk (please refer to below CP plan). Fulwood Place would form a secondary entrance mainly used for school trips, bar visitors and emergency egress, with vehicles expected to use Bedford Row to the rear for pick-ups/drop-offs.

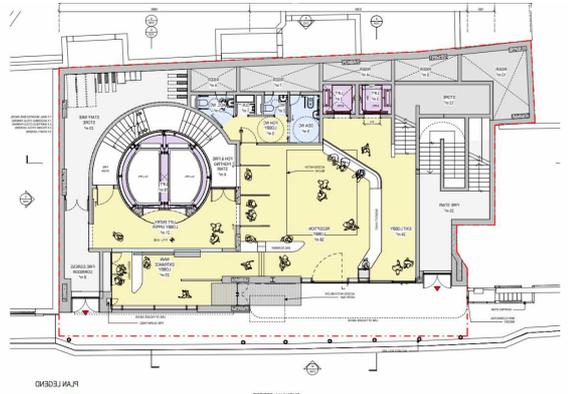
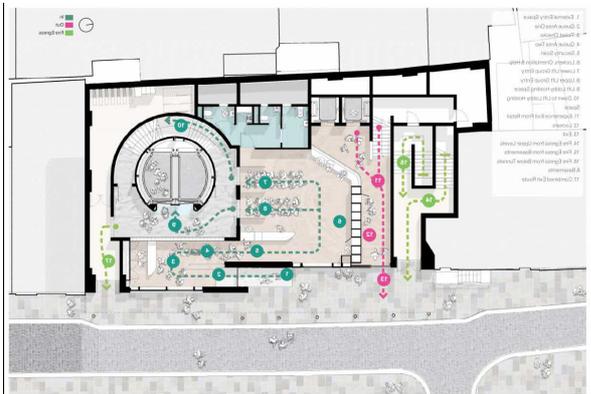
In terms of maximum occupancy, the estimate is to have up to 750 people inside the tunnels at peak hours. It is expected to have groups of 60 people entering the tunnels every 5 minutes and spending up to 60 minutes until they leave. Entrance and egress are to be achieved via Furnival St. Part of the tunnels would host private events (i.e London Fashion Week) which would affect artwork on special days.

I have attached site location plans and below are snippets of the ground floor plans at Furnival Street for ease of reference.

I am happy to chat this through in a call if you wish. Any comments/concerns at this stage are welcomed.

Kind regards,  
Anastasia





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From: James Lerpiniere <[REDACTED]>  
Sent: Friday, May 17, 2024 2:26 PM  
To: Tampouridou, Anastasia <[REDACTED]>  
Cc: Ronald Henry <[REDACTED]>  
Subject: RE: Tunnels Site Visit

Hi Anastasia,

Yes, all looks OK from our side, thank-you.

Kind regards  
James

**James Lerpiniere LCGI**  
**Counter Terrorism Security Advisor**  
Counter Terrorism | City of London Police  
[REDACTED]

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**t** [www.twitter.com/citypolice](https://www.twitter.com/citypolice)



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From: Tampouridou, Anastasia <[REDACTED]>  
Sent: Thursday, May 16, 2024 3:15 PM  
To: James Lerpiniere <[REDACTED]>  
Cc: Ronald Henry <[REDACTED]>  
Subject: RE: Tunnels Site Visit

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Hi James,

I was just following up from your previous email. I am sending my report to committee Members next week, which supports the application proposal, and wanted to clarify that all look okay from your side. I have shared your advice with the developer and I have recommended an informative to go in the Decision Notice for the developer to consult CTSA as the plans evolve. Is this in your satisfaction?

Kind regards,  
Anastasia

---

From: James Lerpiniere [REDACTED]  
Sent: Wednesday, February 21, 2024 12:04 PM  
To: Tampouridou, Anastasia [REDACTED]  
Cc: Ronald Henry [REDACTED]  
Subject: Tunnels Site Visit

Hi Anastasia,

Please see attached my CTSA report for the new tunnel attraction on Fulwood Place. I don't have any major concerns however I have included some advice for the client if you wouldn't mind forwarding this on. Should you have any questions please don't hesitate to make contact.

Kind regards,  
James

**James Lerpiniere LCGI**  
**Counter Terrorism Security Advisor**  
Counter Terrorism | City of London Police  
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From: James Lerpiniere  
Sent: Monday, February 19, 2024 4:22 PM  
To: Tampouridou, Anastasia [REDACTED]  
Subject: RE: Tunnels Site Visit

Hi Anastasia

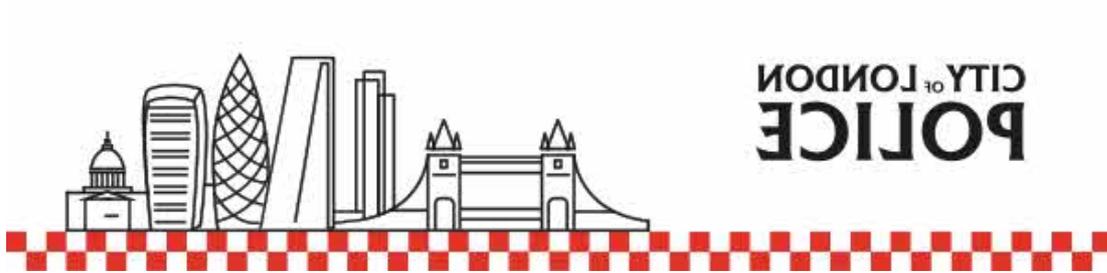
No I don't envisage any major issues, and I can get my report turned around this week if this is needed.

Kind regards  
James

James Lerpiniere LCGI  
Counter Terrorism Security Advisor  
Counter Terrorism | City of London Police  
[REDACTED]

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From: Tampouridou, Anastasia <[REDACTED]>  
Sent: Monday, February 19, 2024 3:59 PM  
To: James Lerpiniere <[REDACTED]>  
Subject: RE: Tunnels Site Visit

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Hi James,

I note you're going on site tomorrow. When do you think you'd be able to issue your comments? I am a bit tight on timelines here with committee approaching and being conscious yours is a sensitive matter for this land use. Are there any major concerns you may already have?

Kind regards,  
Anastasia

---

From: James Lerpiniere <[REDACTED]>  
Sent: Tuesday, February 6, 2024 1:44 PM  
To: Tampouridou, Anastasia <[REDACTED]>  
Subject: RE: Tunnels Site Visit

I may have a visit to the site on the 20<sup>th</sup> (I'm just awaiting confirmation) so a meeting on MS Teams next week may not be needed. Thankyou though, really appreciated.

Kindest regards

James

James Lerpiniere LCGI  
Counter Terrorism Security Advisor  
Counter Terrorism | City of London Police

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From: Tampouridou, Anastasia [REDACTED]  
Sent: Tuesday, February 6, 2024 1:35 PM  
To: James Lerpiniere [REDACTED]  
Subject: RE: Tunnels Site Visit

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Hi James,

Yes of course. Regarding your previous email, we can do a meeting sometime next week if you are available on Tuesday? Feel free to send me an MS invite. I am on leave as of this afternoon and for the rest of the week.

Kind regards,  
Anastasia

From: James Lerpiniere [REDACTED]  
Sent: Tuesday, February 6, 2024 1:32 PM  
To: Tampouridou, Anastasia [REDACTED]  
Subject: FW: Tunnels Site Visit

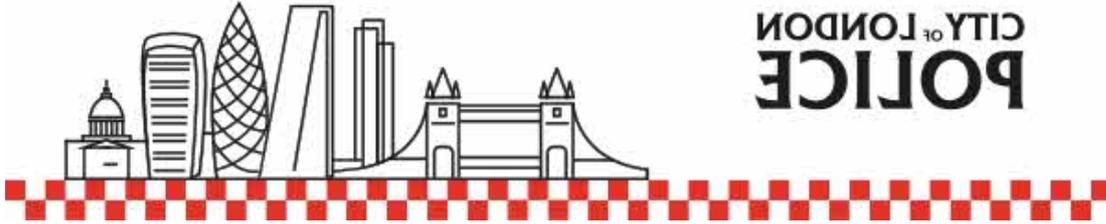
Hi again Anastasia

I have just received this from Louisa – would you like me to respond?

Thanks  
James

**James Lerpiniere LCGI**  
**Counter Terrorism Security Advisor**  
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[REDACTED]

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From: Louisa Smith [REDACTED]  
Sent: Tuesday, February 6, 2024 10:59 AM  
To: James Lerpiniere [REDACTED]; Tampouridou, Anastasia [REDACTED]; Peter Bovill [REDACTED]; Gabriella Bexson [REDACTED]  
Subject: RE: Tunnels Site Visit

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Hi James

There is availability on the following – might this work for you?

Feb 20th at 8.15, 10.00 1.00, 2.30 and 3.45.

Kind regards,  
Louisa

**LOUISA SMITH**  
**ASSOCIATE**

Montagu Evans LLP, 70 St Mary Axe, London, EC3A 8BE  
[REDACTED]



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From: James Lerpiniere [REDACTED]  
Sent: Monday, January 29, 2024 3:25 PM

To: Tampouridou, Anastasia [REDACTED]; Louisa Smith [REDACTED]; Peter Bovill [REDACTED]  
Subject: RE: Tunnels Site Visit

Hi all,

Do we have any update on a date to attend this venue please?

Many thanks in advance.  
James

**James Lerpiniere LCGI**  
**Counter Terrorism Security Advisor**  
Counter Terrorism | City of London Police  
[REDACTED]

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From: Tampouridou, Anastasia [REDACTED]  
Sent: Tuesday, January 23, 2024 11:48 AM  
To: Louisa Smith [REDACTED]; Peter Bovill [REDACTED]  
Cc: James Lerpiniere [REDACTED]  
Subject: Tunnels Site Visit

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Hi both,

James is the counter-terrorism security advisor reviewing this application. He would like to visit the site including going down the tunnels as part of his assessment. Could you please get in touch with the applicant to make arrangements for this to happen?

I will follow up with a separate email with other updates.

Kind regards,  
Anastasia



Anastasia Tampouridou | Planning Officer (Development Management)  
Environment Department | City of London | Guildhall | London EC2V 7HH



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From: Munday, Tim [redacted]  
Sent: Wednesday, May 22, 2024 1:23 PM  
To: Tampouridou, Anastasia [redacted]  
Cc: Bell, Harriet [redacted]; Penn, Joseph [redacted];  
Pundsack, Mark [redacted]; Binstead, James  
[redacted]  
Subject: RE: PD14490 - The London Tunnels - Flood Evacuation Plan

Hi Anastasia,

Thank you for sharing this. In reference to my previous email, I think what has been supplied does now address the issues raised.

As LPA there is a specific requirement in the NPPF to agree to egress and access routes, these include both the internal and external routes. Those which have been identified go through unflooded areas and therefore our guidance suggests that these routes should be accepted.

This development is a special case due to the subterranean nature of the development. They have now assessed this against the routes, and the risk is primarily residual (i.e. it is defended against and will only result if those defences fail). The two routes with distinct exit points helps to mitigate this risk yet further. I would therefore consider this development to meet the policy in this area (flood egress and access).

Let me know if you need anything further,

Thanks

**Tim Munday** MEng ACGI MCIWEM  
Lead Environmental Resilience Officer

---



District Surveyor's Office  
Environment Department  
City of London Corporation

[redacted]

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From: Tampouridou, Anastasia [redacted]  
Sent: Wednesday, May 15, 2024 12:59 PM  
To: Bell, Harriet [redacted]; Penn, Joseph [redacted];  
Pundsack, Mark [redacted]; Munday, Tim  
[redacted]  
Subject: FW: PD14490 - The London Tunnels - Flood Evacuation Plan

Hi all – I appreciate this came very late. I am not sure who should be looking at it, I've CC'd Harriet, Mark and Tim as it feels you should be aware of it. Application ref 23/01322/FULMAJ (the tunnels scheme).

Many thanks,  
Anastasia

---

From: Louisa Smith [redacted]  
Sent: Wednesday, May 15, 2024 11:53 AM  
To: Tampouridou, Anastasia [redacted]; Sam FitzPatrick [redacted]  
Cc: Peter Bovill [redacted]; Gabriella Bexson [redacted]; Alex Nesti [redacted]  
Subject: PD14490 - The London Tunnels - Flood Evacuation Plan

THIS IS AN EXTERNAL EMAIL

Good morning Anastasia & Sam

As requested, please find attached a Flood Evacuation Plan for the London Tunnels.

Please let us know if you have any queries.

Kind regards  
Louisa

**LOUISA SMITH**  
**ASSOCIATE**

Montagu Evans LLP, 70 St Mary Axe, London, EC3A 8BE  
[redacted]



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From:   
To:   
Cc:   
Subject: London Tunnels Plc Ref 23/01322/FULMAJ. Objection  
Date: 27 December 2023 12:02:39  
Attachments: [\[Untitled\].pdf](#)

---

THIS IS AN EXTERNAL EMAIL

Good Morning Anastasia

As owner & resident of flat 6 35 Furnival St EC4A 1JQ  
We strongly wish to object re the proposed planning of  
38-39 Furnival St EC4A 1JQ this is a residential area both our block  
and 40 Furnival St .

The disruption to the street which is at best already challenged by traffic for  
such a small street.

This will effect the Chancery Lane conversation area .

The demolition works rebuilding works the extra footfall noise pollution for then  
To have a bar which will encourage night life activities.

The behaviour of London Tunnel PLC have used the time frame posting the  
Planning notification on 21-12-23 just as the festive period /shut down to their  
advantage shortening the 21 day period .

A large tourist attraction would significantly increase the already congested Chancery Lane /  
Holborn area and would severely inconvenience and negatively effect the  
Residents of Furnival St.

The interests of the residents should be uppermost in planners minds when  
Considering projects of this nature .

A development of this nature ,bringing increased traffic ,congestion and footfall is  
Entirely at odds with the character of the Congestion Area and would severely  
Negatively impact local residents quality of life.

yours sincerely  
Mrs G Birri



Sent from my iPad

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 39 Furnival Street London EC4

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principle visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principle bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works.

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Ms Lidia Zazzera

Address: 43 Swains Lane London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: I would like to object to the attached proposed application. Such a development in a quiet, residential conservation area would negatively affect the quiet enjoyment of my property for the following reasons:

- significantly increased foot traffic creating noise, disturbance and dirt;
- a night-time bar is not in keeping with the quiet residential aspect of Furnival Street;
- significant noise and dirt and hours of work and damage during construction in a conservation area; and
- lack of space to accommodate increased traffic.

I request that you reject the application.

Thank you.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 39 Furnival Street London EC4

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principle visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principle bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works.

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Lord John Krebs

Address: 24 Balliol Court Rutherway Oxford

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Furnival Street and the footways are too narrow to cope with the development as proposed. The development will result in considerable loss of amenity to the residents of Furnival St, where I own a flat. At the moment the street is quiet at night, and if the development goes ahead there should be restrictions on late evening and night time activity.

**From:**  
**To:**  
**Subject:** 23/01322/FULMAJ  
**Date:** 03 January 2024 14:20:05

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THIS IS AN EXTERNAL EMAIL

Ref:

23/01322/FULMAJ

Hi,

I have tried to submit an objection on website. However, I keep getting this error message "403 - Forbidden: Access is denied. You do not have permission to view this directory or page using the credentials that you supplied." My address is flat 11, 35 furnival street.

I would like to object to the above planning proposal for the following reasons:

The furnival street is too narrow to cope with the plan. Currently, the street can not be accessed by car from the north end, which means to get access to 38-39 or 40-41 cars will need to pass my residential property 34-35, causing increasing noise and traffic.

Furthermore, 34-35 is a residential property. The street is quiet at night. If the plan goes ahead it will cause significant noise.

Thank you.

Regards  
Leyi Wang

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 39 Furnival Street London EC4

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principle visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principle bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works.

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mrs Nina Keay

Address: Flat 1, 34-35 Furnival St London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Residential Amenity
- Traffic or Highways

Comment: This planning application in the Chancery Lane Conservation Area is a flagrant travesty of the following planning policies:

1. Planning (Listed Buildings and Conservation Areas) Act 1990.
2. The London Plan 2015.
3. City of London Corporation Policy 2015.

## Begum, Shupi

---

**From:** Lisa [REDACTED]  
**Sent:** 11 January 2024 15:26  
**To:** PLN - Comments  
**Cc:** Tampouridou, Anastasia  
**Subject:** Re: Ref.: 23/01322/FULMAJ

THIS IS AN EXTERNAL EMAIL

Dear Mr Watson,

As requested, here is my current address:

Avenue Slegers,144  
1200 Brussels,  
Belgium

My interest in the project is because I part-own a property at 35 Furnival St, in which my daughter is currently living; I am planning to occupy it myself in the near future.

Kind regards,

Lisa Zazzera  
Sent from my iPhone

> On 11 Jan 2024, at 15:50, PLN - Comments <PLNComments@cityoflondon.gov.uk> wrote:

>  
> Hello,  
>  
> Thank you for your comment. In order for it to be registered, please provide your full address.

>  
> Kind regards,

>  
> Davis Watson  
> Business Administration Apprentice (Town Planning)

>  
> Environment Department  
> City of London Corporation

>  
> City of London Corporation | PO Box 270|London EC2P 2EJ|

>  
> <https://gbr01.safelinks.protect.outlook.com/?url=https%3A%2F%2Fwww.cityoflondon.gov.uk%2F&data=05%7C02%7CPLNComments%40cityoflondon.gov.uk%7C9cf340f0ded148a51b4a08dc12b9a4be%7C9fe658cdb3cd405685193222ffa96be8%7C0%7C0%7C638405835748175336%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6k1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=KskwSoG22xY5sgvI9II3iOd3QydQpjGppklEDGM8hE8%3D&reserved=0>  
>  
>  
>

> -----Original Message-----

> From: zazzera lisa [REDACTED]  
> Sent: Thursday, January 4, 2024 4:43 PM

> To: PLN - Comments <PLNComments@cityoflondon.gov.uk>; Tampouridou, Anastasia

<Anastasia.Tampouridou@cityoflondon.gov.uk>

> Subject: Ref.: 23/01322/FULMAJ

>

> THIS IS AN EXTERNAL EMAIL

>

>

> Dear Ms Tampouridou,

>

> In the context of the consultation regarding the above project, I am writing to object to the development of an events venue with entrances in Furnival Street and Fullwood Place.

>

> As the owner of a property in Furnival Street, I feel that the project will inevitably lead to a huge increase in footfall in what is currently a quiet residential street. This will cause disruption and great inconvenience to residents in the street, and will alter the character of the area which, as you are no doubt aware, is part of the Chancery Lane Conservation Area.

>

> The Holborn/Chancery Lane area is already very busy and congested, due to its central location, and residents require their private flats to be a haven to which they can withdraw to escape the general hubbub. This will be completely disrupted if a large tourist attraction, in the shape of an events venue, were to be opened in the middle of Furnival Street.

>

> The profits of development companies need to be balanced against the interests of residents when planning decisions of this kind are considered. Furthermore, the character of the Conservation Area must be preserved against rampant speculation if we are to maintain any quality of life for residents in Central London.

>

> Yours sincerely,

>

> Lisa Zazzera

>

> Sent from my iPad

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**From:**  
**To:**  
**Subject:** Objection to CoL Planning Reference 23/01322/FULMAJ  
**Date:** 08 January 2024 15:35:54

THIS IS AN EXTERNAL EMAIL

ATTN: Anastasia Tampouridou

RE: CoL Planning Reference 23/01322/FULMAJ

Dear Anastasia,

I am writing to object to the proposed "London Tunnels" tourist attraction being in a conservation area, nearby to historical and listed buildings, and in a neighbourhood with a significant and growing residential population. I believe this development would have a negative impact on the character and appearance of the conservation area and the historical buildings and would be detrimental to the quality of life of the residents and local workers.

Firstly, the proposed development would be out of character with the area and would have a negative visual impact on the landscape and locality. The conservation area is designated to protect the special architectural and historic interest of the area, and the proposed development would be in direct conflict with this objective.

Secondly, the development would have a negative effect on the setting of nearby listed buildings. These are an important heritage asset and any development in the vicinity should be sympathetic to their character and appearance. The proposed development would be out of scale and out of character in terms of appearance and would have a detrimental effect on the setting of the historical buildings.

Thirdly, the development would have a negative impact on the residential and business neighbourhood. The development would result in increased traffic, noise, and disturbance, and would have a significant negative effect on the amenity of the neighbours and the community.

Finally, I believe the planning proposal contains several inconsistencies and incorrect conclusions, just four of which are:

- 1) The facility entrance is much too small to support the estimated average or peak visitor numbers. The lobby size, a single 2 station ticket desk and a single bag scanner could not viably support the design average 560+ visitors/hour (Design Access Statement). Technology to support that throughput in such a small space would exceed that of state of the art installations in major airports. This would result in long outdoor queues that would negatively impact pedestrian traffic, increase noise, disturbance and litter. Additionally, the plans do not adequately describe an adequate method or access for refuse collection from below street level (Furnival Street General arrangement drawing: L00 and B1 plan).
- 2) Furnival Street currently has a contra-flow cycle path and is a generally quiet,

narrow lane that barely allows for service deliveries and refuse/recycling collection by the council. Service companies are already challenged to provide deliveries and services on Furnival street due to limited street width and general lack of parking/access. The Transport Assessment proposes to prioritise pedestrians on Furnival Street, an unproven scheme still under evaluation on Chancery Lane. The plan to remove the existing contra-flow cycle lane would force cycle traffic to larger surrounding roads to contend with more road traffic, resulting in a clear increase in accident risk. No provision for vehicle access by residents and businesses is apparent in the proposal. Loss of vehicle access would be a hardship and detrimental for residents and businesses who rely on service deliveries and building maintenance services. (Transport Assessment)

3) Conversely, the proposal acknowledges that nearly 40 additional taxi journeys per hour will occur on Furnival Street. These taxi journeys are contrary to the pedestrian plan, and yet will result in increased stress to local infrastructure, regardless of whether Furnival Street remains open to traffic or if the lane is pedestrianised and traffic is forced to surrounding roads. (Transport Assessment)

4) The City of London already has a multitude of historical venues for tourists, for school and corporate events and unique pubs. While the proposal has been professionally prepared at obviously considerable cost, it fails to convince the area would benefit from such a tourist attraction, or that there is a demand for such a historical experience, or that another pub is needed to service a declining drinking culture. The planning documents and associated animations themselves could be used for an exhibit at the nearby Museum of London to maintain the historical record.

In conclusion, I strongly object to the proposed development and urge you to reject the planning application. I believe that the proposed development would have a negative impact on the conservation area, the listed building, and the neighbourhood, and would be very detrimental to the quality of life of the residents and local workers.

Sincerely,

Walter Scott

Flat 5, 35 Furnival Street, EC4A 1JQ

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr James Keay

Address: Flat 1 35 Furnival st London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:As a resident of Furnival street I object to the proposal on account of such a dramatic change of character to a quiet residential area. Especially concerning is the increase in traffic to a narrow street, combined with hugely increased pedestrian footfall.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Brian Cotsen

Address: City Therapy Space 33 Furnival Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Other
- Traffic or Highways

Comment:City Therapy Space:

To introduce ourselves, City Therapy Space is the occupier of 33 Furnival Street which is a grade 2 listed 18th Century Townhouse (part of a pair with number 32).

We occupy the building on a long lease and operate as talking therapy rooms, psychotherapy and counselling services.

Our business operates throughout the week and sessions run from 7 am to 10 pm.

Most of our clients arrive by foot along Furnival Street

32 & 33 Furnival Street have listed cellars that run under the road and pavement areas along Furnival Street.

Talking Therapy Work:

The nature of our work is essentially two or three people sitting in a quiet and calm environment holding a conversation. There are times when clients talk quietly or need to sit and contemplate.

I attach a document which will allow me to expand on my concerns regarding the granting of planning for this development and if planning is granted the areas that I feel are of some considerable concern for our business and for the neighbourhood as a whole.

The attached document will cover comments and concerns broken down into:

1. The renovation of and construction and building works to prepare for the Tunnel Experience to open and then
2. The day-to-day running of the Tunnel Experience.

In the attached document I wish to highlight the following areas of concern for both 1 & 2 above:

I have broken down the areas I have most concern over as follows:

- Human safety
- Noise disturbance
- Structural damage
- Business disruption
- Air quality

In the attached document I will also refer to some small number of attached photos to help illustrate or demonstrate the reason for the concern.

I do appreciate that my document is several pages however as I am sure you want a clear understanding of the basis of my concerns, there is a need to explain or describe certain specifics that may not be apparent to anyone who does not know the street from observing it on a daily basis over many years.

**Brian Cotsen**

**City Therapy Space: 33 Furnival Street, London, EC4A 1JQ**

To introduce ourselves, City Therapy Space is the occupier of 33 Furnival Street which is a grade 2 listed 18th Century Townhouse (part of a pair with number 32).

We occupy the building on a long lease and operate as talking therapy rooms, psychotherapy and counselling services.

Our business operates throughout the week and sessions run from 7 am to 10 pm.

Most of our clients arrive by foot along Furnival Street

32 & 33 Furnival Street have listed cellars that run under the road and pavement areas along Furnival Street.

### **Talking Therapy Work:**

The nature of our work is essentially two or three people sitting in a quiet and calm environment holding a conversation. There are times when clients talk quietly or need to sit and contemplate.

### **Outline of the Furnival Street Environment:**



- Narrow thoroughfare –
  - Pavement: at its widest is just 1.5 meters and narrowest, outside 32 / 33 Furnival street just 50cm wide.
  - Roadway: at the widest is 4.4 meters wide and narrowest, outside number 40 Furnival street at just 3.3 meters wide.
- Furnival Street has a mix of commercial and residential occupiers. Commercial occupiers are both large organisations and smaller ones, like our business.
- Furnival street carries very little through road traffic, however is remarkably busy with foot traffic. This is both people travelling to and from their work or home where their front entrance is on Furnival street, visitors to those businesses or residences or commuters using Furnival Street as a convenient route to and from High Holborn & Chancery Lane Tube Station, on High Holborn from the southern areas of Fetter Lane / New Square and Chancery Lane
- Most delivery / collection (entrance or exits) are through front entrances that open onto Furnival street, usually onto the pavement,
- Vehicle activity: This tends to be delivery and collection, both of goods and also taxi traffic bringing people to or picking people up from businesses or residences.

Standing vehicles: The delivery/collection of goods necessitates most vehicles to park on the road and sometimes up on the pavement.

Other vehicle activity is vehicles exiting Nottingham Street / Fetter Lane on to High Holborn.

Due to the narrowness of Furnival Street, standing vehicles often block the exit of other vehicles traveling from Fetter Lane/Nottingham street.

The street has no trees or planting and is entirely comprised of hard surfaces.

The street is narrow with flat fronted buildings.

Noise reverberates down the street due to the environmental conditions outlined.

The purpose of the next two sections is to briefly outline my observations and concerns for:

1. The renovation of and construction and building works to prepare for the Tunnel Experience to open and then
2. The day to day running of the Tunnel Experience.

### **1. Construction Phase Concerns & Comments:**

We acknowledge that a development of any major attraction will generate noise, disruption and inconvenience to the proposed attraction site's neighbours and that this is part and parcel of living in London and has to be accommodated.

I do feel that there are unique and specific circumstances and factors that need to be taken into account when considering the planning proposal for the Tunnel Experience development works.

I have broken down the areas I have most concern over as follows:

- Human safety
- Noise disturbance
- Structural damage
- Business disruption
- Air quality

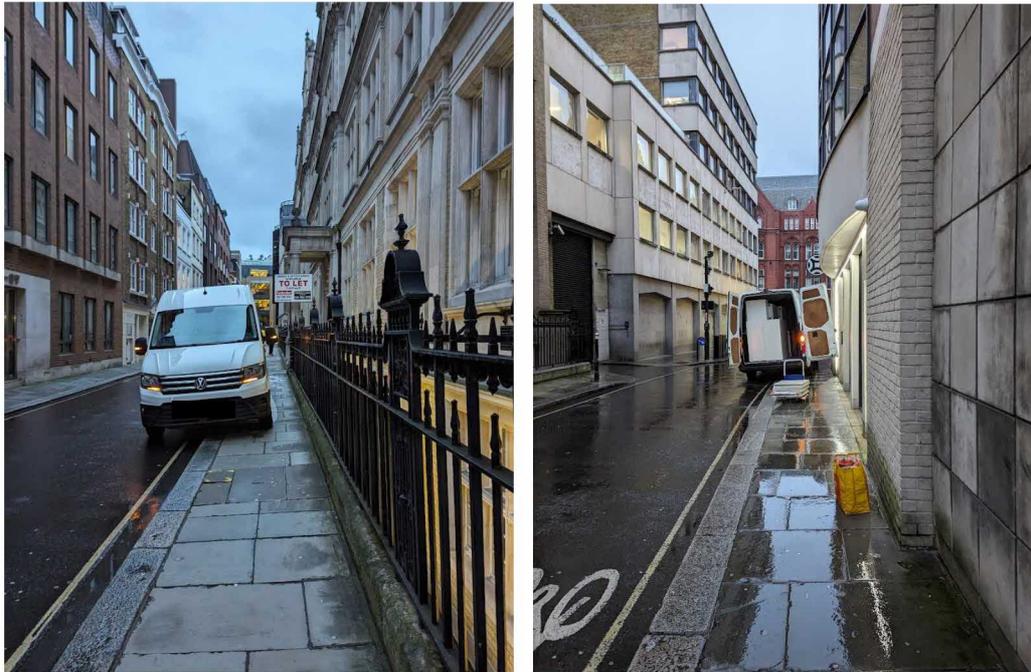
#### **Human Safety**

I have already outlined the narrow physical nature of Furnival Street, both the narrowness of the pavements and of the actual road width.

The majority of traffic along this street is in fact foot traffic, travelling to and from businesses on the street or other linked streets or as an important route to and from the area south of Furnival Street to High Holborn and beyond.

At present due to the needs of the businesses, delivery/collections necessitate vehicles to temporarily park up on the pavement forcing pedestrians to navigate around vehicles, necessitating walking in the road.

Alternatively, vehicles often mount the pavement to navigate around stationary vehicles parked on the road.



Both pedestrians walking in the road and or vehicles driving onto the pavement to navigate around stationary vehicles puts human lives at risk.

Adding further vehicles carrying goods or heavy building plant machinery will further add to the blockage of traffic along the road and vehicles mounting the pavement to navigate around these stationary vehicles.

Consideration:

I wish for planning to consider how this can be minimalised or eliminated as an issue, possibly only allowing the 'Tunnel Experience' related vehicles to deliver to a site around the corner on High Holborn and any goods or plant machinery then conveyed by trolley or truck to the site location.

**Noise Disturbance**

Currently Furnival Street has relatively quiet noise levels. Our business has not had any need to introduce secondary glazing to the upper floors of our building, however we did introduce it to the ground floor windows, which has made a considerable difference to the noise disturbance of street activity to the ground floor front room.

Demolition Noise:

I acknowledge that the element of underground refurbishment of the Tunnels will not necessarily cause local residents any significant noise disturbance, however it is inevitably that a project such as this will generate a significant amount of additional noise, during the demolition of 40 Furnival Street and the rebuilding / reworking of the structures at both 39 & 40 Furnival Street.

Traffic Noise:

The noise of large vehicles travelling up Furnival Street, offloading construction materials or loading up waste materials being removed from the demolition of the building (number 40) and any removal of waste from the tunnels will generate

significant noise. Not just the vehicle movement but the rumbling and vibrations that these large vehicles can generate.

Noise disturbance generated from traffic that is blocked or unable to navigate around construction vehicles or deliveries.

At present a considerable amount of noise emanates from vehicles that have found themselves unable to pass standing vehicles parked on Furnival Street. The noise of engines revving, horns blowing and raised voices all add to the levels of noise in the street. This is already a daily issue.

If large construction vehicles are also introduced into the equation then the level of noise disturbance generated from vehicles standing with engine running, horns blowing and raised voices will be intolerable for local residents sited just meters away in their offices and living accommodation.

As I have already outlined, Furnival Street is a very narrow hard surfaced street where noise reverberates and magnifies considerably due to the nature of the street.

#### Consideration:

I see that very little can be done to eliminate the likely noise disturbance of the demolition and building work however moving the delivery / collection point to High Holborn will reduce the movement of vehicles along Furnival Street during the building / renovation period of the project.

Moving the delivery / collection point for vehicles will also remove the additional blockage element reducing the noise disturbance emanating from vehicles unable to navigate Furnival Street

Premises along the street might find that they will need to consider secondary glazing on the windows facing the street for all of their floors. I would look to the Tunnels Project to consider paying for the installation of these to our premises.

#### **Structural Damage**

Number 32 and 33 are grade 2 listed Georgian buildings with cellars/vaults that run under the pavement and road of Furnival Street.



These buildings and foundation were constructed centuries before modern construction methods and the heavy vehicles that carry modern plant and materials to the construction site.

The street is very narrow with vehicles passing withing a couple of meters of our ground and first floor windows and actually passing right over the cellars/vaults of our building.

The potential structural damage to our listed buildings, and no doubt others along the street, is very real.

I would like planning to note and take into account that there is a potential risk of structural damage to our buildings that would have a significant cost to our business but also to the historical structures.

Consideration:

That the Tunnel Experience pay for an independent survey to be carried out on our buildings noting the state of the current structure (vaults / walls / sills / window frames and surrounds / internal plasterwork and that similar surveys are caried out during the project and at the completion of the building project and that any suggested structural reinforcing procedures are paid for e.g. the installation of 'crock supports in the cellars/vaults / repointing of the brickwork of the cellar / vaults / repair of cracks or damage to the walls / sills or frames / plasterwork of our building.

**Business Disruption**

I have already outlined that our business is 'talking therapies', the nature of our work is essentially two or three people sitting in a quiet and calm environment holding a conversation. There are times when clients talk quietly or need to sit and contemplate. We would be concerned about any long-term intrusive noise during the building works..

It is part of the practice of therapy to 'change the air' in a therapy room by opening windows between therapy sessions or during the session to allow for air circulation. If there is considerable noise in the street this will be a hinderance to our therapist's work

The majority of our clients attend in person and see their therapist in the therapy room setting. Almost 100% of our clients arrive on foot, either from local areas or having used public transport to Chancery Lane or Farrington Station or one of the other nearby stations to north and south.

Their final passage is along Furnival Street to our front door.

Navigating building works traffic and deliveries will also become a barrier to clients attending for therapy.

If building debris, mud and dirt is being removed from the tunnel project location then this increase in dirt will be carried on the shoes of clients and therapists entering our building.

I would like planning to consider how the passage along Furnival Street and surrounding areas can remain unimpeded and clean.

Consideration:

Tunnel project paying for the installation of secondary glazing to the front elevation windows of 33 Furnival Street.

For the Tunnel project to consider paying for the installation of air conditioning to rooms within Furnival Street, to counteract the fact that we will be unable to open windows if there is considerable noise within the street.

The Tunnel project being tasked with keeping the pavements and roads washed clean of building debris and dirt.

Air Quality:

The increase in large vehicle traffic will have an impact on the air quality along Furnival Street.

I would like planning to consider how large vehicles can be brought to site without travelling down Furnival Street.

Consideration:

I wish for planning to consider how this can be minimalised or eliminated as an issue, possibly only allowing the 'Tunnel Experience' related vehicles to deliver to a site around the corner on High Holborn and any goods or plant machinery then conveyed by trolley or truck to the site location.

## 2. Day to Day Operation Concern and Comments

If planning is granted and if the Tunnel Experience Project is developed then we have a number of concerns about the impact of the operation of the Tunnel Experience on the business and residential occupants and their visitors.

Again I will list these and then make further comments:

Human Safety

Noise Disturbance: Operation noise delivery of goods & removal of waste

Noise Disturbance: Visitors to the attraction

Business Disruption

### Human Safety

The comments made earlier around Human Safety are relevant once the Tunnel Experience is in operation.

Not only will the pedestrian numbers by greatly increase along Furnival Street, but the numbers of cars and taxis will increase as some coming to the Tunnel Experience will do so by vehicle.

The Tunnel Experience have indicated that they view one of the target markets for their 'attraction' to be groups of school age children.

Large numbers of children, or indeed any age of visitor, will add further significant numbers to the narrow pavement areas along Furnival street and regardless of the fact that tickets are to be pre booked, the processing of those arriving to enter the attraction will necessitate a certain amount of queueing and congregating on the pavements along Furnival Street.

All of this will push both pedestrians wishing to use Furnival Street as a route to their destination, those attempting to enter or exit their buildings and of course those waiting to enter the attraction, to stand in the roadway and be more vulnerable to passing traffic.

Similar large attractions e.g. Madam Tausauds, The London Eye, The British Museum, all have considerably wider pavements and or forecourts to allow for their visitors to congregate before entering or on leaving the attractions. This is not the case for the Tunnels Experience on Furnival Street.

#### Consideration:

That the main entrance be sighted on High Holborn and or any queueing take place along High Holborn to reduce the number of 'bodies' standing on pavements along Furnival Street.

If the main entrance is still to be sighted on Furnival Street, to enforce queueing to take place in the direction of High Holborn and not along Furnival street.

### **Noise Disturbance: Delivery of goods & services / collection of waste**

I have already stated that our service, talking therapy, requires a calm and quiet environment.

The day-to-day operation of an attraction will generate deliveries of goods and necessitate the removal of waste.

The vehicles that carry out these deliveries and collections will generate noise along with the actual movement of goods and waste.

#### Consideration:

It has been indicated that the Tunnel Experience 'bar' and 'catering' will be accessed by the general public via 31 High Holborn. Could all delivery and collections be via this entrance too. This would allow vehicles to park on High Holborn, as do other businesses (Tesco / Marks & Spencer etc), thus reducing the impact on Furnival Street.

### **Noise Disturbance: Visitors to the attraction**

There will be increased numbers of people standing on Furnival street waiting to enter the attraction and this will greatly increase the noise generated by the human voice. People excited and talking with each other, people on their mobile phones etc.

Large groups of school children have a noise level all their own.

The nature of the street environment, hard surfaces with no soft planting, means that the level of noise will reverberate and echo along the hard surfaces of the street.

Noise of people leaving the attraction late on in the evening. We operate our business through the evening with clients being seen until 10pm, there are residential occupiers of Furnival Street at number 34/35 and 36/37.

We are concerned that evening visitors will cause noise disturbance as they exit the attraction.

#### Consideration:

That the main entrance be sighted on High Holborn and or any queueing take place along High Holborn to reduce the number of 'bodies' standing on pavements along Furnival Street.

If the main entrance is still to be sighted on Furnival Street, to enforce queueing to take place in the direction of High Holborn and not along Furnival street.

### **Business Disruption:**

Large numbers of visitors standing on Furnival Street will hinder the movement of clients wishing to walk down Furnival Street.

If the visitor numbers, that the Tunnel Experience predict, are realised then there will be queues running in front of the front entrances of businesses and private

residences along the street, impeding access to and from those businesses and residences.

Increase in rubbish and general waste along the street

These factors will have an impact on our business and those of other businesses in the Furnival Street area.

Consideration:

That the main entrance be sighted on High Holborn and or any queueing take place along High Holborn to reduce the number of 'bodies' standing on pavements along Furnival Street.

If the main entrance is still to be sighted on Furnival Street, to enforce queueing to take place in the direction of High Holborn and not along Furnival street.

Brian Cotsen & Kate McGeever  
City Therapy Space  
33 Furnival Street  
London  
EC4A 1JQ

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: LEYI WANG

Address: Flat 11, 35 Furnival Street, London EC4A 1JQ

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment: It would be too noisy for our residential area. And current street is too narrow to cope with the plan.

**From:**  
**To:**  
**Subject:** PROPOSED DEVELOPMENT 38-39 FURNIVAL STREET EC4  
**Date:** 09 January 2024 19:49:58

---

THIS IS AN EXTERNAL EMAIL

REFERENCE: 23/01322/FULMAJ

I am writing to strongly object to this development. The disruption to the neighbouring properties in terms of noise and dust, traffic and general disruption will be too great during construction.. This is a quiet residential neighbourhood and this kind of disruption is completely unacceptable. Additionally, the extra pedestrian footfall after completion is also unacceptable. The pavements are narrow and people live there because it is a quiet side street.

Liz Speirs

Owner, Flat 13, 34-35 Furnival Street.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Miss Meihan Dong

Address: 35 Furnival Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise

Comment:As a resident of the area I firmly oppose the proposed redevelopment project for the following reasons:

1. Noise pollution: The project may cause noise and light pollution, negatively impacting the peace and quality of life for nearby residents.
2. Street width: The narrow streets are not suitable for the proposed usage after renovation, potentially leading to traffic congestion and further disturbance to local communities.
3. Nightclub operation: The operation of nightclubs at night would significantly disturb the surrounding households, causing noise pollution and negatively affecting their quality of life..

Thank you for your attention and understanding.

Best regards.

Begum, Shupi

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Subject: FW: 23/01322/FULMAJ

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**From:** Chloe Nash [REDACTED]  
**Sent:** Thursday, January 11, 2024 3:33 PM  
**To:** PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
**Cc:** Tampouridou, Anastasia <[Anastasia.Tampouridou@cityoflondon.gov.uk](mailto:Anastasia.Tampouridou@cityoflondon.gov.uk)>  
**Subject:** Re: 23/01322/FULMAJ

THIS IS AN EXTERNAL EMAIL

My home address is St Crispin, the Street, Dockenfield GU104HX.

My flat is Flat 3, 34 Furnival St, London EC4A1JQ

I do not consent to giving out this personal information publicly unless this is required to accept my objection.

Kind regards  
Chloe  
Sent from my iPhone

On 11 Jan 2024, at 14:50, PLN - Comments <[plncomments@cityoflondon.gov.uk](mailto:plncomments@cityoflondon.gov.uk)> wrote:

Hello,  
Thank you for your comment. In order for it to be registered, please provide your full address.

Kind regards,

**Davis Watson**  
Business Administration Apprentice (Town Planning)

---

Environment Department  
City of London Corporation

<image001.png> City of London Corporation| PO Box  
270|London EC2P 2EJ|  
[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

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**From:** Chloe Nash [REDACTED]  
**Sent:** Wednesday, January 10, 2024 4:46 PM  
**To:** PLN - Comments <[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)>  
**Subject:** 23/01322/FULMAJ

THIS IS AN EXTERNAL EMAIL

Please find attached my objection to the above application. Please acknowledge receipt.

Kind regards  
Chloe

Sent from my iPhone

THIS E-MAIL AND ANY ATTACHED FILES ARE CONFIDENTIAL AND MAY BE LEGALLY PRIVILEGED. If you are not the addressee, any disclosure, reproduction, copying, distribution or other dissemination or use of this communication is strictly prohibited. If you have received this transmission in error please notify the sender immediately and then delete this e-mail. Opinions, advice or facts included in this message are given without any warranties or intention to enter into a contractual relationship with the City of London unless specifically indicated otherwise by agreement, letter or facsimile signed by a City of London authorised signatory. Any part of this e-mail which is purely personal in nature is not authorised by the City of London. All e-mail through the City of London's gateway is potentially the subject of monitoring. All liability for errors and viruses is excluded. Please note that in so far as the City of London falls within the scope of the Freedom of Information Act 2000 or the Environmental Information Regulations 2004, it may need to disclose this e-mail. Website: <http://www.cityoflondon.gov.uk>

## **OBJECTION to proposed major development on Furnival St, EC4A**

The text immediately below in blue is taken from a Practical law practice note to highlight that this objection is in line with planning law and only considers matters that are considered material to the application. Insertions in bold and the text after this section are my words.

### **Background note**

*Under section 70(2)(c) of the TCPA 1990, an LPA is required to have regard to all considerations that are material to an application. To be material, the matters must be planning considerations.*

*The TCPA 1990 offers no further guidance, however, as to what considerations might be regarded as material. It has therefore fallen to the courts to interpret the term. The starting point is the judgment of Cooke J in Stringer v Minister of Housing and Local Government [1971] 1 All ER 65 at 77:*

*"In principle, it seems to me that any consideration which relates to the use and development of land is capable of being a planning consideration. Whether a particular consideration falling within that broad class is material in any given case will depend on the circumstances."*

*The courts have subsequently held that the following matters are capable of being a material consideration for the purposes of section 70(2)(c) of the TCPA 1990:*

*The protection of private interests: as a matter of general principle, planning is concerned with land use from the point of view of the public interest and is not concerned with private rights. It is also well established, however, that the public interest may require that the interests and amenity of individual occupiers should be considered (Stringer v Minister of Housing and Local Government [1971] 1 All ER 65)*

**There is a public interest in respecting the private interests of local residents because of the precedent this major development would have on this conservation area.** The design statement states that, *"Both of the proposed entrances, 31-33 High Holborn and 38-41 Furnival Street, are situated in areas predominantly occupied by offices. This offers the City of London an opportunity to implement a cultural use scheme that can draw people during off-peak hours and weekends when offices are typically closed."* **This overlooks the many local residents and the importance of peace and quiet at weekends for the local residents who are accustomed to enjoyment of the city at its quietest at the weekend.**

*Matters regulated by other statutory codes: provided a matter is material in planning terms, the LPA is entitled to have regard to it under section 70(2)(c) notwithstanding that other legislation or provisions may exist for its regulation (Esdell Caravan Parks Ltd v Hemel Hempstead Rural District Council [1966] 1 QB 895).*

*Central government policies: for example the NPPF and the PPG (Carpets of Worth Ltd v Wyre Forest DC (1991) 62 P & CR 334).*

**Please see below detailed consideration of the application of the current local plan to this development.**

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**This application if accepted would undoubtedly create a significant precedent for major developments that affected the settlement and character of a conservation area. It is an audacious application that if accepted would have profound consequences for local residents and for the amenity and character of the area. In particular allowing a cheap looking glass cubed frontage in a primarily stone and brick street with character, and allowing thousands of vehicles and millions of pedestrians to enter this quiet narrow one way street with resulting traffic chaos and safety issues.**

*The planning history of site: including previous grants and refusals of planning permission (North Wiltshire District Council v Secretary of State for the Environment [1993] 65 P & CR 137).*

**It states in the design statement that “*The Tunnels originally included a number of additional entrances, such as Took’s Court and Staples Inn. These have been blocked or limited within recent developments, which makes them currently unusable*”. This would suggest there may be a history of refusal of planning consent for development of the tunnels and that the barristers Chambers and residential accommodation in Staples Inn were successful in resisting such applications – information on planning history should be made accessible to affected residents and planners so that the planning authority can carefully consider the application of previous decisions and reasoning.**

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**Has consideration been given to whether alternative sites that are in more spacious locations and not ONE WAY streets may be preferable? It is considered that the entrance to the Bar at Fulwood Place is a more realistic entrance/exit point except for emergencies because Furnival St is narrow and one way and cannot accommodate any more traffic or people.**

*Development plan documents in the course of preparation are only a material consideration and do not have statutory weight for the purpose of section 38(6) of the PCPA 2004 until it is adopted.*

## **Application of Local Plan 2015**

The provisions of the local plan require the following:

1. This building should be preserved or used as office space and not made into a leisure facility.

The application involves demolition of existing office space, which is not in line with the Local Plan's ambition to preserve office space. It only includes limited office space at 2 and 3<sup>rd</sup> levels.

The following local Plan provisions are engaged: 3.1 Offices 31 CS1 Offices 33 DM 1.1 *Protection of office accommodation* 34 DM 1.2 *Assembly and protection of large office development sites* 35 DM 1.3 *Small and medium sized business units* 36 DM 1.4 *Temporary alternative use of vacant office buildings and sites* 36 DM 1.5 *Mixed uses in commercial areas* 37

2. Significant security and safety concerns at this location make this an unacceptable development that should be refused.

Furnival St is a ONE WAY, narrow street with limited access. At one end is a cul de sac, at the other is a busy main road with a tube station and only one side street providing access, Norwich St, which is constrained and difficult to access from Fetter lane as lots of building work, high rise offices and narrow roads. There isn't capacity for millions of people, or any vehicles to pass down Furnival St. It would lead to hoards of people congregating or queueing outside neighbouring flats and offices, possibly spreading down to the Tube station and causing congestion and chaos.

Furnival St is currently a very quiet street and is an oasis, so is not designed for a huge venue and there are no planning conditions that could overcome the security or safety considerations that apply.

The night time use of the venue would cause significant noise and other disturbance to local residents.

The crowding and traffic management issues are unsurmountable. There is a reference in the design statement to the evacuation strategy refers to access for "goods access". This highlights that heavy goods vehicles would need to pass down Furnival St to deliver goods to the venue, which would completely block the street and cause gridlock. This is a very narrow one way street so there is no room for goods access even if there weren't hoards of visitors clogging up the street. The combination of visitors and goods vehicles presents a serious safety issue. The statement in the design statement is patently untrue and unrealistic, "*The development is proposed to be accessed from the primary access point at No.39 and No.40 Furnival Street which will be repurposed to accommodate visitors within the curtilage of the site, without causing any pedestrian queues on to the highway*". It is impossible to imagine how this

venue could operate without pedestrian queues and there is absolutely no space for this.

This statement is also untrue and unrealistic: *“in line with local and regional policy, it is proposed that the development will be car free with the exception of the retention of the single bluebadge car parking space on Furnival Street. In accordance with London Plan standards, secure and covered cycle parking for staff been provided within Furnival Street with short stay visitor parking provided in the nearby public open realm”*. The existing blue badge car parking space is needed for existing residents and office workers and cannot be given up to this development, and would be completely inadequate to accommodate the number of disabled visitors who may need to park there to attend the attraction. The planning authority must give consideration to the Equality Act 2010 and to the need to make reasonable adjustments to ensure this doesn't have a disproportionate impact on disabled residents and visitors.

It is impossible to see how there could be space for visitor and staff cycle parking on Furnival Street or surrounding areas. Is it being suggested that Furnival St becomes a car free zone as that would affect everyone in surrounding streets and should be thoroughly consulted upon. If not, this is a narrow one way street with cars and pedestrians, without adequate space for the numbers of either that would be generated by the development. It is admitted in the design plan that coaches are expected to bring visitors to the venue, but there is no provision for them. It states coaches will drop off on High Holborn but there is no parking space for them, so that will block the bus lane/road and this will create gridlock. Likewise, taxis are expected to pick up and drop off on furnival st but there is no way for them to stop on this one way street and no room for cars to pass if they do stop.

The use of underground tunnels would raise serious security concerns, particularly with regards to terrorist threats to the City of London.

The design statement states that, “Shafts and associated lobbies will be pressurised.” This raises concerns about explosion risks and needs to be thoroughly investigated and opined on by an independent expert.

The visual representation of the proposed Furnival St entrance is misleading as it makes it appear as if the pavement and road are much wider than they are. The pavement narrows in places and is the minimum width, only enough for one person to pass.

The following statement in the design plan is symptomatic of how ill-thought through and unrealistic this proposal is, and shows that the plan lacks credibility:

*“Due to the above ground land constraints, all servicing will occur on carriageway, with Furnival Street proposed as the key servicing location away from the A40 (Holborn). No dedicated bay has been provided, as servicing vehicles can wait on the single yellow lines currently present on Furnival Street. Delivery and servicing vehicle movements will be managed by the Delivery and Servicing Plan.”* There isn't space for any cars to stop on Furnival St. If cars stop for servicing it will block the street.

Similarly, this statement lacks any credibility and shows this plan is risible: “*The trip generation shows that the development may create up to 1,500 two-way total person trips/hour in the busy design day scenario. On this basis a PCL analysis and Chancery Lane station Legion model was produced. • The PCL sensitivity results which include testing the local footways with an additional 100% of development trips, indicate no significant impact on the level of footway crowding in both the 2023 and 2041 scenarios.*”

There wouldn't be space for emergency vehicles to attend and it would be life-threatening for someone who is trapped in the tunnel or who gets ill whilst underground and then can't be given prompt medical attention. An ambulance would struggle to reach the venue and would need to go around and down Norwich St in order to park outside but there is absolutely no parking outside so it would block the street/ there may be other vehicle or people were already blocking it.

The removal of asbestos onto Furnival St is of grave concern to local residents who won't be protected from the airborne particles as they pass by.

The following local Plan provisions are engaged:

*3.3 Security and Safety 46 CS3 Security and Safety 47 DM 3.1 Self-containment in mixed use developments 48 DM 3.2 Security measures in new development and around existing buildings 48 DM 3.3 Crowded places 49 DM 3.4 Traffic management 50 DM 3.5 Night-time entertainment*

3. The tunnels are a significant historical and cultural asset and may also be required for national security. They should be preserved and not turned into a tourist attraction.

The following local Plan provisions are engaged:

*3.12 Historic Environment 107 CS12 Historic Environment 108 DM 12.1 Managing change affecting all heritage assets and spaces 109 DM 12.2 Development in conservation areas 110 DM 12.3 Listed buildings 111 DM 12.4 Ancient monuments and archaeology 112 DM 12.5 Historic parks and gardens 113*

#### 4. Environmental considerations

This site continually smells of sewage and there are clearly below ground drainage and ventilation issues. The development of this site would expose and exacerbate those issues so a detailed assessment would be required before this application could be properly considered.

The emissions caused by the development in this confined space and the impact on air quality and noise pollution would exceed allowable levels. An independent professional report should be prepared to assess this.

The following local Plan provisions are engaged:

*3.15 Sustainable Development and Climate Change 124 CS15 Sustainable Development and Climate Change 125 DM 15.1 Sustainability requirements 126 DM*

15.2 Energy and CO2 emissions assessments 127 DM 15.3 Low and zero carbon technologies 128 DM 15.4 Offsetting of carbon emissions 129 DM 15.5 Climate change resilience and adaptation 130 DM 15.6 Air quality 130 DM 15.7 Noise and light pollution 131 DM 15.8 Contaminated land and water quality 132

5. There is no space for walkways as the pavement narrows at various points and the road and pavement are not wide enough to accommodate the level of human and other traffic that would be caused by the development. There is no scope for widening road or pavement due to tall rise offices and flats either side. The proposed entrance at Furnival St fails to take account of the extremely limited space and access on this street. The use of Furnival St by so many visitors would block cars trying to travel one way down Furnival St, leading to gridlock on Norwich Street and potentially also Fetter Lane and High Holborn. If this development is allowed the entrance could only be on High Holborn as there isn't space on Furnival St.

Public parking is extremely limited in this area, with only a permanently full and very small NCP car park locally (10 mins walk away) (as far as I am aware).

The following local Plan provisions are engaged:

*3.16 Public Transport, Streets and Walkways 135 CS16 Public Transport, Streets and Walkways 137 DM 16.1 Transport impacts of development 138 DM 16.2 Pedestrian movement 139 DM 16.3 Cycle parking 140 DM 16.4 Facilities to encourage active travel 141 DM 16.5 Parking and servicing standards 141 DM 16.6 Public car parks*

6. There is absolutely no scope for further rubbish disposal on Furnival st, especially not on the scale that would be required by this major development.

The following local Plan provisions are engaged:

*3.17 Waste 145 CS17 Waste*

## **Visual appearance**

The visual appearance of the glass façade is hideous and out of keeping with the brick and stone structures in the rest of the street. This glass façade is an affront to the cultural heritage of this site. This is a conservation area and the appearance of the building should be in keeping with the rest of the area.

## **Local engagement**

**The level of local engagement has been grossly exaggerated. This is highlighted by the level of correspondence mentioned in the design statement- “47 emails and calls received”.** As far as I am aware local residents were given one opportunity to attend one evening. This was not a real invitation if it involved going down into the very polluted tunnels as they are a major health hazard due to the sewage fumes and air pollution/it wasn't clear how residents could engage. The surveys etc that claim

support for the proposal but they were not open to local residents/ local residents were unaware of this opportunity to comment.

### **Furnival St Entrance**

If this development goes ahead it needs to avoid Furnival St as an entrance or visitor access /exit point because it is completely unsuited to accommodating any more cars or people than it currently does. It is a very narrow, one way street with limited pavement and high rise buildings either side, and it is conservation area so needs to retain its peaceful character and not have a huge glass fronted atrocity with millions of tourists deposited on it.

### **Judicial Review**

This proposed development is next to two blocks of flats, one of which has been residential accommodation since at least 1999. These blocks are very quiet residential accommodation. The severe disruption that would undoubtedly be caused to the peaceful enjoyment of these flats would amount to a breach of the owner-occupiers' human right to peaceful enjoyment of property. As such a decision to accept this application is not in the public interest and could be susceptible to a successful judicial review on this and other grounds.

At present the basement flats can hear and feel slight vibration from tube trains that run from Chancery lane to Holborn. If noise and vibration can be felt from this relatively far away tube line, the vibration caused by the Works and the ultimate occupation of the neighbouring basement by hoards of tourists would reach unlawful levels of disturbance.

The design statement states, "*It is intended that The London Tunnels will attract modern innovative content via a convergence of digital art and immersive technology through a new inhouse initiative to be called 'T-LAB'.*" It appears likely that there would be significant noise not just from years of construction but from the operation of the attraction, and the proposed bar, particularly if it is also used as a night time venue. This would lead to nuisance to local residents who would not be able to sleep due to the noise levels. It is certain that noise and vibration levels will be well in excess of what is stated in the design statement as current noise and trains from tube trains far away can be felt, albeit only very slightly, but this gives an indication of how noise and vibration travels underground. A detailed assessment by an independent expert would need to be carried out to assess the impact on local residents.

I object to this proposed development.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: C Murphy

Address: Flat 15 34-35 Furnival Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I am not against the idea of opening the tunnels to visitors but the current plans are prohibitively detrimental to Furnival Street which is residential and the application should be refused.

My main Concerns are:

- TRAFFIC and associated disruption: Furnival St as the main delivery point during the Operational working is unworkable. There is no parking allowed for, the idea that drivers will be required to turn off engines etc highlights the fact the street will be blocked whilst deliveries are made with long Transits - this is estimated to be 16 times a day and avoids "peak hours" so more in off-peak hours, plus 36 taxis/peak hour in Furnival Street. Blocking the street and the noise associated with so many taxis/deliveries/service vehicles eg waste collection cannot be acceptable in a residential

street. There's only one Blue Badge space at the moment and no more are planned. Blue Badge holders not visiting the attraction will effectively lose that space, impacting business and residential activities.

- Hours of working, noise, disruption during both Construction and Operations MUST recognise the residential nature of the Furnival Street. In addition to the visitor attraction opening hours of 10am-10pm, deliveries/service vehicles will operate outside of peak hours and visitor opening hours. There are some words about Noise in the application but these appear to be mostly about machinery and vibration and 6.152 of the Planning Statement even suggests there won't be any change. The visitor exit in Furnival Street is a concern, particularly after an event, when the visitors will leave in an uncontrolled manner close to the residential buildings: 10pm and later on Sundays is completely unacceptable, as it is on other days of the week. The application does not recognise that at 34-35 Furnival Street, not only are bedrooms at street level, but the flats extend under the private area of the pavement with the pavement with vulnerable pavement lights.

## **OBJECTION to proposed major development on Furnival St, EC4A**

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venue could operate without pedestrian queues and there is absolutely no space for this.

The following statement is also untrue and unrealistic: *“in line with local and regional policy, it is proposed that the development will be car free with the exception of the retention of the single bluebadge car parking space on Furnival Street. In accordance with London Plan standards, secure and covered cycle parking for staff has been provided within Furnival Street with short stay visitor parking provided in the nearby public open realm”*. The existing blue badge car parking space is needed for existing residents and office workers and cannot be given up to this development, and would be completely inadequate to accommodate the number of disabled visitors who may need to park there to attend the attraction. The planning authority must give consideration to the Equality Act 2010 and to the need to make reasonable adjustments to ensure this doesn't have a disproportionate impact on disabled residents and visitors.

It is impossible to see how there could be space for visitor and staff cycle parking on Furnival Street or surrounding areas. Is it being suggested that Furnival St becomes a car free zone as that would affect everyone in surrounding streets and should be thoroughly consulted upon. If not, this is a narrow one way street with cars and pedestrians, without adequate space for the numbers of either that would be generated by the development. It is admitted in the design plan that coaches are expected to bring visitors to the venue, but there is no provision for them. It states coaches will drop off on High Holborn but there is no parking space for them, so that will block the bus lane/road and this will create gridlock. Likewise, taxis are expected to pick up and drop off on Furnival St but there is no way for them to stop on this one way street and no room for cars to pass if they do stop.

The use of underground tunnels would raise serious security concerns, particularly with regards to terrorist threats to the City of London.

The design statement states that, “Shafts and associated lobbies will be pressurised.” This raises concerns about explosion risks and needs to be thoroughly investigated and opined on by an independent expert.

The visual representation of the proposed Furnival St entrance is misleading as it makes it appear as if the pavement and road are much wider than they are. The pavement narrows in places and is the minimum width, only enough for one person to pass.

The following statement in the design plan is symptomatic of how ill-thought through and unrealistic this proposal is, and shows that the plan lacks credibility:

*“Due to the above ground land constraints, all servicing will occur on carriageway, with Furnival Street proposed as the key servicing location away from the A40 (Holborn). No dedicated bay has been provided, as servicing vehicles can wait on the single yellow lines currently present on Furnival Street. Delivery and servicing vehicle movements will be managed by the Delivery and Servicing Plan.”* There isn't space for any cars to stop on Furnival St. If cars stop for servicing it will block the street.

Similarly, this statement lacks any credibility and shows this plan is risible: “The trip generation shows that the development may create up to 1,500 two-way total person trips/hour in the busy design day scenario. On this basis a PCL analysis and Chancery Lane station Legion model was produced. • The PCL sensitivity results which include testing the local footways with an additional 100% of development trips, indicate no significant impact on the level of footway crowding in both the 2023 and 2041 scenarios.”

There wouldn't be space for emergency vehicles to attend and it would be life-threatening for someone who is trapped in the tunnel or who gets ill whilst underground and then can't be given prompt medical attention. An ambulance would struggle to reach the venue and would need to go around and down Norwich St in order to park outside but there is absolutely no parking outside so it would block the street/ there may be other vehicle or people were already blocking it.

The removal of asbestos onto Furnival St is of grave concern to local residents who won't be protected from the airborne particles as they pass by.

The following local Plan provisions are engaged:

3.3 Security and Safety 46 CS3 Security and Safety 47 DM 3.1 Self-containment in mixed use developments 48 DM 3.2 Security measures in new development and around existing buildings 48 DM 3.3 Crowded places 49 DM 3.4 Traffic management 50 DM 3.5 Night-time entertainment

**3. The tunnels are a significant historical and cultural asset and may also be required for national security. They should be preserved and not turned into a tourist attraction.**

The following local Plan provisions are engaged:

3.12 Historic Environment 107 CS12 Historic Environment 108 DM 12.1 Managing change affecting all heritage assets and spaces 109 DM 12.2 Development in conservation areas 110 DM 12.3 Listed buildings 111 DM 12.4 Ancient monuments and archaeology 112 DM 12.5 Historic parks and gardens 113

#### 4. Environmental considerations

This site continually smells of sewage and there are clearly below ground drainage and ventilation issues. The development of this site would expose and exacerbate those issues so a detailed assessment would be required before this application could be properly considered.

The emissions caused by the development in this confined space and the impact on air quality and noise pollution would exceed allowable levels. An independent professional report should be prepared to assess this.

The following local Plan provisions are engaged:

3.15 Sustainable Development and Climate Change 124 CS15 Sustainable Development and Climate Change 125 DM 15.1 Sustainability requirements 126 DM

15.2 Energy and CO2 emissions assessments 127 DM 15.3 Low and zero carbon technologies 128 DM 15.4 Offsetting of carbon emissions 129 DM 15.5 Climate change resilience and adaptation 130 DM 15.6 Air quality 130 DM 15.7 Noise and light pollution 131 DM 15.8 Contaminated land and water quality 132

5. There is no space for walkways as the pavement narrows at various points and the road and pavement are not wide enough to accommodate the level of human and other traffic that would be caused by the development. There is no scope for widening road or pavement due to tall rise offices and flats either side. The proposed entrance at Furnival St fails to take account of the extremely limited space and access on this street. The use of Furnival St by so many visitors would block cars trying to travel one way down Furnival St, leading to gridlock on Norwich Street and potentially also Fetter Lane and High Holborn. If this development is allowed the entrance could only be on High Holborn as there isn't space on Furnival St.

Public parking is extremely limited in this area, with only a permanently full and very small NCP car park locally (10 mins walk away) (as far as I am aware).

The following local Plan provisions are engaged:

3.16 Public Transport, Streets and Walkways 135 CS16 Public Transport, Streets and Walkways 137 DM 16.1 Transport impacts of development 138 DM 16.2 Pedestrian movement 139 DM 16.3 Cycle parking 140 DM 16.4 Facilities to encourage active travel 141 DM 16.5 Parking and servicing standards 141 DM 16.6 Public car parks

6. There is absolutely no scope for further rubbish disposal on Furnival st, especially not on the scale that would be required by this major development.

The following local Plan provisions are engaged:

3.17 Waste 145 CS17 Waste

## Visual appearance

The visual appearance of the glass façade is hideous and out of keeping with the brick and stone structures in the rest of the street. This glass façade is an affront to the cultural heritage of this site. This is a conservation area and the appearance of the building should be in keeping with the rest of the area.

## Local engagement

**The level of local engagement has been grossly exaggerated. This is highlighted by the level of correspondence mentioned in the design statement- "47 emails and calls received".** As far as I am aware local residents were given one opportunity to attend one evening. This was not a real invitation if it involved going down into the very polluted tunnels as they are a major health hazard due to the sewage fumes and air pollution/it wasn't clear how residents could engage. The surveys etc that claim

support for the proposal but they were not open to local residents/ local residents were unaware of this opportunity to comment.

### **Furnival St Entrance**

If this development goes ahead it needs to avoid Furnival St as an entrance or visitor access /exit point because it is completely unsuited to accommodating any more cars or people than it currently does. It is a very narrow, one way street with limited pavement and high rise buildings either side, and it is conservation area so needs to retain its peaceful character and not have a huge glass fronted atrocity with millions of tourists deposited on it.

### **Judicial Review**

This proposed development is next to two blocks of flats, one of which has been residential accommodation since at least 1999. These blocks are very quiet residential accommodation. The severe disruption that would undoubtedly be caused to the peaceful enjoyment of these flats would amount to a breach of the owner-occupiers' human right to peaceful enjoyment of property. As such a decision to accept this application is not in the public interest and could be susceptible to a successful judicial review on this and other grounds.

At present the basement flats can hear and feel slight vibration from tube trains that run from Chancery lane to Holborn. If noise and vibration can be felt from this relatively far away tube line, the vibration caused by the Works and the ultimate occupation of the neighbouring basement by hoards of tourists would reach unlawful levels of disturbance.

The design statement states, "*It is intended that The London Tunnels will attract modern innovative content via a convergence of digital art and immersive technology through a new inhouse initiative to be called 'T-LAB'.*" It appears likely that there would be significant noise not just from years of construction but from the operation of the attraction, and the proposed bar, particularly if it is also used as a nighttime venue. This would lead to nuisance to local residents who would not be able to sleep due to the noise levels. It is certain that noise and vibration levels will be well in excess of what is stated in the design statement as current noise and trains from tube trains far away can be felt, albeit only very slightly, but this gives an indication of how noise and vibration travels underground. A detailed assessment by an independent expert would need to be carried out to assess the impact on local residents.

### **No Compensation Proposed**

The proposed design and plan do not consider any compensation for local residents for the loss of their enjoyment and peace to the reside in their homes, nor for the loss of income to those owners who rely on rental income as part of their retirement plans. The value of the properties in the area will surely be impacted by years of noise and disruption due to the construction.

**I object to this proposed development.**

[REDACTED]

[REDACTED]



# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Jack Watkins

Address: 3 kitwood drive Lower earley Reading

## Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Other

Comment: The project looks to largely destroy the original fabric and historical integrity of a largely intact cold war telephone exchange. The project is not empathetic enough to this. This is the last of the 3 used by bt in the cold war that remains in a preserved state like this, the other 2 are largely stripped.

## Adjei, William

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**From:** PLN - Comments  
**Subject:** FW: CoL Planning Reference 23/01322/FULMAJ

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**From:** Susan Scott  
**Sent:** Sunday, January 14, 2024 7:47 PM  
**To:** PLN - Comments <PLNComments@cityoflondon.gov.uk>  
**Subject:** CoL Planning Reference 23/01322/FULMAJ

THIS IS AN EXTERNAL EMAIL

ATTN: Anastasia Tampouridou

RE: CoL Planning Reference 23/01322/FULMAJ

Dear Anastasia,

I am writing to object to the above planning application on the following grounds:

1. The proposed development is out of character with the conservation area, existing buildings and their designated use. The development would have a negative impact on the character and appearance of the area, and would be detrimental to the local environment.
2. The proposed development will result in increased noise, traffic and pollution. Furnival Street is a narrow street with a cycle path and the significant increase in traffic will not only cause congestion but also pollution. The development would have a negative impact on the quality of life of local residents and businesses, and would be detrimental to the health and well-being of the community.
3. The proposed development will be detrimental to the lives of local residents and businesses. Furnival Street is home to a significantly sized residential community relative to the main streets nearby and it is unreasonable to add a further licensed premise and event venue in such a context. The businesses located on this street provide forms of professional service (e.g. legal, counselling) The development would have a negative impact on the local economy and would be detrimental to the social fabric of the community.

The planning application's emphasis on the historic significance of these tunnels seems wholly spurious. I fear this is an attempt to get an events venue approved under the guise of a contribution to cultural heritage. In my view, it would be more appropriate to make an audio-visual exhibit about the tunnels for the Museum of London.

I would like to request that the planning application be refused on the grounds outlined above.

Yours faithfully,  
Professor Susan V. Scott

Flat 5, 35 Furnival Street, London EC4A 1JQ

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Colin Matthews

Address: 7 Oxted Court Milton Portsmouth

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I think we should save as much of our history as possible, so much is being destroyed by development.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Philip Nash

Address: 34 Leyton Green Towers Leyton Green Road London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I think this estimated £140 million into restoring the Tunnels, to preserve the part they played in history and give them a renewed sense of public purpose as an open-to-all experience is an amazing thing to do and will provide a new lens on some of the important history of the country.

I understand that this would also reinstate the deepest licensed bar in London, as an existing feature of the Tunnels dating back to the 1980s which would be an attraction in and of itself.

On top of this the economic benefits to an area still rebuilding from the pandemic would be huge.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Oscar Li

Address: 7 High Holborn London

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I support this proposal in principle, subject to the following concerns being mitigated.

1. Construction traffic - Furnival street is narrow and the road must not be closed for an extensive period of time. Furthermore, the access and egress of construction traffic would add traffic flow to High Holborn which is an already congestion main carriageway. This has to be addressed.

2. Number of visitors - despite the location has an adequate level of Underground, Train, Bus, Taxi coverage. There is a lack of parking space in the area. I am concerned that there will be an increasing number of cars parking illegally. Blocking the bus lane at High Holborn. Given the pedestrian walkway is narrow I am also worried about the crowd management. Sufficient mitigation should be in place to reduce the congested visitors.

3. The historical feature of the tunnel should be kept in their original shape and conditions. I am concerned that the proposal would remove the existing features in the tunnel. Making the tunnel a 'tunnel themed' bar.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Ms Susan Smith

Address: Vesage Court, 58, 8a leather lane ec1n7re 58 London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment: I feel this project needs to be supported. To bring a part of history back to life that young & old can enjoy & learn from is something to be encouraged.

Also the area has suffered drastically since covid with so many empty premises it has made a once vibrant location seem depressing. This project will help to add life to the area & hopefully more footfall & revenue for all

36-37 Furnival Street,  
London,  
EC4A 1JQ

29/01/2024

Dear Sir/Madam,

### **Representation from Furnival Management Limited**

We, as the freeholder of Aston House, 36-37 Furnival Street, would like to oppose the proposed planning application at 38-39 and 40-41 Furnival Street (with reference 23/01322/FULMAJ).

36-37 Furnival Street is a block of residential apartments, immediately adjacent to 38-39 Furnival Street, being the subject of the planning application.

The reasons for our objection are as follows:

#### **Construction Phase**

1. The construction phase of the proposed planning application will result in very heavy disturbance for our residents. Given the opening of the prospective museum is planned for 2027, the construction phase will mean at least 3 years of construction work, and probably longer due to the usual delays experienced in such development works.
2. Our building is exactly adjacent to 38-39 Furnival Street, and is residential. The amount of noise and disturbance of such a heavy development to our residents will result in (1) very high inconvenience for the residential owners occupying their flat and (2) very high difficulty to rent for residential owners renting their flat.
3. There may be potential structural damages to our building as a result of the construction works envisaged by the planning application given that our building, located at 36-37 Furnival Street, is immediately adjacent to 38-39 Furnival Street. We understand that the planning application includes the excavation of additional basement levels at both 38-39 and 40-41 Furnival Street, which may lead to structural impacts to our own building's foundations.

## Operational Phase

4. Furnival Street is a small and narrow street, not at all designed or equipped to accommodate the entrance of a museum, which, understanding the developer's plans, is to receive in excess of 1 million visitors per year. Professionals and utility companies, including for emergencies, already experience difficulties accessing our building when we need them, so this planned development can only worsen the situation given the amount of additional traffic and volume of tourists such a museum would bring in our street.
5. The entrance of a museum like this one will come with many more disturbances, such as loitering and large groups of people waiting or having meeting points in the street. This will attract pickpockets targeting tourists, since these groups will likely be crowded, given that Furnival Street is a very narrow street.

Based on the considerations above, we would like to oppose the planning application at 38-39 and 40-41 Furnival Street (with reference 23/01322/FULMAJ).

Yours faithfully,

.....  


Duly authorised for and on behalf of:  
Furnival Management Limited  
Aston House  
36-37 Furnival Street  
London  
EC4A 1JQ

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mrs Robyn Brook

Address: Stone Cottage Main Street Slawston

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I fully support the development of the tunnels. They are steeped in history that I feel is important to share and learn about. It will attract tourism and bring income into the city.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr James Loxton

Address: 50 Stapleton Hall Road London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Dear Sirs,

As a born and bred Londoner, I am fully in support of this Project. My reasons are below -

1. As a huge fan of architecture it is satisfying to see that this project will not require the demolishing of any buildings, nor detract from the fine views in the City, or cause any light restrictions.

2. My Grandfather (Bill Loxton) was one of "the few" flying spitfires in the Battle of Britain and so any opportunity to remind today's generation of the sacrifices made by the men and women of Britain in those dark days is very important to me - whether pilots in the air, or ARP Wardens on the ground - all had a role to play in this hugely important part of our history.

3. London needs to compete with other Global Capitals who constantly open new attractions and

showcase their existing heritage. The last major attraction opened in London was the London Eye over 20 years ago. Tourism contributes to over 10% of the GDP of the UK.

4. The Project will invest an estimated £140 million into restoring the Tunnels; this money will help a large group of London based Firms, supporting jobs during the construction process.

5. It will also help reinvigorate an area still reeling from the Pandemic, where many firms have reduced their footprint, or have workers only coming in Tuesday-Thursday. It will do this by increasing local spending by between £60M-£80M a year and make 40 full time jobs on site.

6. It will create opportunities for people of all ages, backgrounds and abilities to learn about London's history and also educational content on nature and the arts.

7. It will also reinstate the deepest licensed bar in London, which was an existing feature of the Tunnels dating back to the 1980s.

8. It should also raise the income of the Council who use this income to support the community. At a time when Council Income is severely stretched and services are at risk of being cut back, any additional income is essential.

Please approve this hugely important Project.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr KENNETH GOLBY

Address: 292 Hamstead Road Great Barr Birmingham

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I would like to submit my statement in support of the London Tunnels project and its inherent benefits.

I have taken the time to visit the site and a tour of the tunnel site and believe it is in the interest of many parties to allow this to move forward. For me the benefits are many.

The tunnel is already there and stable and will reanimate the historical site with all its heritage, which does tell the very important history of the sacrifice made by many persons during WW2, rather than have to accommodate a new site.

The proposed investment of an estimated £140 million is a major next step after waiting 20 years since the London Eye opened and will surely attract a large contingent of tourists, especially being so close to a lot of other major and popular attractions.

The project would enhance experiences related to the history of the tunnels and would it to be

shared by all ages and areas of interest, whilst also reinstating the deepest licensed bar in London, which dates back over 40 years.

It is also pertinent about the creation of employment opportunities in the City of London and Camden along with educational opportunities, especially for children.

I fully support this unique development in an otherwise unused space.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr George Harris

Address: 1 Bembridge Crescent Portsmouth

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The last major attraction to be opened in London was the London Eye over 20 years ago, therefore I think this idea to re-use existing infrastructure, built underground, to create a major new attraction in Central London is brilliant!

# Comments for Planning Application 23/01322/FULMAJ

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Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Max Tobias

Address: 51 ADLEY STREET London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This example of adaptive reuse is, in today's respectful and informed manner, a brilliant way of generating tourism dollars. As London competes for relevance and aims to be an open and attractive destination, innovation like this helps to set it apart.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr peter conniff

Address: 337 RACETRACK RD Ho Ho Kus

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:What a great way to highlight an important part of British history. Giving visitors a first-hand view of what it was like to be under ground in London during the blitz. It seems like a well thought out project with a beautiful design. On my personal and business trips to London, this would be high on my list of must do's.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr William Morris

Address: Barrow View Farm Broad Oak Dorset

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:What an AMAZING contribution towards increasing tourism in London; especially to supporting the local business' situated in Holborn.

I am fully in support of this project. Not only for the boost in footfall through tourism. It also is a fantastic project that will fascinate many because of its true British history.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Miss Lisa Dickenson

Address: Flat 9 ,35 Furnival Street, London London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:Hi

I have been a resident in Furnival Street for over 16 years.

As a long time resident, I do support any new ideas that will bring finance into London and new experiences - absolutely.

However, I would encourage the Planning Committee to simply visit Furnival Street to see immediately the plan as it stands cannot go ahead and would be dangerous to residents and the public.

As has been mentioned previously, Furnival St is a narrow, single one way side street with

buildings on both sides.

In the construction phase there would be no way for the large construction vehicles get into Furnival Street from Norwich Street the turning is very sharp. If they backed in from High Holborn that would be extremely dangerous and would create traffic chaos on a main London thoroughfare.

Offices are directly opposite the planned construction entrance, with workers in and out down the narrow street all of the time.

Consequently, it would be a Health and safety nightmare. No amount of mitigation would negate the huge risk. Large Construction vehicles and people in close proximity simply do not mix.

If the experience was to go ahead the Construction and Commercial entrance will have to be elsewhere - A visit to Furnival Street will immediately and absolutely illustrate this huge Health and Safety risk.

There are many other serious issues which a number of the other objectors have outlined which also have to be taken into consideration. The experience is positive and interesting, the construction and commercial entrance as it stands is a huge risk and is absolutely not suitable.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Stuart Perl

Address: 79 Fairview Road Headley Down Bordon

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Possibly the most exciting tourist attraction planned for London to open since the London Eye, the London Tunnels experience will offer something for visitors and locals of all ages:

history, culture, economic growth in the local economy, employment, increasing tourism's percentage of GDP and the regeneration of an area that has a declining population of office workers with very little else to warrant it as a destination.

Through their historical significance and cultural diversity, the London Tunnels will augment London's positioning as one of the world's greatest cities to visit for domestic and international visitors alike.

To my mind, the benefits generated by this development significantly outweigh the costs and I pledge my wholehearted support to this planning application.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Andrew Raca

Address: Flat 39 9 Albert Embankment London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I fully support the application. The project will result in a fantastic visitor attraction in Central London increasing tourism and creating many new jobs for local people. In addition there will be a very positive knock on effect economically for businesses and jobs in the local community.

It will also be a great attraction that will be easily accessible on foot or by public transport and, when operational, will have no real impact on the surrounding environment as most of it is underground.

It is important that London's history is preserved and this will be a great way of educating people about the Second World War and the Cold War period.

Date  
13 February 2024

Anastasia Tampouridou  
City of London Corporation  
Guildhall  
PO Box 270  
London  
EC2P 2EJ

## By Post

Dear Sir / Madam

### **23/01322/FULMAJ** **Comments submitted on behalf of Chancery Exchange**

Daniel Watney LLP has been instructed by the owners of Chancery Exchange to review the planning application submission 23/01322/FULMAJ, known as 'The Tunnels', submitted to the City of London (alongside a replica application submitted to Camden Council).

Chancery Exchange (formerly home to the Patent Office) is a prominent, statutory Grade II\* listed building sited on Furnival Street. Behind the retained historic façade, the building provides high quality office accommodation let on a multi-tenanted basis.

The principal office entrance is sited on Furnival Street, almost directly opposite to the proposed visitor entrance to The London Tunnels. Figure 1 below captures the proximity of this relationship.



**Figure 1: Relationship between Chancery Exchange and the proposed main entrance**

Whilst the opportunity presented by The London Tunnels project is recognised as an innovative use of extant infrastructure to support the vitality and viability of this part of London, it is not considered that Furnival Street is the most appropriate location for the principal visitor entrance to the experience. This is due to the inherent constraints of a narrow, one-way road, with narrow existing pavements, which already serve a high-density mixed-use environment. In terms of character, Furnival Street benefits a quieter setting, forming part of a tight network of streets that sit between High Holborn and Fleet Street / Strand. A significant increase in pedestrian and vehicular movements (including servicing) is proposed, and it is not considered that the potential adverse impacts on vehicular movements, the pedestrian experience and character of Furnival Street have been fully considered.

We understand that nos. 31-33 High Holborn is proposed as the secondary visitor access entrance. High Holborn has a very different function and character to Furnival Street. As a key thoroughfare and link between the City and the West End, it achieves a width that supports four lanes of traffic, benefits from far wider pavements and already comprises a mix of uses which would sit comfortably alongside the concept of the London Tunnels. This is in strong contrast to Furnival Street which, as described, is characterised by its intimacy and relative quiet as a narrow road and pedestrian route between the more heavily trafficked roads to the north and south.

Aside from the character of High Holborn, this location would be more suitable for servicing (on the presumption that the existing and numerous commercial occupiers enjoy existing servicing arrangements on-street), would benefit from direct access to public transport including London bus routes and Chancery Lane underground station, and can accommodate taxi drop offs without obstructing the highway.

Having reviewed the application submission, it does not appear that a specific assessment has been undertaken to consider the appropriateness of Furnival Street as the principal visitor entrance and servicing location over High Holborn. Whilst the on-road constraints of High Holborn are identified as a reason to resist servicing in this location (again, notwithstanding the concentration of commercial uses along High Holborn which presumably benefit from existing servicing arrangements, and we would highlight that it is proposed that coach drop offs occur from this location), the impact to Furnival Street of vehicles stopping and blocking the highway entirely due to it being a single lane is not acknowledged. The impact on the quieter character and existing pedestrian experience along Furnival Street, including those of existing and future residential and commercial occupiers, has similarly not been scrutinised within the current planning application.

We consider that the appropriateness of Furnival Street to accommodate the principal visitor entrance, taxi and car drop offs, bicycle movements and servicing in comparison to the High Holborn location must be assessed as part of this application.

Furthermore, Royal Haskoning has been instructed to review the transport material submitted as part of this planning application. Their findings are appended to this covering letter, and conclude that a number of further assessments are required as to the potential impact to Furnival Street.

Finally, on behalf of Chancery Exchange a daylight and sunlight assessment has been undertaken and is submitted alongside this covering letter. We would refer to this letter for a summary of the potential impacts against the context of BRE guidance.

### **Conclusion**

In conclusion, whilst the opportunity presented by the London Tunnels project is recognised, the owners of Chancery Exchange are concerned that the scale of impacts arising from the proposed development to 38-39 and 40-41 Furnival Street have not been fully assessed.

Arguably the proposed entrance to High Holborn is demonstrably better placed to accommodate the level of pedestrian and vehicular movements anticipated, alongside being of a character that is more suited to comprising a main visitor entrance.

Yours faithfully



**Daniel Watney**  
Planning

Encs. Royal Haskoning Transport Review  
Joel Michael Reynolds Daylight and Sunlight Review

**Note / Memo**

**HaskoningDHV UK Ltd.  
Mobility & Infrastructure**

To: City of London  
From: Phil Marshall  
Date: 5 February 2024  
Copy: Hugh Holt - Frederick Holt & Company Ltd  
Charlotte Goodrum - Daniel Watney  
Zoe Trower - RHDHV  
Our reference: PC5840-RHD-XX-ZZ-ME-R-0001  
Classification: Project related  
Checked by: Phil Marshall

**Subject: Transport Considerations of London Tunnels application**

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Royal HaskoningDHV has been instructed to undertake a review of the London Tunnels planning application from a transport and highways perspective. The Applicant's Transport Assessment (TA) and supporting transport documents have been considered as part of this review.

There are considerable concerns regarding the traffic impact arising from the proposals and the cumulative impact when considered alongside existing users in the immediate vicinity, including the neighbouring occupiers and businesses.

From an initial review of the TA, comments on the Applicant's submitted information are provided in relation to the summary / conclusions reached, are as follows:

- The overriding conclusion is that the TA provides **no quantification of the likely intensification of use resulting from the proposals**. The TA refers to existing pedestrian surveys being undertaken in connection to the Pedestrian Comfort Level (PCL) considerations. However, no evidential data has been submitted to enable the existing use of Furnival Street (or Fulwood Place) to be identified. The TA only refers to new pedestrian trips, no assessment has been included that quantifies all existing movements, covering vehicles and cycles. In the absence of any evidence on which to quantify the impact of the development, it would be reasonable to conclude that the development could result in a **severe impact** on the operation of Furnival Street (and Fulwood Place).
- The TA provides a summary that concludes the new pedestrian site access to be created on Furnival Street, will not generate queuing on the highway. The information submitted does not provide sufficient detail to support this statement. Furnival Street is a narrow road, with narrow footways (around 1.2m) on either side and a contra-flow cycle lane on the carriageway. The analysis undertaken only considers the direct area fronting Furnival Street, and not the full extent of impact of visitor arrivals along Furnival Street, from Holborn. Furthermore, no account appears to have been taken of any visitors waiting for friends or family outside the venue, or the impact of the 38 taxis per hour dropping passengers directly outside the venue. Without understanding the assumptions contained within the presented Legion model, the results presented must be treated with caution and are likely to be overestimating the extent of space available to accommodate visitor arrivals without impacting the highway. It is considered that the TA fails to identify the full extents of the impact of the development, contrary the London Plan policy T4.
- The application refers to use of the site as an underground bar and provision for school visits. These activities are advised as taking place on Fulwood Place. No analysis of the impact of these movements has been presented in the TA. Whilst an Active Travel Zone assessment has been

undertaken for some routes, this should be extended to take into consideration routes to identified coach parking locations to ensure these routes are suitable for use by large groups.

- As the TA has not been prepared in accordance with the London Plan requirements, it cannot be relied upon to be presenting a true impact of the development on the surrounding area. The analysis presented has not detailed the impact of the proposal on the existing arrangement, in the absence of this analysis there is no supporting evidence as to what has informed the proposed mitigation of the kerb build out along the site frontage. With the lack of any presented evidence, the impact of the proposed kerb-build on other roads users does not appear to have been taken into consideration, including the loss of the contra-flow cycle lane. Without sufficient evidence presented to support the assumptions, the full impact of the proposal, with the main visitor attraction access located on Furnival Street, is being considerably underestimated. The approach adopted within the TA is considered contrary to the London Plan T4 and City of London Local Plan policy DM 16.1.
- It is noted that the development is offered as 'car-free' and no general car parking would be provided. However, reference is made to Blue Badge car parking being provided which then refers to 'retaining' a single Blue Badge parking space. It appears as if the applicant is referring to an existing on-street Blue Badge, which is available for users of the wider area and is not connected to the development. This is contrary to the City of London Local Plan policy DM 16.5 and the London Plan T6.5, as this states a designated Blue Badge bay, within the development.
- Although a trip generation analysis has been submitted, to inform a 'busy' day, it is not clear as to whether the trip generation exercise includes school visit numbers and people accessing the bar. The trip generation consideration has been utilised to inform a PCL analysis, as set out above, no evidence has been submitted that enables the analysis to be quantified as no base survey data has been detailed. In terms of the PCL analysis, it is noted that reference to impact of the increased visitor movements on Furnival Street (or Fulwood Place) are not referred to, as these remain at a Level of Service 'F', classified as a complete breakdown in traffic flow with many stoppages. As such it is not considered that a comprehensive TA has been presented, that takes account of all movements, contrary to the City of London Local Plan DM 16.1.
- It is noted that reference is being made to the provision of cycle parking, but only for staff on-site, there is no provision on-site for short-stay visitor cycle parking. The suggestion of increasing parking within the central reserve of Holborn would increase the barrier to pedestrian movement across the street. The proposal is thus contrary to City of London Local Plan policy DM 16.3 and DM 16.4 and London Plan policy T5.
- It is not considered that the impacts of the proposed servicing arrangements on Furnival Street have been fully assessed. The analysis identifies that there would be 16 servicing trips per day, which would all be on-street. No surveys have been undertaken of the existing situation, no analysis has been submitted to identify whether the significantly increased demand for kerb side space and footway use generated by the proposed visitor attraction can be accommodated safely. No consideration has been given to whether the impact of the considerable intensification of trips by large vehicles, at the same time as the intensification of use by taxis and pedestrians will be safe or significantly inconvenience existing occupants of Furnival Street. Furthermore, the impact on cycle safety of the aforementioned intensification of vehicular activity at the same time as removing the existing contra-flow cycle lane. The approach being set out for servicing, a new purpose built visitor attraction, is considered to be contrary to the City of London Local Plan policy DM 16.5 and the London Plan policy T7.

In the absence of evidence regarding the existing conditions, it must be concluded that the submitted TA cannot assess the impact of the development on the surrounding area.

In summary, the TA cannot be supported, especially in relation to the perceived impact that the increased demand for visitor arrivals/departures can be accommodated on Furnival Street.

The TA as currently presented fails to demonstrate that the key principles of NPPF paragraph 115. *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* have been met.

Further comments may follow once clarifications are received from the Applicant.

Our ref: DR/RM/Fu03

D'Aguilar Property Holdings Limited  
c/o Frederick Holt & Company Limited  
4 Pratt Walk  
Lambeth  
London  
SE11 6AS

539 Linen Hall  
162-168 Regent Street  
London W1B 5TF

020 3633 0010

FAO Hugh Holt

31 January 2024

Dear Sir/Madam

**Planning Reference 23/01322/FULMAJ**

**Proposed Development at 38-39 and 40-41 Furnival Street, London EC4A 1JQ  
Opposite to Chancery Exchange, 10 Furnival Street, EC4A 1AB**

We have been instructed to advise D'Aguilar Property Holdings Limited, the freehold owners of Chancery Exchange, 10 Furnival Street in relation to potential daylight, sunlight, rights of light and other neighbourly matters relating to the proposed redevelopment of 38-39 and 40-41 Furnival Street by The London Tunnels PLC. The property faces onto Furnival Street and is Grade II\* Listed (formerly home to The Patent Office). It accommodates office spaces over six storeys including the lower ground floor.

The submitted proposals for redevelopment of the site "*seeks to refurbish and infill part of 39 Furnival Street to match the height and general floor plate of 40 Furnival Street, reaching a height of 36 metres on 39 Furnival Street. There is also a small proposed increase in height of c. 2 metres to the existing building on 40 Furnival Street*". This raises significant concerns with regard to substantial loss of light to the front offices in Furnival Street. These are modular offices opposite 38-39 and 40-41 Furnival Street and development proposals will significantly reduce natural light to the premises up to the second floor which is beneficial to the use, and enjoyment of the occupants.

In particular, the proposal will fill up the gap between 40-41 and 36-37 Furnival Street, which solely allows for natural light to reach our client's premises in a narrow street such as Furnival Street.

As part of the planning submission Gordon Ingram Associated (GIA) have produced a daylight and sunlight report reference 19449 dated 13 and 30 November 2023. The report considers, assesses and provides the results of their findings of the impacts that Wilkinson Eyre proposal have only on the neighbouring residential properties at 1-3 Dyers Building to the rear. No assessment has been carried out on our client's property due to its non-residential use, although the BRE Guidance states in paragraph 2.2.2 "*The guidelines may also be applied to any existing non-domestic building where the occupants have a reasonable expectation of daylight; this would normally include schools, hospitals, hotels and hostels, small workshops, and some offices*".

Continued...



Further, we recommend:

- D'Aguilar Property Holdings Limited place on record the significant loss of light and in no way do they consent, or acquiesce to the interference with their easement of light over 38-39 and 40-41 Furnival Street.
- D'Aguilar Property Holdings Limited, fully reserve their position in respect of taking all necessary action to preserve their position and maintain their right to light to their property, on the presumption that the proposals for 38-39 and 40-41 Furnival Street are granted consent as currently proposed, will lose all light to all offices that currently face 38-39 and 40-41 Furnival Street.

Yours sincerely



**For and on behalf of Joel Michaels Reynolds**

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

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Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Andrew Raca

Address: Flat 39 9 Albert Embankment London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I wish to add my support to the planning application for the London Tunnels.

This will be a world class attraction which will enhance the locality greatly internationally.

This will be a very exciting and important visitor attraction in central London that will encourage more visitors and contribute to the prosperity of the area through the creation of direct jobs and by visitors spending money on shops and businesses nearby.

The attraction will showcase an important part of London's history, from the blitz in the Second World War, the work of the Special Operations Executive and also the Cold War period. In this respect, it will complement the existing Cabinet War Rooms as an attractive venue providing important education on London in the 20th Century. It will also be an attractive destination for more modern attractions and given that the facility will be below ground, it will have very little impact on the streets above. Its location means that most visitors will come either on foot, or by

public transport.

In addition, there will be important revenues for the council locally that will benefit the community more generally.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Ms Wendy Lyons

Address: 28 High Street Selsey Chichester

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I think this is a fantastic project, that will benefit the whole of London and keep our heritage alive. Amazing.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Charles Parry

Address: FLAT 40 DRUM MEAD Petersfield Petersfield

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I fully support the project.

This is clearly a fascinating and educational way to boost tourism and educate simultaneously. The way in which British history and culture will be shown is both extremely exciting innovative.

In addition, the benefits to the local economy and employment will be fantastic.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Charles Parry

Address: FLAT 40 DRUM MEAD Petersfield Petersfield

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I fully support the project.

This is clearly a fascinating and educational way to boost tourism and educate simultaneously. The way in which British history and culture will be shown is both extremely exciting innovative.

In addition, the benefits to the local economy and employment will be fantastic.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Miss Chelsea Cooper

Address: Nicola Jane House 2nd Floor Terminus Road Chichester

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Looking forward to going with my friends and family

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Thomas Seabourne

Address: 44 Elmwood Avenue Bognor Regis

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am in full support for this project, what a way to reuse existing infrastructure in the heart of London. The history is fascinating for what these tunnels have been used for and will make a brilliant addition to the existing tourist attraction situated in London.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Miss Angela Dunning

Address: 320 High Holborn London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Happy for this to go ahead as long as there is no disruption to our store

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mrs Sue Macdiarmid

Address: 23 Park Street London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:Imaginative use of historical urban landscape.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Graham Wingham

Address: 3 Holborn London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment:As a shop (Sanford Brothers Limited) that has been here for nearly 100 years, we have always known about the tunnels (even when supposedly secret as we saw them being dug!!). This is a wonderful idea to create a fantastic tourist attraction in an area that is desperate for it - there are a number of empty shops in the area & an influx of visitors will help to fill these up & basically, give the whole area a much needed boost.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Ms Angela Epps

Address: 21 Alexandra Gardens London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I support these proposals. As a Londoner I think that the proposals preserve and improve access to our heritage, are sympathetic to the surrounding area and a brilliant idea.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Ms Caroline Gallagher

Address: 17a London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: My father spent years of his life working on these and other tunnels, to think I and his grandchildren could 1 time see what he did would be amazing

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Neil Emberson

Address: 3 gorse lane Farnham

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Residential Amenity

Comment: Can't wait to visit the tunnels and live the experience they will be creating. What a marvellous idea that only good Al'Blighty can bring to the public !

Of course an Gin n Tonic at the "deepest bar" would certainly be the topic of conversation!

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr DEREK OWEN

Address: 94 TACHBROOK STREET London London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Patrick Ralph

Address: 14 heydale rd Liverpool

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Fantastic historic experience and will bring jobs and prosperity to the area

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mrs Sandra Murphy

Address: 32 Park Road Burwell

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:Excellent idea!

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Dr GABRIEL GOLDMAN

Address: BULEVAR ARTIGAS 220 3rd floor Montevideo

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: This is a great project. It will enhance the tourism in London

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr PAUL SCOTT

Address: 22 Great Hall, 96 Battersea Park Road 96 Battersea Park Road London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Having studied the proposal closely, and given the current largely unknown historical significance of these tunnels, I believe this will make a wonderful attraction, bringing many visitors from all over the World, to a part of London that frankly needs it.

At weekends, many restaurants and local businesses remain closed, as the City of London is a little quiet, the potential foot traffic this attraction will bring to the area, I believe will bring these restaurants, pubs and shops back to life at the weekends, as well as weekdays.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Jp Ralph

Address: 14 heydale rd Liverpool

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:What a brilliant idea! Will be a great addition to the city

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Stephen Luderman

Address: 39 Castle Avenue Rainham

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I believe this would be a great addition to the area for historical reasons.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Justin Manley-Cooper

Address: Ayot Court Farnham Lane Haslemere

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Fantastic idea what a huge contribution to the local community. All the local businesses and the local economy will benefit

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Nick Finegold

Address: Flat 402 4 Farm lane London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:What a fabulous idea for the use of redundant space that will have minimal impact on the lives of those above ground , whilst helping provide yet another landmark tourist attraction for the capital .

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Adam Fayed

Address: Al Reem 2 Dubai

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am British and I live abroad. I would like this project to go ahead.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Gregory Jones KC

Address: Francis Taylor Building Temple London

## Comment Details

Commenter Type: Alderman

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This is a hugely ambitious scheme to bring a forgotten asset back into beneficial use. If successful it will create an iconic visitor destination supportive of the City's destination City vision. I'm aware of any grounds of objection and support the proposal.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr David Brown

Address: PO Box 31252, 30 Napsa Complex, Nyumba Yanga Lusaka, Zambia

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I think this will be a very suitable addition to the London tourist scene and will dramatically enhance the Holborn area, with a profound and positive effect on neighbouring businesses and the general community. The increase in footfall in the area should help create additional jobs and provide opportunities for neighbouring businesses to increase profits and generally provide a more stable and certain future for those running them.

In addition, as most of the project is using existing infrastructure, the normal disruption of a complete new build project should be lessened, with lower traffic disturbance.

The project itself will give new life to a valuable asset which is currently not being used and also create a significant number of new jobs.

I totally support the development and look forward to being a visitor once it is opened.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Alex Hayes-Griffin

Address: 38 Bedford Place London

## Comment Details

Commenter Type: Neighbour

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: My family lives very close to the proposed development. We would welcome the planned investment to enhance the area and generate growth and support for the local community and retailers.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1(b)(c)); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr chris sullivan

Address: 157 LEVITA HOUSE CHALTON STREET london

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Repurposing the Kingsway Telephone Exchange into a visitor and cultural attraction represents a visionary initiative that can bring numerous benefits to the community and the region:

**Historical Significance:** The Kingsway Telephone Exchange likely holds historical significance as a key component of the region's telecommunications infrastructure. Converting it into a visitor attraction provides an opportunity to preserve and showcase its history, allowing visitors to learn about the evolution of communication technology and its impact on society.

**Community Engagement:** By transforming the exchange into a cultural destination, it becomes a focal point for community engagement and social interaction. Residents and visitors alike can gather to explore exhibitions, attend events, and participate in educational programs, fostering a sense of belonging and community pride.

**Tourism and Economic Growth:** A well-curated visitor attraction has the potential to attract tourists,

generating economic benefits for the local economy. Visitors spending on accommodations, dining, and shopping can inject revenue into the community, supporting local businesses and creating job opportunities in the hospitality and tourism sectors.

**Educational Opportunities:** The Kingsway Telephone Exchange can serve as an educational resource, offering insights into the history of telecommunications and technological innovation. Interactive exhibits, guided tours, and educational workshops provide visitors of all ages with opportunities to learn and engage with the material, fostering a culture of lifelong learning.

**Cultural Enrichment:** Converting the exchange into a cultural attraction enriches the cultural landscape of the region, providing a platform for artistic expression and cultural exchange. Art installations, performances, and exhibitions can showcase local talent while celebrating diversity and promoting cross-cultural understanding.

**Adaptive Reuse and Sustainability:** Repurposing existing infrastructure like the Kingsway Telephone Exchange promotes sustainable development by minimizing waste and conserving resources. Adaptive reuse reduces the need for new construction and preserves the architectural heritage of the building, contributing to the overall sustainability of the built environment.

**Public-Private Partnerships:** Collaboration between public agencies, private investors, and community organizations is essential for the successful transformation of the exchange into a cultural attraction. By pooling resources, expertise, and networks, stakeholders can leverage their strengths to develop and sustain a vibrant cultural destination for generations to come.

In conclusion, repurposing the Kingsway Telephone Exchange into a visitor and cultural attraction offers a multitude of benefits, including historical preservation, community engagement, economic growth, educational opportunities, cultural enrichment, sustainability, and collaboration. By embracing this transformational project, stakeholders can create a lasting legacy that celebrates the past while shaping the future of the community and region.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 40 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Daniel van Vuuren

Address: Plot 62154 Gaborone

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: Allowing the people of London and the world explore, engage and appreciate the history and heritage of the tunnels would most definitely add to the global cultural dynamic and historical preservation initiatives.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Luis Esguevillas

Address: ABR London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:Excellent initiative. The Promoters should get all the help they need for repurposing this piece of history and creating jobs. London needs these initiatives.

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr win man

Address: Gerrard 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:It's s great idea

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr David EH Yeoh

Address: 299-18-01, Menara Bangsar Jalan Maarof, Bukit Bandaraya Kuala Lumpur

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I support preservation of this iconic structure and converting it into a tourism project supporting history. This project will also support the growth of other industries thus stimulating the economic growth of London

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Guy Brook

Address: Stone Cottage Main Street MARKET HARBOROUGH

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This is an outstanding proposal. Its well thought through, visionary and given the chance, could become an iconic London attraction.

The Promoters should get all the help they need for repurposing these iconic tunnels. It will also boost the economy, creating jobs in a challenged area of the capital and do much to promote the capital.

London needs these initiatives to continue being perceived as a world class city

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Miss Heidi Bryant

Address: 5 Ploughmans Way Boxley Downs

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I support this planning application. A great way to reinvigorate these tunnels , create much needed new jobs and create a new attraction for residents and tourists alike

Thank you

Heidi Bryant

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Ms Helen McDowell

Address: 52 Carysfort Rd London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The area has suffered greatly since covid/hybrid working - this would bring visitors in and boost the local economy. And a fantastic historical site which should be preserved.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Michael Brown

Address: 24 PYOTTS COPSE, Old Basing, Basingstoke RG24 8WE

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: In an era when it's easy to be jaded and where everything claims to be unique or special, The Tunnels really can stake the claim that it would become a Global one-of-a-kind immersive venue with some authority. For anyone who revels at the prospect of being entertained, The Tunnels is a huge development by any benchmark, putting it at the very forefront of venues anywhere in the world. And to think its sitting under our feet, steeped in history and soon (I hope) to be shared with the world.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Dr Geoff Ferreira

Address: 9 Wakelins End Cookham Maidenhead

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Although I don't live in the area I very much support the application of The London Tunnels to preserve and develop the series of tunnels under High Holborn. I would certainly want to visit and I feel it would become a popular tourist destination. It will preserve and open to the public this historic and unusual location. There will be a financial benefit to the locality and access is easy with existing public transport.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Adam Pollock

Address: 18 Camberwell Grove London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other
- Residential Amenity

Comment: I am a massive fan of this development which I have personally visited so speak from a position of knowledge as well as having been a lifelong resident of Greater London.

London is heavily reliant on tourists to keep its economy buoyed and to that end needs to provide new and exciting attractions.

London Tunnels will provide a major attraction in a part of London that is light on such amenities.

Not only will the immediate area in Holborn benefit, but also that of wider London.

I urge the Committee to vote in favour of this excellent project along with all its associated development requirements.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Lawrence Yew

Address: 95, Jalan SG 9/2, Taman Sri Gombak Batu Caves

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: It is a great idea to have something redundant made into an asset that is good for visitors of London to understand some of the history left behind by the tunnel.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Maggie Lai

Address: KL KL KL

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: Good idea to attract more tourist

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Dr Lai Meng Looi

Address: 111 Jalan 12/14 Petaling jaya Petaling Jaya

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This will be an iconic historical landmark. Both locals and tourists would love it.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Alistair Sommerlad

Address: Museum of Military Intelligence Shefford

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The Military Intelligence Museum Trust wholeheartedly supports this application. It is a rare opportunity to preserve an important and currently invisible record of the history of 20C London and the efforts of civilians and servicemen alike to defend the UK, from WW2 through the Cold War. The proposal places due weight on the importance of commemoration, heritage and education, and the potential for this heritage to be made available in an imaginative and sustainable way to millions of visitors is inspiring. If the plans are delivered as proposed London will acquire a heritage attraction of international significance. The Military Intelligence Museum Trust houses the National and official collections and archive. We would be pleased to support this application with practical advice and historical evidence.

# Comments for Planning Application 23/01322/FULMAJ

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Stephan Fels

Address: 801 S Financial Pl Apt 3312 Chicago

## Comment Details

Commenter Type: Member of the Public

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

Comment Reasons:

- Noise

Comment: I would like to know more about the specifications of the following equipment planned on Furnival Street:

REINSTATED PRECAST CONCRETE VENT WITH ACOUSTIC LOUVRE BEHND

More specifically, what is the expected noise level (in decibels)?

Thanks,

Stephan Fels

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 41 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

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Case Officer: Anastasia Tampouridou

## Customer Details

Name: Ms Maria Nieves Garcia Somoza

Address: Bierbaumstraße 1, 81243 München Munich

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:supporting this amazing project to become a reality as soon as possible!

## Adjei, William

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**From:** PLN - Comments  
**Subject:** FW: London Tunnels Plc ref 23/01322/FULMAJ. New notice posted 18.04.24 My Repeat Ojection

From: Julie Birri  
Sent: Saturday, April 20, 2024 9:06 AM  
To: Tampouridou, Anastasia <Anastasia.Tampouridou@cityoflondon.gov.uk>; PLN - Comments <PLNComments@cityoflondon.gov.uk>  
Subject: London Tunnels Plc ref 23/01322/FULMAJ. New notice posted 18.04.24 My Repeat Ojection

THIS IS AN EXTERNAL EMAIL

Good morning Anastasia

2ND Objection

Having seen the NEW notice posted in Furnival At on 18.4.24 .  
I wish to voice my strong objection to the planning permission request .  
As resident in flat 6 35 Furnival Street this would greatly impact our quality of life noise extra footfall in such a small street with limited pavement width .  
The thought of the demolish and works would be cause immense stress for all residence .  
Let alone the access to tunnels fire escape hazards etc.  
As stated in the notice this would also affect the settling of listed buildings and character of conservation Area Chancery Lane .  
We are adamant that this would not benefit the area in any way in fact it would have a detrimental impact.  
Please ensure my objection is noted and confirm receipt of my email.

Mr & Mrs Birri  
Flat 6  
35 Furnival Street  
EC4A 1JQ

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

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Re-consultation: Due to amended details

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Andrew Green

Address: CoL London

## Comment Details

Commenter Type: Other

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

Comment Reasons:

- Other

Comment: TEST COMMENT - PLEASE IGNORE

36-37 Furnival Street,  
London,  
EC4A 1JQ

27/04/2024

Dear Sir/Madam,

### **Representation from Furnival Management Limited**

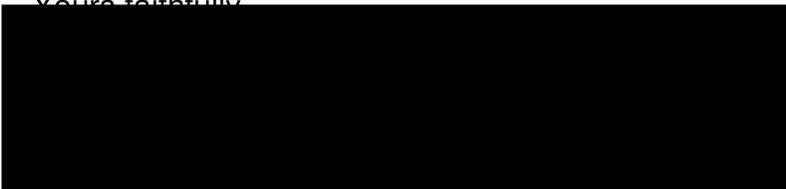
We refer to the Re-consultation published on 23/04/2024 in respect of the planning application at 38-39 and 40-41 Furnival Street (with reference 23/01322/FULMAJ).

The new amended details do not address any of the issues we outlined in our objection dated 29 January 2024.

We therefore reiterate our objection to this planning application for the same reasons outlined in our letter submitted on 29 January 2024.

Separately, we note a number of supporting comments received towards this application, coming from people from very remote places (e.g. Dubai, Belgium, etc.). Obviously, these supporting comments come from people who do not live in the direct vicinity of the proposed project, and would therefore not suffer from the adverse consequences of living close to such a project (with regards to noise, traffic, access, potential structural damages to adjacent buildings).

Yours faithfully,

A large black rectangular redaction box covers the signature area. To the right of the bottom edge of the box, there is a dotted line indicating the end of the signature.

Duly authorised for and on behalf of:  
Furnival Management Limited  
Aston House  
36-37 Furnival Street  
London  
EC4A 1JQ

# Comments for Planning Application 23/01322/FULMAJ

## Application Summary

Application Number: 23/01322/FULMAJ

Address: 38 - 41 Furnival Street London EC4A 1JQ And 31 - 33 High Holborn WC1V 6AX

Proposal: Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction (Use Class F1(b)(c)), including bar (Sui Generis); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with ancillary retail at first and second floor levels and ancillary offices at third and fourth levels, excavation of additional basement levels at 40-41 Furnival Street and 38-39 Furnival Street, and widening of lift shaft at 38-39 Furnival Street; creation of new, pedestrian entrance at 31-33 High Holborn, to provide secondary visitor attraction entrance (including principal bar entrance), deepening of lift shaft at 31-33 High Holborn; provision of ancillary cycle parking, substation, servicing and plant, and other associated works (Duplicate application submitted to the London Borough of Camden as the site area extends across the borough boundary).

Re-consultation: Due to amended details

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr James Hacking

Address: 42 Micklethwaite Road London

## Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: It's high time there was something in Holborn to help re-ignite the area and this is a wonderful project and all below ground so no eyesores.

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Re-consultation: Due to amended details  
Case Officer: Anastasia Tampouridou

## Customer Details

Name: Coralie Murphy

Address: Flat 15 34-35 Furnival St London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: My objection of 11/01/24 remains, please include the text in this one in this one. I have tried to read the updated documents on-line but they are causing by browser to hang.

My primary objection is the deliveries, I've managed to read some of the amended Delivery & Service Plan and I note that there is still:

Up to 14 vans expected in Furnival Street between the hours of 20:00-22:00 and 07:00-08:00 during exhibition setting up etc. This is not acceptable because of the noise to the residents, the potential for blocking the road, the queuing which will be outside the bedrooms in 34-35 Furnival St. These numbers suggest a delivery every 12 mins assuming they are evenly spaced which they will not be. These hours are not allowed during Construction normally but they are proposed for Operations !

The Delivery and Servicing Plan 3.3.5 suggests vans will be 5.8m long which is not a standard van length (6-6.4m). Even sec 5.42 of that documents refers van length of 6.43m

Sam Fitzpatrick  
Planning Officer  
By email: [REDACTED]

02 February 2024

**REF: 2023/5103/P**

Dear Sam,

**RE: Support for the London Tunnels Project and the Fulwood Place Scheme**

I am writing on behalf of Central District Alliance to express our full support for the ambitious London Tunnels project, including the integral Fulwood Place Scheme at 31-33 High Holborn. This project represents a significant opportunity for economic, cultural, and historical enrichment within our community. By opening up the mile-long WWII tunnels, we anticipate a rejuvenation of local business, increased tourism, and educational engagement, projecting an economic uplift of £60-£80 million annually for the area.

The Fulwood Place Scheme is pivotal to this vision. It proposes a thoughtful restoration and enhancement of the building's façades, respecting its historical significance while addressing current needs for functionality and public interaction. This scheme specifically targets the revitalisation of the High Holborn façade, an area that has seen various modifications over the years, to restore its architectural integrity and visual appeal. The focus on technical feasibility, particularly the strategic enhancement of the alleyway and rear façades, ensures the London Tunnels project's success by integrating modern requirements with heritage preservation.

Moreover, the scheme aims to reinstate lost heritage details and declutter the façade from non-original additions, thereby improving the visual cohesion across High Holborn. Such meticulous attention to detail not only enhances the area's aesthetic but also aligns with Camden Council's planning policies on sustainable development and cultural heritage conservation.

We urge the Camden Council to recognise the transformative potential of the London Tunnels project and the Fulwood Place Scheme. Together, they promise to bring lasting benefits to our district, fostering a vibrant, culturally rich, and economically robust community.

Thank you for considering our support. We are committed to collaborating with all stakeholders to realise this project's full potential for High Holborn and the wider Camden community.

Yours sincerely,

[REDACTED]

Debbie Akehurst  
Chief Executive

# Comments for Planning Application 23/01322/FULMAJ

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Re-consultation: Due to amended details

Case Officer: Anastasia Tampouridou

## Customer Details

Name: Mr Mike Fairmaner

Address: Fleet Street Quarter 160 Fleet Street London

## Comment Details

Commenter Type: Other

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Other

Comment: I am writing in support of the above application to convert the disused tunnels under Holborn and Kingsway into a major visitor attraction.

The proposal brings into use a long under-used asset and provides a brand new visitor attraction to a part of London that suffers from being overlooked by its more famous neighbouring attractions such as St Paul's Cathedral and Covent Garden. It will also provide a much needed new offer for people working in the area to socialise after work, and help make the area more attractive as an office location.

Along with the proposed Museum of London opening in 2026, the combination of the two will really put the area on the map as a visitor attraction worthy as a full day out, rather than lose visitors to other destinations.

We understand that likely visitor numbers could average 5,000 per day and this will strengthen the retail offer along Holborn and support the other retail businesses, as well as boosting the weekend business that is much needed.

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