

City of London Planning Department
Guildhall
London EC2

April 13th 2021

Dear Sir or Madam
Ref Planning Application 20/00997/FULEIA-The Salisbury Square Development

As Chair of the City Architecture Forum a body steeped in the built environment of the City of London I write to express my support for the planning application for the aforementioned Salisbury Square development.

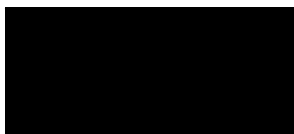
The proposed scheme to provide a new combined development incorporating a new cyber courts complex alongside a new HQ for the City Police together with an accompanying commercial block demonstrates high quality design combined with pragmatism and will act to cohesively continue the transformation of this key area of the City.

A considered quality of design and materials choice which embraces key design tenets of permeability, sustainability and greening will help drive long term change to the public realm in this important civic site which will deliver significant public benefits for future generations on the south side of this major City thoroughfare.

I hope that the City will support and approve the application.

Yours faithfully

Andrew Reynolds
Chair, City Architecture Forum



Dear Sir or Madam,

Planning Application: 20/00997/FULEIA

Salisbury Square Development

On behalf of the Fleet Street Quarter, a business-led Partnership which represents a number of businesses within the Fleet Street area, we would like to express our support for the planning application for the Salisbury Square Development.

The proposed new courts complex and Police HQ aid in cementing the City's reputation as an international legal centre, offering a renewed and definitive identity to the Fleet Street area. The development demonstrates a commitment to counteract the insular nature of the proposed law courts through the inclusion of better permeability around the development with enhanced public spaces and greening prospects. The additionally of the commercial space also offers exciting economic opportunities, including ground floor potential.

The scheme fits with the common goals of the Fleet Street Quarter; harnessing growth opportunities to reinvigorate and enhance the Fleet Street area into a vibrant district. Beyond this, the scheme demonstrates strong ESG ambitions through exhibiting sustainable practices, a commitment to cultural activation and accessibility. The emphasis on greening, air quality and sustainability for the scheme plays an important role in driving regeneration and investment for the area, which is particularly supported by the Partnership.

Concerns around construction management were also addressed, with the developers attending the Fleet Street Quarter December Board meeting, offering reassurance that this had been carefully considered and would be managed in an appropriate way. Carefully considered architectural design also ensures the new development blends coherently alongside the historic landscape across Fleet Street.

The various improvements to the public realm, additional greening and economic prospects that the scheme presents are welcomed and celebrated by the Partnership, particularly as we look towards a recovery from the recent pandemic. We hope the City Corporation will approve this application and continue to support the ongoing regeneration and enhancement of the wider Fleet Street area

Kind Regards,

Martha Grekos

Chair, FSQ Public Realm & Environment Steering Group

Fleet Street Quarter Partnership

From: [REDACTED]
To: [REDACTED]
Subject: Salisbury Square Development
Date: 17 April 2021 09:53:11
Attachments: [image001.png](#)

Dear Catherine,

Re: 20/00997/FULEIA

I was grateful to receive the letter from Gerald Eve LLP on 8th March, responding to the issues that we raised in our submission relating to this project.

We would strongly encourage the establishment of a consultancy committee as a contractual obligation, to ensure that good lines of communication are established and maintained throughout the proposed works.

Vehicular access to St Bride's, particularly for weddings, funerals and memorial services, is only possible via Salisbury Square. For this reason, were it to prove necessary at any point during the building work to suspend through access from Fleet Street for safety reasons, we would request that access is made possible from the south side of Salisbury Square. We would also request that disabled parking and parking for deliveries is temporarily repositioned in Salisbury Square, should the need arise for the existing parking provision to be suspended at any time during the works.

Subject to these considerations being upheld by contractual obligations, we are broadly supportive of this development, recognising that it will bring significant gains to the Fleet Street area, and we are grateful that a number of our concerns have already been addressed.

Best wishes,

Alison Joyce

The Revd Canon Dr Alison Joyce
Rector
St Bride's Church
Fleet Street
London
EC4Y 8AU



Hi Tim,

Thanks very much for your and your team's time in presenting the Salisbury Square development at CoLAG's last meeting on 31 March.

I wanted to confirm in writing the main points from the consultation and particularly to bring to your attention some points which there was insufficient time to raise on the day, or which have subsequently been communicated to me.

I realise that the planning committee meeting which you are targeting is imminent, but hope it will not be too late for the points below to be taken into account when finalising the design of the Salisbury Square development. Unfortunately I haven't been able to get back to you before now, having been flat out with another CoLAG consultation and other commitments, whilst I didn't initially have your email address.

Points made at consultation

Some of the key points previously raised at the consultation itself were as follows:

External:

- concerns about particularly security, but also aesthetics trumping accessibility
- availability of sufficient disabled parking bays sufficiently close to - i.e. within a manageable walking distance of - the Salisbury Square development
- the net change in the number of disabled parking bays, taking into account that those in the court basement will not routinely be available to the public
- trying to ensure that the current GP parking bay becomes an accessible parking bay
- availability of sufficient taxi and other drop-off spaces sufficiently close to the development, where pavements are sufficiently wide to allow a ramp to be deployed
- the non-accessibility and potential trip hazard of the envisaged tapered steps, notwithstanding the point that these are intended as an aesthetic, rather than functional feature
- accessible lifts being of a sufficient size to accommodate mobility scooters
- tactile / blistered paving being restricted to pedestrian crossings

Internal:

- possibility of a second Changing Places toilet in the police station.

Other points

Other issues of concern, but which either may not have been (where my memory and / or notes fail me) or were definitely not raised on the day, include the following:

External:

- distance of relocated bus stop to east of development in view of hostile vehicle mitigation (HVM) should not extend walking distance so as to preclude access for those with mobility impairments

- ensuring sufficient width between bollards and planters at pedestrian access points to enable use of mobility scooters and adapted bicycles and to facilitate easy wheelchair access, without the need to be very accurate in navigating between obstructions
- making more obvious / easy to identify accessible parking bays (in terms of logo on tarmac and demarcation edging)
- making sure that any access gates on scissor / platform lifts open automatically / controls are easy to locate, reach and operate
- provision of some extra wide cycle parking spaces for adapted bicycles, given that none are visible on the plans
- limiting use of tactile paving to only where necessary in order not to restrict accessibility for people with proprioceptive, as well as general mobility impairment
- use specific guided rather than tactile paving to navigate people around bicycle parking spaces, so as to maximise accessibility for those with mobility and / or proprioceptive impairments

Internal / External:

- all accessible lifts feature controls which are easy to locate, reach and operate

Internal:

- increasing the number of accessible entrances into the court building
- consider providing a safe wheelchair refuge on the ground floor of the court, police and commercial buildings (beyond legal requirements) and in Salisbury Court in the event of designated escape routes being blocked
- could the number of ramps on the first and third floors of the court building be reduced without contravening the regulations concerning the location of judges on raised podia and without compromising accessibility to the crown court hearing rooms, given that it could be quite exhausting for a wheelchair user to navigate so many ramps on a regular basis?

If the team responsible for designing the Salisbury Square development were to be able to take on board the above comments, including those which were not made at the time of the consultation meeting on 31 March, I would be extremely grateful.

I am also attaching this email as a Word document for ease of reference.

Many thanks,

Amanda

Amanda Jacobs
Chair, City of London Access Group (CoLAG)

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

From: Mahon, Christopher [REDACTED]

Sent: 20 April 2021 14:46

To: Stokley, Gemma [REDACTED]

Subject: Demolitions on Fleet Street

Hi Gemma,

I do not know if you are the appropriate person to contact but I just saw the plans to demolish some of the wonderful heritage buildings on Fleet Street, that I gather is due to be decided on Thursday.

Please, as a worker in the area, can I register my objection to destroy the fabric of a world famous street. Imagine trying to do this in Paris or Prague? It is a scandal that the City of London is even thinking about demolishing some of these frontages. Surely with a bit of imagination you would be able to at least retain the exteriors.

May I ask you to kindly record my strong objection and ask for City of London to reconsider their application.

Thank you,
Christopher.

To: [Stokley, Gemma](#); [Evans, Catherine](#)

From: [REDACTED]

Subject: Demolitions on Fleet Street

Date: 20 April 2021 17:49:15

Hi Gemma and Catherine,

I have seen the plans to demolish some of the historic and culturally rich buildings on Fleet Street.

This feels incredibly short sighted and I would like to register a strong objection to the plans. With abit more innovation and effort a solution that gives you what you need but retains at least the exterior must be possible - look at the fabulous recent example at park crescent regents park. Please turn this into a positive rather than a loss and reconsider this application.

Kind regards,

Claire Mahon

Aviva: Public

Aviva plc, registered Office: St. Helen's, 1 Undershaft, London EC3P 3DQ. Registered in England No.

02468686. [https://gbr01.safelinks.protection.outlook.com/?](https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.aviva.com%2F&data=04%7C01%7C%7Ce3c9f2a52604432f899408d9041c3ac2%7C9fe658cdb3cd405685193222ffa96be8%7C1%7C0%7C637545341548614351%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IklhaWwiLCJXVCI6Mn0%3D%7C1000&sdata=HwgSUKN%2FOa4h%2BQPgxe9QBVD2GnBRTSAt7ryKqrD7g3I%3D&reserved=0)

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**Chief Planning Officer and Development Director
Department of the Built Environment
City of London
PO Box 270,
Guildhall,
London EC2P 2EJ**

20 April 2021

FAO Catherine Evans

Dear Sirs,

**Applications 20/00997/FULEIA, 20/00996/LBC and 20/00998/LBC
The Salisbury Square Development, London, EC4**

We write with reference to the above site and to the above application which are being considered by the Special Sub Committee of the Planning and Transportation Committee at its meeting on Thursday, 22nd April, 2021. We are writing on behalf of our clients, the owners of 8 Salisbury Square which adjoins the application site.

We previously wrote letters expressing concern at the impacts of the scheme upon our client's property. These related to closing off Primrose Hill, compelling the use of shared servicing facilities, reducing the accessibility of the property, and the position of building lines to the south west corner of Salisbury Square and Primrose Hill which reduced the development potential of our client's site.

The applicants have produced revisions to the scheme which we have been shown and which have been discussed with us. These revisions address our client's principal concerns and providing they are not diluted or removed by subsequent applications, are constructed on site, form part of the finished scheme and are subject to an agreed management process, then our client is able to support the application in its revised form.

I would be grateful if you could draw this letter to the attention of the Sub-Committee so it may form part of their consideration of the application. In the meantime, should you have any queries or would like to discuss matters further, please do not hesitate to contact

Yours sincerely,



**Greg Dowden
Planning Director**

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: 20/00997/FULEIA - The Salisbury Square Development
Date: 20 April 2021 23:11:42

Dear Ms Evans

I wish to write in support of this development.

I am Chairman of the Temple Bar Trust, Curator-in-Chief of New London Architecture, Chairman of the London Society, an Hon Fellow of the RIBA, an Academician of the Academy of Urbanism and Fellow of the Royal Society of Arts. I was a member of the previous Mayor of London's Design Advisory Group and I am one of the current Mayor's Design Advocates. I am a Past Master of the Worshipful Company of Chartered Architects.

Since Temple Bar was once a key Fleet Street landmark I feel it is appropriate for me to suggest that this project reflects the best of the tradition of development of the City of London where high quality new architecture respects historic form and character while delivering buildings suited to their time.

Fleet Street has been a sad place since the newspapers left. Occupiers turned their back on this important civic thoroughfare. The Law Courts Building will create a civic presence on Fleet Street and will give the area a much needed sense of purpose. Its hinterland will be further activated by the rest of the development with its characteristic, pedestrianised streets and open space. That this centre for justice is located close to the Temple, where there have been lawyers for 700 years, has great resonance.

Eric Parry's increasingly varied portfolio of work in the City of London is well deserved. He exhibits an uncanny understanding of the genius loci, his buildings are of their time but also have a timeless quality. I believe these new buildings will enhance the distinctive character of the area and I trust the Committee will concur.

Yours sincerely

Peter Murray



TO WHOM IT MAY CONCERN

21 April 2021

Ref: Planning Application: 20/00997/FULEIA - The Salisbury Square Development

I am writing in support of the proposals submitted to the City of London for the redevelopment of the Salisbury Square site which has been designed by Eric Parry Architects.

I am a Professor of Urban Studies at the London School of Economics and Political Science (LSE) and have been an adviser on architecture and urbanism to the Mayor of London and other public and private organisations internationally.

The LSE is very close to the Salisbury Square development site and I am extremely familiar with the area. In particular, I have studied the urban character of the wider neighbourhood and regularly take graduate students to visit the network of spaces from Whitefriars Street through Hanging Sword Alley to Salisbury Square and Salisbury Court as an example of extremely low quality of public space in this part of the City of London.

The experience of these labyrinthine, blank, soulless spaces with no relationship between buildings and open spaces stand out as the negative examples of post-war development. Despite the presence of some historic structures, the immediate environs of Fleetbank House are unfriendly and aggressive despite their location in the midst of some of the finest pieces of urbanism anywhere in London – from the rich texture of Middle Temple to the intimate scale of the spaces around St Bride's Church.

The proposed redevelopment is a carefully judged and sophisticated design that will transform the area for the better. It will create a legible, permeable and familiar pattern of pedestrian routes that connect with the surroundings. It will completely change the relationship between the new buildings and their immediate open spaces, re-establishing the traditional interface between building occupiers and the public realm which is such a distinctive quality of the City of London.

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Houghton Street
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United Kingdom

LSE Cities

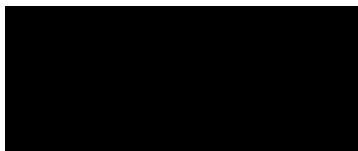
Professor Ricky Burdett
Professor of Urban Studies
Director, LSE Cities

The co-location of the Courts with the City of London Police headquarters makes intelligent use of the site's natural contours without impacting negatively of the ground floor. In fact, the new uses will open up Fleet Street, Salisbury Square and surrounding streets to a new (and much-needed) dynamic that will enliven and animate the urban experience at different times of day. It will give this part of Fleet Street a civic purpose since its demise as London's press and media hub.

Importantly, the design by Eric Parry Architects has maintained the appropriate scale and texture by breaking down the scheme into three distinct buildings – each with their own architectural expression - linked by public open spaces, rather than one monolithic groundscraper. As a result Salisbury Square returns to being a proper urban square, with clear access routes through and across it and strong relationship to its building entrances. The retention of the only listed building on the site as a public house reflects the architectural sensitivity of the design approach.

Having studied the proposals in depth, I am convinced that Eric Parry Architects have responded in imaginative, pragmatic and urbanistically sensitive way to the complex development brief. They have made the most of a complicated site with enormous potential. As in other projects in the City of London and across the capital, they have crafted a design approach that is intelligent and robust. This approach is to be welcomed and encouraged in the City of London.

Yours sincerely



Ricky Burdett CBE
Professor of Urban Studies
Director, LSE Cities
London School of Economics and Political Science

From: [REDACTED]
To: [REDACTED]
Subject: FW: Ref Planning Application: 20/00997/FULEIA - The Salisbury Square Development.
Date: 21 April 2021 11:15:48

From: President [REDACTED]
Sent: 21 April 2021 11:13
To: Evans, Catherine [REDACTED]
Cc: Richards, Gwyn [REDACTED]
Subject: Ref Planning Application: 20/00997/FULEIA - The Salisbury Square Development.

Dear Ms Evans,

I am writing in support of the proposed development for Salisbury Square, the public art benefit and civic design. Fleet Street is a major artery and it is particularly important that the design for this façade of the building includes a significant public art commission on two levels. The artwork will work sensitively with the scale of the building and the proposed materials to preserve the city character while developing a building for the future.

With my kind regards,

Rebecca Salter PRA

Rebecca Salter
President

Royal Academy of Arts



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From: PlnComments@cityoflondon.gov.uk
To: [PLN - Comments](#)
Subject: Comments for Planning Application 20/00997/FULEIA
Date: 21 April 2021 14:00:00

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

Comments were submitted at 1:59 PM on 21 Apr 2021 from Mrs Anna Hart.

Application Summary

Address: Land Bounded By Fleet Street, Salisbury Court, Salisbury Square, Primrose Hill & Whitefriars Street, London, EC4Y

Proposal: a) Demolition of existing buildings, comprising 69-71 Fleet Street, 72-78 Fleet Street (Chronicle House), 80-81 Fleet Street, 8 Salisbury Court, 1 Salisbury Square, 35 Whitefriars Street (Hack and Hop public house), 36-38 Whitefriars Street, and 2-6 Salisbury Square (Fleetbank House); b) Part demolition of 2-7 Salisbury Court (Grade II) and carrying out of works including remodelling at roof level, formation of new facade to south elevation, part new facade to west elevation and new core and part new floors. Part replacement fenestration, new plant and other works associated with change of use to drinking establishment with expanded food provision (sui generis); c) Erection of three new buildings: 1). A combined court building (Class F1), 2). A police headquarters building (sui generis), and 3). A commercial building including offices, retail and cycle hub (Class E); d) Creation of shared basement for emergency response vehicles, parking, mechanical, electrical and plumbing (MEP), and ancillary functions associated with the three new buildings, with ingress and egress from Whitefriars Street; e) Public realm and highway works, including enlarged Salisbury Square, landscaping, access and servicing arrangements, new pedestrian routes, hostile vehicle mitigation (HVM) measures, and bicycle and vehicle parking; f) Dismantling, relocation and reconstruction of Grade II listed Waithman obelisk within Salisbury Square; g) Other associated and ancillary works and structures.
This application has been submitted alongside two applications for listed building consent (20/00996/LBC and 20/00998/LBC). (Full Proposal can be viewed here: https://www.planning2.cityoflondon.gov.uk/online-applications/files/D884AE456F4EE5B5985AB871870383F3/pdf/20_00997_FULEIA-FULL_APPLICATION_PROPOSAL-494132.pdf)

Case Officer: Catherine Evans

[Click for further information](#)

Customer Details

Name: Mrs Anna Hart

Email: [REDACTED]

Address: 7-9 Northgate Buildings BATH

Comments Details

Commenter Type: Other

Stance: Customer objects to the Planning Application

Reasons for comment: - Other

Comments: Please note: The views expressed in this response reflect those of the author and are written on behalf of the Art Deco Society UK. They in no way represent the views of any other

organisations that might be associated with the author, either present or past.

Having considered the impact of the application in question, the Art Deco Society UK (ADSUK) wish to object to the proposal for the following reasons.

The bar for national listing, or designation, is high; not least for twentieth century buildings and structures. The decision by the Secretary of State to issue Certificate's of Immunity in respect of several of the buildings identified as part of this application, must not be seen as a green light for their demolition. The buildings in question are considered to be non-designated heritage assets, which possess historic and architectural merit in their own right, have significant embodied energy as well as making an important and positive contribution to the prevailing character and appearance of the Fleet Street Conservation Area, and wider setting of the Whitefriars Conservation Area.

On the subject of the impact of the proposals on the significance of these locally important non-designated heritage assets, the applicant's own heritage statement is clear.

We are told that the proposal would have a major adverse, permanent impact on the non-designated heritage assets identified and that the resulting impact on the Fleet Street Conservation Area would be 'Permanent (significant) moderate-adverse'.

The resulting harm cannot be mitigated. There is scope here to identify an alternative solution which retains the existing locally important buildings and integrates them into a creative and sustainable scheme, which respects and enhances the character of the Conservation Area. In its current form, the proposal misses this opportunity and should be resisted in the interest of preserving the historic environment for this and future generations and sustainability.