

Background papers:

Letter, DP9 on behalf of Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited, 9th October 2018

DGM/LO/DP2294

9 October 2018
City of London Corporation Built Environment Department
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FAO: Catherine Linford

Dear Madam,

**STONECUTTER COURT, 1 STONECUTTER STREET AND 81 FARRINGDON STREET,
LONDON, EC4A 4TR
APPLICATION REFERENCES: 18/00878/FULMAJ AND 18/00879/LBC**

We write on behalf of our clients, Farringdon Street Partners Limited and Farringdon Street (Nominee) Limited, with regards to the two aforementioned applications.

Having undertaken a thorough review of the supporting application documents alongside a team of specialist consultants, we set out within, the observations, comments and recommendations that our clients have with the proposed redevelopment of Stonecutter Court and 81 Farringdon Street.

Background

In October 2013, our clients secured planning permission for the demolition of the Fleet Building and construction of a new office building (Use Class B1) at 25 Shoe Lane, known as Plumtree Court, comprising a total of 113,817sqm. The site is bound to the south by Stonecutter Street, which also forms the northern border to Stonecutter Court.

Plumtree Court is at an advanced stage of construction and the surrounding public realm works are due for completion in Q2 2019.

Our client also currently occupies River Court, located immediately opposite the subject property on St. Bride Street.

On the basis that appropriate safeguards are made by way of conditions to any consent, having regard to our comments below, our clients are supportive of the proposed redevelopment of Stonecutter Court and 81 Farringdon Street.

Observations, Comments and Recommendations

Our clients are in support of the overall principle of the redevelopment of these buildings, however there are some elements of the proposed development which we would like to comment on. These include:

1. Traffic movements during construction and operational stages of development;



2. Building operations using the proposed loading bay on St. Bride Street;
3. Relocation of motorcycle parking from St. Bride Street to Stonecutter Street;
4. Cooling towers and plume abatement coils;
5. The provision of terraces on floors 8, 10 and 12 (Stonecutter Street elevation); and
6. The provision of retail units on Stonecutter Street.

Our client's comments and suggestions on these areas are as follows:

1. *Traffic movements during construction and operational stages of development*

The completion of the Shoe Lane Quarter improvement scheme and neighbouring new developments immediately adjacent to Stonecutter Court, including Plumtree Court and 1 New Street Square, will result in higher pedestrian and bicycle flows, which will cause a conflict with increased traffic movements.

As the sole access to the site for construction purposes is via Shoe Lane, this means that all deliveries will pass the main pedestrian entrance and vehicle drop-off area to both Plumtree Court and 1 New Street Square.

Staging for construction is directly opposite our client's existing building on St. Bride Street, with its entrance for both employees and to the childcare facility directly opposite the staging area. The loading bay to this building is also located 150 metres further along St. Bride Street.

As there are no turning areas within the site, all vehicles will be required to manoeuvre in the highway to access the holding area. While in an initial review this appears suitable for smaller vehicles at the bottom of St. Bride Street, larger vehicles will be required to reverse onto Stonecutter Street or Little New Street, raising a safety concern.

In the proposal, all swept paths appear to have been completed using the previous road layout, prior to the implementation of the Shoe Lane Quarter improvement scheme. Following the completion of the new road layout and street furniture on Stonecutter Street, this manoeuvre may be impossible.

It is requested that the swept paths be updated using the correct baseline information and that a new traffic management plan provided, before we can make any further comments.

2. *Building operations using the proposed loading bay on St. Bride Street*

The current proposal provides a loading bay for operational day-to-day use which is designed to allow vehicles to reverse off St. Bride Street. This is contrary to the City of London's planning policy which states that vehicles should enter and exit in a forward gear.

Not only is this contrary to policy, but our clients are also concerned that it doesn't take into account the road safety implications of such a manoeuvre. The proposal would require vehicles to reverse over a footpath that will have high pedestrian and bicycle flows. It is also immediately opposite an existing taxi rank, whereby pedestrian movements and vehicular turning can be anticipated to be more frequent and sporadic.

From our engagement with the applicant it would appear that the loading bay itself provides adequate capacity and turning circles for vehicles to enter and exit in a forward gear, and should be conditioned as such.



There will be a total of 92 deliveries per day which equates to up to 15 deliveries during the busiest hour. The loading bay does not appear to be sufficient in size to avoid vehicles waiting on the street.

Our clients request that any deliveries to the development be scheduled to avoid peak hours of pedestrian movements in order to avoid potential accidents occurring.

3. *Relocation of motorcycle parking from St. Bride Street to Stonecutter Street*

The motorcycle parking currently located on St. Bride Street appears to be displaced across various locations. One proposed option includes relocating the motorcycle parking to the southern side of Stonecutter Street. This conflicts with the approved installation of the TfL bike stand on the south side of Stonecutter Street (at the Five Dials junction).

The preferred location, as stated in the application, would be to locate the motorcycle parking at Little New Street, complementing the Shoe Lane Quarter public realm improvements.

4. *Cooling towers and plume abatement coils*

The proposal includes two cooling towers located on the north side roof of the development (adjacent to Stonecutter Street). In certain atmospheric conditions, water vapour will plume from the top of the towers without abatement coils, resembling billowing smoke.

Our clients' own planning consent was conditioned to provide plume abatement coils and we request that the applicant incorporates these in order to achieve the same aesthetic appeal, consistent with other neighbouring new developments.

5. *The provision of terraces on floors 8, 10 and 12 (Stonecutter Street elevation)*

The application shows the provision of outdoor terraces on floors 8, 10 and 12 for the use of occupants of the building. Our clients' recognise the need to provide amenity space for the enjoyment of office staff, however there is a concern about the location of these terraces and the extent that they will overlook into our clients' building.

Having met with the applicant to discuss this element of the scheme, we understand that they have agreed to review the landscape proposals on these terraces to provide an element of screening and privacy to our clients and their visitors, such that access is prevented to the northern edge of the terraces.

6. *Provision of retail units on Stonecutter Street*

The provision of retail floorspace on the corner of Stonecutter Street and St. Bride Street is included within the proposal and is welcomed. Consideration should be given to any A3 use given the prevalence of bars in proximity and the desire to sustain a quality of public realm, and clear access for the enjoyment of broader public and clients visiting both the new development and the 2 Stonecutter Street entrance of Plumtree Court. A consented retail use should appropriately constrain any free standing external licencing beyond the property entrances.

Conclusion

As noted above, the principle of the redevelopment of this site is supported by our clients. However, in order to fully support the scheme there are matters which need to be addressed.

It is clear from the content of this letter that our clients have reservations with some elements of the



development as currently proposed, but in highlighting those concerns, have also identified within this letter, ways in which they can be addressed and remedied.

Our clients and their advisors would be happy to further discuss the items raised and share any of the aforementioned solutions with the applicant so as to facilitate the delivery and approval of a scheme which is considered acceptable to all.

We would be grateful if you would acknowledge receipt of this letter to Louise Overton of this office.

Yours faithfully,

DP9 Ltd

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