

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	14 November 2017
<b>Subject:</b> Broken Wharf House 2 Broken Wharf London, EC4 Change of use to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).	<b>Public</b>
<b>Ward:</b> Queenhithe	<b>For Decision</b>
<b>Registered No:</b> 17/00712/FULL	<b>Registered on:</b> 26 July 2017
<b>Conservation Area:</b>	<b>Listed Building:</b> No

### Summary

The application relates to Broken Wharf House and Gardners Lane. High Timber Street abuts the north side of Broken Wharf House, Sir John Lyon House and Gardners Lane are to the east, the River Thames is to the south and Broken Wharf is to the west.

Broken Wharf House dates from the mid-1970s. The building has seven storeys plus a basement.

The site benefits from an extant residential permission which authorises demolition of the existing building and redevelopment of the site for 36 apartments with retail or office use at ground floor level (Use Classes A1, A2, A3 or B1, 190sq.m). This permission has been part implemented but the existing building remains on the site, construction of the new building has not started, and residential occupation has not commenced. By virtue of the part implementation of this permission the previous office use on the site is spent. The residential use has not commenced. Therefore there is no extant lawful use.

The site is not listed and not within a conservation area. It is within the St Paul's Heights Area, in Monument Views and the background assessment area of the Alexandra Palace, Parliament Hill and Kenwood protected vistas as defined by the London View Management Framework.

Planning permission is sought to convert the existing building to an apart hotel use (Class C1, 113 units) with ancillary gym, workspace and restaurant facilities. Associated external works include an extension at roof level to provide additional hotel accommodation (60sq.m), new glazing at ground and

first floor level on the west elevation (Broken Wharf, 40.6 sqm) and the replacement of certain windows.

21 letters of objection have been received from local residents raising concerns over the servicing arrangements, impact of the scheme on residential amenity, highway impact and design.

The potential loss of the permitted 36 apartments would not have a detrimental impact on the City's housing trajectory. The proposed apart hotel would support the business function of the City. The loss of potential flexible retail/office use would to a degree be mitigated by the provision of ancillary retail space and work space within the apart hotel.

The matters raised by local residents have been given careful consideration. The submitted daylight and sunlight survey shows that the development would be BRE compliant. An Operational Management Plan would be required by condition in order to ensure that the premises would be managed so as to have minimal impact on local residents.

The proposed servicing is from Gardners Lane which is a private street and arrangements would be similar to those used by the existing building. Details of a Delivery and Servicing Plan would be required to ensure that the servicing of the site as a whole is properly managed.

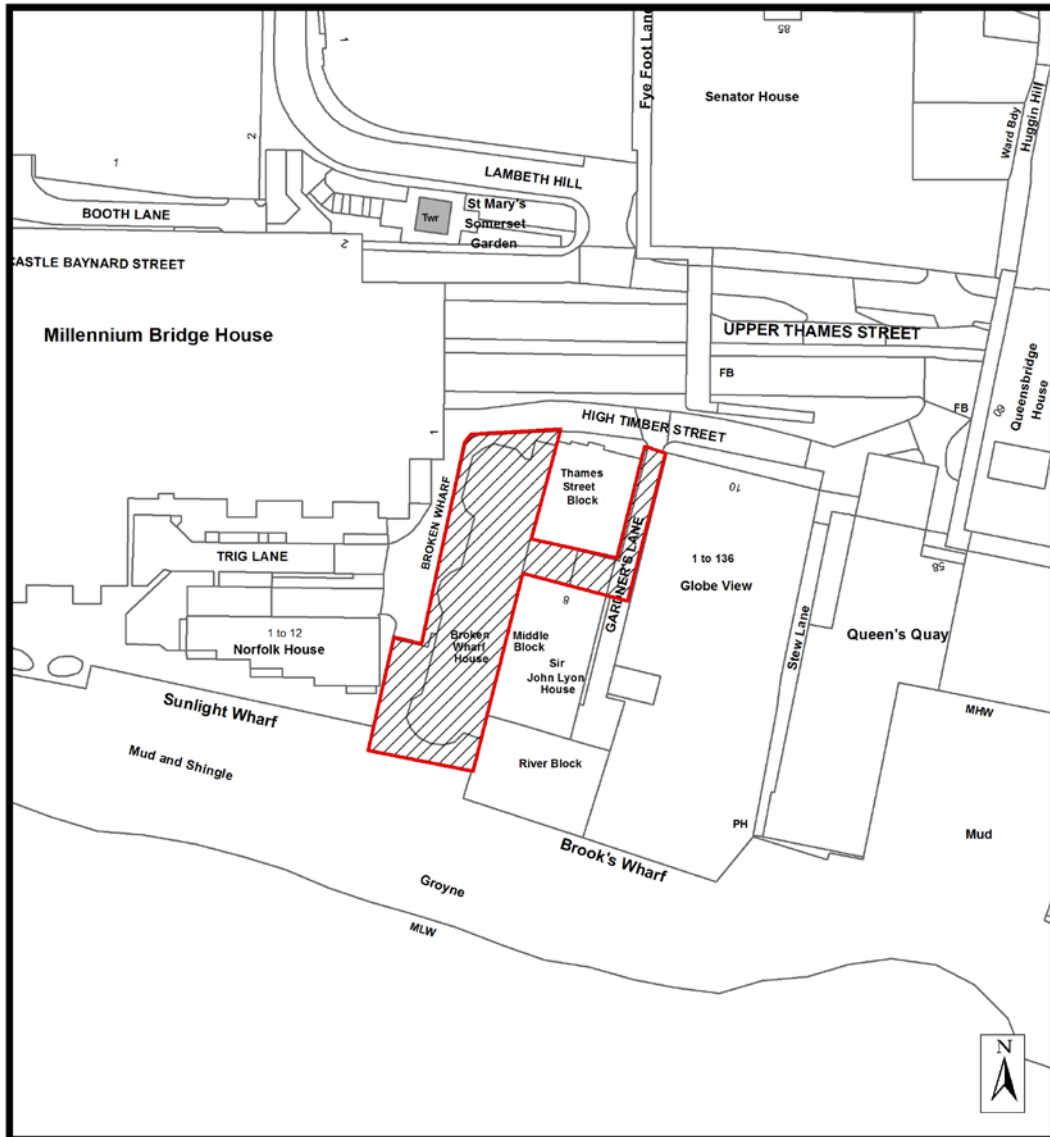
The scheme is acceptable in terms of access and sustainability.

### **Recommendation**

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

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

# Site Location Plan




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ADDRESS:

Broken Wharf House

CASE No.

17/00712/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Gardners Lane



Broken Wharf House looking south towards the River Thames

## **Main Report**

### **Site**

1. The application site comprises Broken Wharf House (5,216sq.m) and Gardners Lane.
2. High Timber Street abuts the north side of Broken Wharf House, Sir John Lyon House and Gardners Lane are to the east, the River Thames is to the south and Broken Wharf is to the west.
3. Broken Wharf House is a former office building that dates from the mid-1970s. The building has seven storeys plus a basement.
4. The site benefits from an extant residential permission which seeks to redevelop the site for 36 apartments with retail or office use at ground floor level (Use Classes A1, A2, A3 or B1, 190sq.m). This permission has been implemented through commencement of demolition but neither construction of the new building nor residential occupation have commenced. By virtue of the implementation of this permission the previous office use on the site is spent. Therefore there is no extant lawful use. Further details on this matter are set out in the Relevant Planning History section of the report.
5. Gardners Lane is a private road that runs between Globe View and Sir John Lyon House. It provides access to the rear of Broken Wharf House.
6. The site is not within a conservation area or in close proximity to any listed buildings.
7. The site is within floodzone 3a as defined by the Environment Agency.
8. The residential blocks of Sir John Lyon House, Globe View and Norkfolk House are in close proximity to the site.

### **Relevant Planning History**

9. An application for planning permission was approved on the 26th March 2012 (referred to as the 2012 permission, 11/00469/FULMAJ) for the demolition of Broken Wharf House and its redevelopment for an eight storey building for residential use (36 apartments, Class C3) and use of part of the ground floor for use as retail or offices (Class A1, A2, A3 or B1) with servicing off Gardners Lane. A section 106 contribution of £600,000 has been paid towards affordable housing pursuant to the 106 Agreement linked to the permission.
10. Works have been undertaken in order to implement the 2012 permission. These include the removal of ducting and AC units, removal of 6th floor windows, stripping out of the 1st to 5th floors,

removal of a 1st floor balcony, strip out and re-configuration of the basement, removal of the front portico and removal of selected glazing in the side elevation.

11. On the 28th April 2017 a Certificate of Lawful Existing Use or Development (CLEUD) was granted to confirm that the works are material and constitute the implementation of the 2012 permission.
12. No further works have been carried out to implement the 2012 permission. The existing building remains on site and the approved new building has not been built.
13. The CLEUD certifies that sufficient development works have commenced to constitute the implementation of the 2012 permission subject to the site being redeveloped in accordance with the terms of the 2012 permission.
14. By virtue of the implementation of the 2012 permission the previous office use of the existing building and any permissions associated with its implementation are considered to be spent.
15. In the light of the status of the extant permission and the spent office use, it is considered that no lawful use currently attaches to the site. It should be noted that the application was advertised as a change of use from residential use to an apart hotel. However, in the preparation of this report it has been concluded that although the 2012 residential permission has been implemented by carrying out operational works, the change of use to residential has not taken place. However, it is not considered that this gives rise to any different considerations or that any interested person would be disadvantaged by the description.
16. There are other applications pertaining to the site but the works are not considered to be relevant to the determination of this application.

### **Proposals**

17. Planning permission is sought to convert the existing building to an apart hotel use (Class C1, 113 units) with ancillary gym, workspace and restaurant facilities.
18. Associated external works are proposed. These include an extension at roof level to provide additional hotel accommodation (60sqm), new glazing at ground and first floor level on the west elevation (Broken Wharf) to form a new entrance (40.6sq.m) and infill to the façade and the replacement of certain windows.

## **Consultations**

19. The application has been advertised on site and in the local press. The residential premises of Globe View, Sir John Lyon House, Norfolk House and Queens Quay have been individually consulted.
20. The views of other City of London departments have been taken into account in the preparation of this scheme and some detailed matters remain to be dealt with under conditions and the Section 106 agreement.
21. The Port of London Authority (PLA) have no objection in principle to the proposed development but have the following observations to make:
  - The proposed Travel Plan should be updated to include reference to river based transport in accordance with the PLAs Thames Vision (July 2016) and Transport for London's River Action Plan (February 2013).
  - Careful consideration should be given to any changes to existing external lighting to ensure it would not cause a hazard to river users or have a detrimental impact on river ecology.
22. The applicant has since updated the Travel Plan and details of any new lighting or alterations to existing external lighting would be required by condition.
23. The Environment Agency raises no objection to the application subject to the applicant undertaking a condition survey of the flood defence adjacent to the development to ensure that the river walls are good enough to protect the proposed development for its lifetime. Confirmation is required that:
  - The minimum statutory defence level and structural integrity of the flood defence wall (and associated structures) will be maintained at all times.
  - Lorries, heavy plant activities, loading of waste and other materials to be undertaken within reasonable distance from the flood defence to avoid damage to the defence.
  - Location of proposed outfall should be illustrated on a drawing.
  - Provide the report referenced 'Report on Approaches to Inspection, Maintenance and Replacement of River Wall forming Site Boundary with River Thames (Flood Defences), prepared by Cundall March 2011.

- To improve flood resilience finished floor levels should be above the 2100 breach level which is 5.81 m AOD from the 2017 Thames breach analysis.
24. The applicant has provided the required information to the Environment Agency and they are in the process of reviewing the details.
25. 21 objections have been submitted in respect of the proposal. The main concerns are summarised in the table below.

<b>Issue</b>	<b>Number of Objections</b>
<p><b>Servicing</b> – Servicing along Gardeners Lane would result in:</p> <ul style="list-style-type: none"> <li>• Noise and disturbance.</li> <li>• Traffic Jams. Extra traffic cannot be accommodated.</li> <li>• Vehicles damaging Sir John Lyon house.</li> <li>• Pollution.</li> <li>• Safety issues (there is no footway for pedestrians and additional vehicles would be using the lane).</li> <li>• Vehicles blocking Sir John Lyon House residents' garages, resident entrances and access along Gardners Lane.</li> <li>• There is an agreement between Broken Wharf and Sir John Lyon House. It allows Broken Wharf House to pass over the lane but is silent regarding any rights in respect of stopping, parking or unloading on that land. In consequence unless the residents of Sir John Lyon House grant such rights access for servicing from Gardners Lane the application is not feasible in practical terms.</li> </ul>	19
<p><b>Residential Amenity</b> in terms of:</p> <ul style="list-style-type: none"> <li>• Noise and disturbance from the servicing arrangements, comings and goings of users of the apart hotel, people standing outside smoking and the potential for tables and chairs on the river walkway.</li> <li>• Overlooking, particularly from the roof terrace</li> <li>• Impact on security</li> <li>• Loss of light from roof alterations</li> </ul>	17



<ul style="list-style-type: none"> <li>• The site is in a residential area.</li> <li>• The new entrance should be acoustically sealed with lobbied doors to prevent noise transmission.</li> <li>• Privacy screens should be provided in conjunction with the terraces at roof level.</li> <li>• Noise levels from plant and extraction equipment should be controlled.</li> </ul>	
<p><b>Highway Impact</b> – The proposal would generate:</p> <ul style="list-style-type: none"> <li>• Increased taxi drop offs would cause congestion along Gardners Lane and High Timber Street.</li> <li>• Increased congestion during and after construction.</li> </ul>	15
<p><b>Design</b></p> <ul style="list-style-type: none"> <li>• The proposal makes no attempt to improve the appearance of the building or enhance the public realm.</li> <li>• The scheme is not sustainable development.</li> <li>• The scheme is too high density for the site.</li> <li>• External alterations should be high quality.</li> </ul>	4

### **Policy Context**

26. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
27. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction and London Views Management Framework.
28. Government Guidance is contained in the National Planning Policy Framework (NPPF).

### **Considerations**

29. 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).

30. The NPPF states at paragraph 14 that ‘at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.....For decision-taking this means: approving development proposals that accord with the development plan without delay...’ It further 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’.

31. It states at Paragraph 7 that sustainable development has an economic, social and environmental role.
32. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
33. The principal issues in considering this application are:
- The extent to which the proposals comply with Government policy advice (NPPF);
  - The extent to which the proposals comply with the relevant policies of the Development Plan;
  - The loss of potential residential and flexible retail/office uses and a potential physical office premises
  - The provision of an apart hotel
  - The impact of the external alterations in terms of design and impact
  - on local and strategic views
  - Impact on residential amenity
  - Highway matters including servicing and parking
  - Acceptability of the scheme in terms of sustainability and access

### Loss of a potential Residential Use (Class C3)

34. A residential permission has been implemented on the site. However, the residential building has not been constructed and residential use has not commenced.
35. The site is within the Queenhithe residential area as defined by the Local Plan. Policy DM21.2 seeks to prevent the loss of existing housing. Given that the housing at the site does not exist, Policy DM21.2 is not applicable. Nevertheless, the loss of potential housing has been taken into account.
36. The City's Housing Trajectory indicates that new housing provision is running ahead of the Local Plan target and will continue to be above target throughout the Local Plan period. The loss of 36 units of permitted, but not existing, housing will not therefore have an adverse impact on overall housing delivery in the City.

### Loss of flexible potential retail and office space (Class A1, A2, A3 or B1) and a potential office building

37. The extant 2012 permission would provide 190sq.m of flexible office or retail use at ground floor level. The potential loss of this space is a material consideration.
38. The site is not within a Principal Shopping Centre or along a Retail Link as defined by the Local Plan. Policy DM20.3 seeks to resist the loss of isolated retail units outside PSCs and Retail Links that form an active retail frontage particularly A1 units near residential areas unless it is demonstrated that they are no longer needed.
39. Policy DM1.1 of the Local Plan seeks to resist the loss of office accommodation where the building or site is considered to be suitable for long term office use.
40. The proposed apart hotel would provide 245sq.m of ancillary workspace and meeting rooms and 204sq.m of ancillary restaurant space. Although primarily for guests of the apart hotel they would be available for use by non-guests. Such activity would contribute to enlivening the ground floor of the building. The provision of such space would be controlled by condition.
41. Notwithstanding the 2012 permission, regard has been given to the loss of a physical building that could potentially be converted back to office use. It is however, considered that limited weight can be afforded to this matter. Policy DM1.1 does not apply in this instance. This policy is only engaged where there is the loss of an existing office building with an extant office use. The office use of the existing

building on the site is spent by virtue of the implementation of the 2012 permission.

#### The Provision of an Apart Hotel with ancillary facilities (Class C1)

42. Policy DM11.3 of the Local Plan states that apart hotel accommodation will only be permitted where it would not prejudice the primary business function of the City; contribute to the balance and mix of uses in the locality; not have an adverse impact on amenity and be inclusive. The policy further notes that satisfactory arrangements must be provided for pick-up/drop off, service delivery vehicles and coaches. Impact on amenity, inclusive design and highway matters are dealt with in subsequent sections of the report.
43. The proposed use would support the function and needs of the business City and provide a service for businesses and workers.
44. The applicant states that the proposed apart hotel would be operated by SACO under their "Locke" brand which seeks to provide high quality accommodation alongside a high quality food and beverage offer and co-working and meeting space. It would be aimed at new corporates particularly within the TMT and FinTech sectors and would be designed to support businesses within the City.
45. SACO has confirmed that they target business travellers as opposed to tourists. In terms of usage across SACO's existing sites some 48% of its rooms are booked for business purposes through business agents such as travel management companies and corporate relocation specialists. A further 27% of rooms are booked for business purposes direct from businesses. Of the remaining 25% of bookings that are taken directly or through booking platforms it is estimated that half are for business purposes. SACO holds accounts with a range of businesses including Deloitte and PwC. They have existing premises on Cannon Street that runs at over 90% occupancy. If the apart hotel was run by an operator other than SACO, the Operational Management Plan referred to below would still apply.

#### Design

46. Broken Wharf House was designed by David Lockhart Smith and dates from 1974. It features curved facades clad in brick and glass. The building occupies a prominent location on the river front.
47. The proposed roof extensions would match the appearance of the existing roof level in terms of scale, materials and window design and proportions. Details of the screening to the roof terraces would be required by condition.
48. The new double height glazing and green roof at ground floor level would update the lower levels of the building.

49. The alterations are acceptable in design terms in accordance with policies CS10 and DM10.1 of the Local Plan which seek to ensure that alterations to existing buildings are of a high standard in order to avoid harm to the townscape.

### Impact on Views

#### Local Views

50. The site lies within the St Paul's Heights policy area. The proposed roof alterations would not breach the St Paul's Heights development plane in accordance with policy CS13 of the Local Plan. The views of St Paul's Cathedral and the towers of listed St Nicholas Cole Abbey and St Mary Somerset would not be adversely affected by the proposals.
51. The site lies within View 4 (West to Waterloo Bridge and Victoria Embankment) of the Monument Views as defined by the Core Strategy. The proposal would not significantly impact upon this view from the Monument and is considered acceptable.

#### London View Management Framework (LVMF) Views

52. The site falls within the Background Assessment Areas for three of the Mayor's Protected Vistas, Alexandra Palace, Kenwood and Parliament Hill. However the development threshold planes for these three views, at a minimum of 52m AOD, would not be breached by the roof alterations. The proposal would not adversely impact upon the protected vistas.
53. The appearance of the alterations is considered to have minimal impact in terms of its context within local and longer distance views across and along the river, including the Mayor's river prospect views.
54. The proposals are therefore in accordance with policy CS13 of the Local Plan and the Mayors LVMF supplementary planning guidance which seek to protect and enhance significant City and London views of important buildings, townscape and skylines.

### Impact on Residential Amenity

55. Policy DM21.3 of the Local Plan seeks to protect residential amenity. Concerns which have been expressed regarding residential amenity are summarised at paragraph 25 and are attached.

#### Noise and Disturbance

56. The applicant states that the proposed apartments are intended for extended stay guests. This would contribute towards reducing the number of comings and goings generated by the proposed use, when compared to hotels where guests stay for shorter periods. The applicant has advised that in the SACO Cannon Street apartments, guests stay for an average of 20 nights and in the SACO Lemman Locke

apartments guests stay for an average of 10 nights. The proposed development is not designed for multi occupancy and SACO do not accept group bookings such as stag and hen dos. In the event of a different operator using the site the Operational Management Plan and Delivery and Servicing Management Plan would still apply.

57. Paragraph 3.21.15 of the Local Plan acknowledges that the City is predominantly a centre of business with activity taking place 24 hours a day, seven days of the week and that this can sometimes cause disturbance to residents. It further notes that while the City Corporation will endeavour to minimise noise and other disturbance to residents it is inevitable that living in such a densely built-up area will result in some disturbance from a variety of sources. The potential for such disturbance should be considered by developers when proposing new residential development.
58. The applicant has submitted a draft Site Management Plan which includes details of how the premises would be managed in order to minimise any potential noise and disturbance. For example the building would be manned 24/7 and the front of house team would have responsibility for conducting regular patrols of the building to prevent littering, loitering, smoking and drinking outside the premises and people causing noise. A condition is recommended that requires the submission of a final Operational Management Plan.

#### Overlooking

59. The proposed terraces are in the same locations as those currently on the roof of the building.
60. In order to reduce overlooking between Broken Wharf House and Sir John Lyon House at the rear of the building selected glazing would be replaced with fritted glass.
61. Paragraph 3.21.16 of the Local Plan notes that “The avoidance of overlooking of residential accommodation is a consideration in the design and layout of both new residential buildings and other development. However due to the density of development in the City avoidance of overlooking may not always be possible”.
62. Similarly to a residential use the occupants of the apart hotel are likely to seek privacy and as such the proposed apart hotel would be more sensitive to residents than the previous office development in this respect.

#### Daylight, Sunlight and Overshadowing

63. Policy DM10.7 of the Local Plan 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's guidelines.
64. A daylight and sunlight assessment has been submitted which assesses the impact of the development on Norfolk House to the west of the site. The survey demonstrates that the proposal would be BRE Compliant.

### Transport, Servicing & Parking

#### Deliveries and Servicing

65. Broken Wharf House has a very small servicing yard to the rear of the site accessed via an easement over Gardener's Lane and the private yard between the Middle Block and the Thames Street Block of Sir John Lyon House. Gardener's Lane is a private road.
66. The Broken Wharf House servicing yard can accommodate one small van, and these are the vehicles that would be used to service the apart hotel. The applicant envisages an average daily maximum of two deliveries and this is considered to be realistic provided that there is careful management of the hotel's supply chains.
67. A booking system would be used to ensure that only one van was delivering to the hotel at any one time and that any goods vehicles that were not booked in would be turned away.
68. An approved delivery and servicing plan will be required, and approval of this delivery and servicing plan would be subject to it prohibiting the acceptance of any deliveries from unbooked goods vehicles and prohibiting the acceptance of any deliveries between 7.00 a.m. and 9.00 a.m. from Monday to Friday in order to reduce the potential for congestion. Compliance with the plan would also be a requirement.
69. It is anticipated that refuse would be collected from a store off Gardners Lane four times a week by a private contractor.
70. The applicant has submitted a Health and Safety Report with the application. The report considers the health and safety aspects of traffic and pedestrian movements around Broken Wharf House at present and the proposed arrangements following the completion of the development. It concludes that any risks to pedestrians as a result of the proposed servicing arrangement would not increase because of the development.
71. Objections regarding the applicants' right to service from Gardner's Lane are summarised at paragraph 25 and are attached.
72. The applicant has sought legal advice on the status of Gardners Lane. The opinion considers that vehicles associated with Broken Wharf House can pass and load/unload on the land. The issue relates to

private rights which are not within the remit of the local planning authority.

73. Officers are satisfied that with appropriate management the servicing and refuse storage arrangements are acceptable and in compliance with policy DM16.5 of the Local Plan. In terms of the private rights, it is considered that the legal opinion provided indicates that there is a reasonable probability that the servicing and delivery requirements can be complied with such that the development can proceed.

#### Pick Up and Drop Off and Car and Motor Cycle Parking

74. Taxi pick up and drop off to Broken Wharf House would be immediately outside the front entrance on Broken Wharf and this is not likely to result in traffic congestion. The management of taxis would be covered under the Operational Management Plan.
75. No car parking or motor cycle parking is proposed and this is welcomed as it would assist in meeting the City's objectives to reduce traffic congestion and road dangers and to improve air quality.

#### Cycle Parking

76. The London Plan requires that a minimum of 6 long-stay and a minimum of 3 short-stay cycle parking spaces are provided for a 113-room apart hotel. Nine cycle parking spaces would be provided on site.

#### Energy and Sustainability

77. Policy CS15 of the Local Plan requires all developments to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development.
78. The proposed scheme would improve the sustainability and environmental performance of the existing building. This would be through the use of energy efficiency measures, CHP for the generation of domestic hot water and air source heat pumps for space heating and cooling. It is anticipated that the proposed measures would result in a reduction in regulated CO2 emissions of approximately 61.9% against the existing building baseline.

#### Access

79. Local Plan Policy DM 10.8 Access and Inclusive Design requires developments to meet the highest standards of accessibility and inclusive design. The proposed development would provide level access via the main entrances.



80. 10% of the hotel rooms would be accessible for people with disabilities, which would be required by condition. 5% of the rooms would be wheelchair accessible and 5% would be adaptable.
81. A condition is included requiring the submission of an accessibility management plan prior to the occupation of the hotel including details of the availability of accessible off-site parking and accessible drop off and collection arrangements for disabled visitors given that accessible on-site parking would not be provided.

### **Planning Obligations and Community Infrastructure Levy**

82. The development would require planning obligations in a Section 106 agreement to mitigate the impact of the proposal and make it acceptable in planning terms. It would also result in payment of the Community Infrastructure Levy (CIL) to help fund the provision of infrastructure in the City of London and Crossrail.
83. These contributions and obligations sought would be in accordance with Supplementary Planning Documents (SPDs) adopted by the Mayor of London and the City and are set out below.

#### Mayoral CIL and planning obligations

<b>Liability in accordance with the Mayor of London's policies</b>	<b>Contribution</b>	<b>Forwarded to the Mayor</b>	<b>City's charge for administration and monitoring</b>
Mayoral Community Infrastructure Levy payable	266,135	255,490	10,645
Mayoral planning obligation net liability*	58,550	58,550	3,500
<b>Total liability in accordance with the Mayor of London's policies</b>	<b>324,685</b>	<b>314,040</b>	<b>14,145</b>

Net liability on the basis of the CIL charge remaining unchanged and subject to variation.

#### City CIL

<b>Liability in accordance with the City of London's policies</b>	<b>Contribution</b>	<b>Available for allocation</b>	<b>Retained for administration and monitoring</b>
City CIL	<b>399,203</b>	<b>379,243</b>	<b>19,960</b>

### City's Planning Obligations

84. The uplift in floorspace is calculated in accordance with the City's Planning Obligations SPD where the existing buildings on the site would offset the proposed floorspace whether or not they are in lawful use. The uplift of 106.59sq.m, would not trigger the City financial planning obligations therefore, contributions are not sought in this case.
85. However, the proposed use as a hotel would require the following submissions:
- Travel Plan
  - Local Training, Skills and Job Brokerage Strategy (Construction and End Use)
86. I request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

### Monitoring and Administrative Costs

87. A 10 year repayment period would be required whereby any unallocated contributions would be returned to the developer 10 years after practical completion of the development. Some funds may be set aside for future monitoring and maintenance purposes.
88. The applicant will pay the City of London's legal costs and the City Planning Officer's administration costs incurred in the negotiation, execution and monitoring of the legal agreement and strategies.

### Site Specific Mitigation

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

### **Conclusions**

90. The loss of 36 potential apartments would not have a detrimental impact on the City's housing trajectory. The proposed apart hotel would support the business function of the City. The loss of potential flexible retail/office use would be compensated for by the provision of ancillary retail space and work space within the apart hotel.
91. The matters raised by local residents have been given careful consideration. The submitted daylight and sunlight survey shows that

the development would be BRE compliant. An Operational Management Plan would be required by condition in order to ensure that the premises would be managed so as to have minimal impact on local residents.

92. The proposed servicing arrangements would be similar to those used on the site previously. Details of a Delivery and Servicing Plan would be required to ensure that the servicing of the site as a whole is properly managed.
93. The scheme is acceptable in terms of access and sustainability.

## **Background Papers**

### Internal

07.08.2017 Memo Department of Markets and Consumer Protection

16.08.2017 Email Department of Markets and Consumer Protection

### External

Existing and Demolition Drawing Numbers: 7611 L(26)01 rev. A; 7611 L(20)15 rev. A; 7611 L(26)02 rev. B; 7611 L(20)16 rev. A; 7611 L(26)03 rev. B; 7611 L(20)17 rev. A; 7611 L(26)04 rev. B; 7611 L(20)18 rev. A; 7611 L(26)05 rev. A; 7611 L(20)19 rev. A; 7611 L(26)06 rev. A; 7611 L(20)20 rev. A; 7611 L(26)07 rev. A; 7611 L(20)21 rev. A; 7611 L(26)08 rev. B; 7611 L(20)22 rev. A; 7611 L(26)09 rev. A; 7611 L(20)23 rev. A; 7611 L(26)10 rev. B; 7611 L(26)11 rev. A; 7611 L(26)12 rev. A; 7611 L(26)13 rev. A; 7611 L(26)14 rev. A.

GL Hearn Planning Statement July 2017

GL Hearn Consultation Statement 04 July 2017

GL Hearn Daylight and Sunlight Report 07 June 2017

GL Hearn Economic Benefits Statement June 2017

Leach Rhodes Walker Design and Access Statement July 2017

Scotch Partners Acoustic Strategy Report Revision 04 July 2017

Transport Dynamics Transport Statement Revision 01 June 2017

Transport Dynamics Draft Travel Plan Revision, 01 October 2017

Manhire Associates Limited Consulting Engineers Flood Risk Assessment Revision 03 7<sup>th</sup> July 2017

Applied Energy, Energy and Sustainability Statement

Broken Wharf House Report on Approaches to Inspection Maintenance and Replacement of River Wall Forming Site Boundary (Flood Defences) with River Thames June 2011

Broken Wharf House Condition Survey of Flood Defences 10<sup>th</sup> October 2017

Broken Wharf House Health & Safety Report by WT Partnership 25<sup>th</sup> October 2017

Broken Wharf House, City of London Waste Management Strategy October 2017

04.08.2017 Email Port of London Authority

04.08.2017 Comment Mr Raoul Duysings

06.08.2017 Comment Mr Anthony Rose

07.08.2017 Comment Mr Mark Spinner

07.08.2017 Email Claus Muller

08.08.2017 Comment Mrs Colette Dartford

08.08.2017 Comment Ms Jo Adlam

08.08.2017 Comment Mr Robert Stevenson  
08.08.2017 Comment Mr David Standish  
08.08.2017 Comment Mr Shirish Patel  
08.08.2017 Comment Mr Stephen Auckland  
09.09.2017 Email Ms Claire Durkin  
09.08.2017 Comment Mr G Jack  
10.08.2017 Comment Mrs Nicola Mallard  
11.08.2017 Comment Mrs Zoya Ponomareva  
15.08.2017 Comment Mr Stephen McDonald  
17.08.2017 Letter Environment Agency  
18.08.2017 Comment Mr Michael Housden  
18.08.2017 Comment Mr Michael Housden  
18.08.2017 Letter Mr Michael Housden on behalf of Globe View Freehold Ltd  
20.08.2017 Comment Mr David Prescott  
21.08.2017 Comment Mr Mark Mulcahy  
21.08.2017 Comment Mr David Ball  
22.08.2017 Letter Mr Steve Pearson  
28.09.2017 Letter Manhire Associates Consulting Engineers  
30.08.2017 Comment Mr Roger Hawkins  
30.08.2017 Email Mr Roger Hawkins  
05.10.2017 Email Alan Cook  
20.10.2017 Email Chris Benham  
25.10.2107 Emails Alan Cook  
26.10.2017 Emails Alan Cook  
30.10.2017 Email Chris Benham  
03.11.2017 Email Jonathan Ordidge

## **Appendix A**

### **London Plan Policies**

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

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

Policy 2.12 Identify, protect and enhance predominantly residential neighbourhoods within CAZ and develop sensitive mixed use policies to ensure that housing does not compromise CAZ strategic functions elsewhere in the zone.

Policy 3.3 Ensure the housing need identified in the London Plan is met, particularly through provision consistent with at least an annual average of 32,210 net additional homes across London which will enhance the environment, improve housing choice and affordability and provide better quality accommodation for Londoners.

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;

Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;

Promote London as a suitable location for European and other international agencies and businesses.

Policy 4.5 Support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision.

Policy 5.2 Development proposals should make the fullest contribution to minimising carbon dioxide emissions.

Policy 5.3 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Major development proposals should meet the minimum standards outlined in supplementary planning guidance.

Policy 5.6 Development proposals should evaluate the feasibility of Combined Heat and Power (CHP) systems, and where a new CHP system is appropriate also examine opportunities to extend the system beyond the site boundary to adjacent sites.

Policy 5.7 Major development proposals should provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

Policy 6.9 Developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, facilitate the Cycle Super Highways and facilitate the central London cycle hire scheme.

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

provide parking for disabled people in line with Table 6.2

meet the minimum cycle parking standards set out in Table 6.3

provide for the needs of businesses for delivery and servicing.

Policy 7.2 All new development in London to achieve the highest standards of accessible and inclusive design.

Policy 7.3 Creation of safe, secure and appropriately accessible environments.

Policy 7.5 London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

Policy 7.6 Buildings and structures should:

a be of the highest architectural quality

b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm

c comprise details and materials that complement, not necessarily replicate, the local architectural character

d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings

e incorporate best practice in resource management and climate change mitigation and adaptation

f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces

g be adaptable to different activities and land uses, particularly at ground level

h meet the principles of inclusive design

i optimise the potential of sites.

Policy 7.12 New development should not harm and where possible should make a positive contribution to the characteristics and composition of the strategic views and their landmark elements identified in the London View Management Framework. It should also, where possible, preserve viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views and, where appropriate, protect the silhouette of landmark elements of World Heritage Sites as seen from designated Viewing Places.

Policy 7.14 Implement Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimise public exposure to pollution.

Policy 7.18 Resist the loss of local protected open spaces unless equivalent or better quality provision is made within the local catchment area.

## Relevant Local Plan Policies

### ***DM11.1 Visitor, Arts and Cultural***

- 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.

### ***CS9 Meet challenges of Thames/Riverside***

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding.

### ***CS10 Promote high quality environment***

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

### ***DM10.1 New development***

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;



- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

#### ***DM10.7 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.

#### ***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.

### ***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).

#### ***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.

#### ***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.

### ***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.

### ***DM11.3 Hotels***

Proposals for new hotel and apart-hotel accommodation will only be permitted where they:

- a) do not prejudice the primary business function of the City;
- b) are not contrary to policy DM1.1;
- c) contribute to the balance and mix of uses in the immediate locality;
- d) do not result in adverse impacts on the amenity of neighbouring occupiers, including cumulative impacts;
- e) 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;
- f) are inclusive, providing at least 10% of hotel rooms to wheelchair-accessible standards;
- g) ensure continuing beneficial use for historic buildings, where appropriate.

### ***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.

### ***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.

### ***DM20.3 Retail uses elsewhere***

To resist the loss of isolated and small groups of retail units outside the PSCs and Retail Links that form an active retail frontage, particularly A1 units near residential areas, unless it is demonstrated that they are no longer needed.

### ***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.

### ***DM21.2 Loss of housing***

The net loss of existing housing units will not be allowed except where:

- a) they provide poor amenity to residents which cannot be improved;
- b) they do not have a separate entrance;
- c) large scale office development would be prejudiced by the retention of isolated residential units.

### ***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: 17/00712/FULL

### **Broken Wharf House 2 Broken Wharf London, EC4**

**Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).**

## CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 Works shall not begin 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 set out therein. A staged scheme of protective works may be submitted in respect of individual stages of the development 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.  
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3. These details are required prior to any work commencing in order that the impact on amenities is minimised from the time that development starts.
- 3 Details of facilities and methods to accommodate and manage all freight vehicle movements to and from the site during the building works hereby approved shall be submitted to and approved by the Local Planning Authority in writing prior to the commencement of work. The details shall include relevant measures from Section 4 of the Mayor of London's Construction Logistics Plan Guidance for Developers issued in April 2013, and specifically address the safety of vulnerable road users through compliance with the Construction Logistics and Cyclist Safety (CLOCS) Standard for Construction Logistics, Managing Work Related Road Risk. No construction shall be

carried out other than in accordance with the approved details and methods.

REASON: To ensure that the 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.

- 4 Refuse storage and collection facilities shall:(a) be provided within the curtilage of the site to serve each part of the development in accordance with details which must be submitted to and approved in writing by the Local Planning Authority prior to work commencing; and(b) thereafter be maintained as approved throughout the life of the building.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policy of the Local Plan: DM17.1. 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.

- 5 No construction works shall begin until details of the extent of the ancillary restaurant and workspace have been submitted to the Local Planning Authority and approved in writing. The area shown on the approved plans for the ancillary restaurant area and workspace shall be implemented in accordance with the approved details and shall not at any time be used for any other purpose unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the loss of retail and office space is compensated for in accordance with the following policies of the Local Plan: DM1.1 and DM20.3.

- 6 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:

(a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;

(b) details of new windows;

(c) details of any new external lighting;

(d) details of new hand rails; and

(k) details of the new ground floor windows and entrance.

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.

- 7 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 ancillary restaurant use. Flues must terminate at an agreed 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 ancillary restaurant use takes place.

REASON: In order to protect residential/commercial amenities in and around the building in accordance with the following policies of the Local Plan: DM15.6, DM15.7, DM21.3.

8 The operation of the premises shall not take place until an Operational Management Plan has been submitted to and approved by the local planning authority detailing:

1. The duties of the staff employed at the premises to discourage, noise, disturbance and anti-social behaviour;
2. A smoking control scheme relating to the supervision and/or control of any smoking patrons outside the premises;
3. A dispersal scheme relating to the dispersal of patrons leaving the premises after 22:00;
- 4, The management of taxis;
5. The restriction of coach parties; and
6. The circumstances and time periods, which trigger the need for a review of the operational management plan.

REASON: To ensure the good management of the venue to protect residential amenity and to ensure compliance with the following policies of the Local Plan: DM15.7 and DM21.3.

9 At least 5% of the hotel rooms shall be wheelchair accessible and a further 5% shall be designed to be adaptable for wheelchair accessibility and all such rooms shall be so maintained for the life of the building.

REASON: To ensure that disabled people are able to use the building in accordance with the following policy of the Local Plan: CS10.

10 Prior to the occupation of the hotel an Accessibility Management Plan shall be submitted to and approved by the Local Planning Authority including details of access for disabled visitors to the building. Such provision shall thereafter be operated in accordance with the approved Accessibility management Plan (or any amended Accessibility Management Plan that may be approved by the Local Planning Authority) for the life of the building.

REASON: To ensure that adequate access arrangements are made for disabled users of the hotel in accordance with the following policies of the Core Strategy: CS10; CS11.

11 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.

- 12 (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.
- 13 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.
- 14 No doors, gates or windows at ground floor level shall open over the public highway.
- REASON: In the interests of public safety
- 15 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.
- 16 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.

- 17 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.
- 18 Any generator on the site shall be used solely on intermittent and exceptional occasions when required in response to a life threatening emergency or an exceptional event requiring business continuity and for the testing necessary to meet that purpose and shall not be used at any other time. At all times the generator shall be operated to minimise noise impacts and emissions of air pollutants and a log of its use shall be maintained and be available for inspection by the Local Planning Authority.  
Reason: To minimise adverse air quality in accordance with policies DM15.6 and DM 21.3 of the Local Plan and policies 7.14 B a and c of the London Plan.
- 19 Changing facilities and showers shall be provided adjacent to the bicycle parking areas and maintained throughout the life of the building for the use of occupiers of the building in accordance with the approved plans.  
REASON: To make travel by bicycle more convenient in order to encourage greater use of bicycles by commuters in accordance with the following policy of the Local Plan: DM16.4.
- 20 a. No CHP plant in the thermal input range 50kWth to 20MWth with NOx emissions exceeding that specified in Band B of Appendix 7 to the GLA Sustainable Design and Construction Supplementary Planning Guidance published April 2014 (or any updates thereof) shall at any time be installed in the building.  
b. Prior to any CHP plant coming into operation the following details must be submitted to and approved in writing by the Local Planning Authority:  
1. The results of an emissions test demonstrating compliance with Part A of this condition and stack discharge velocity carried out by an accredited laboratory/competent person; and  
2. An equipment maintenance schedule demonstrating that the emission standard would always be met.  
c. The CHP plant shall at all times be maintained in accordance with the approved schedule.  
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 21 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, or as detailed in the air quality assessment,

whichever is higher, in order to ensure maximum dispersion of pollutants.

REASON: In order to ensure that the proposed development does not have a detrimental impact on surrounding occupiers and 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 2015 and the Local Plan DM15.6.

- 22 No boilers that have a dry NO<sub>x</sub> emission level exceeding 40 mg/kWh (measured at 0% excess O<sub>2</sub>) shall at any time be installed in the building.  
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 23 No CHP with NO<sub>x</sub> emissions exceeding 50mgNm<sup>3</sup> at 5% O<sub>2</sub> (dry gas) shall at any time be installed in the building.  
REASON: To comply with policy DM15.6 of the Local Plan and policies 7.14B a and c of the London Plan.
- 24 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.
- 25 The ancillary restaurant use hereby permitted shall not be open to non-residents 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.
- 26 Customers of the ancillary restaurant must not be allowed to spill out on to Broken Wharf.  
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.
- 27 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of 9; pedal cycles. The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the

sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Local Plan: DM16.3.

- 28 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: 7611 L(90)017611 L(20)01 rev.D; 7611 L(20) 02 rev.H; 7611 L(20)03 rev.D; 7611 L(20)04 rev.D; 7611 L(20)05 rev.C; 7611 L(20)06 rev.C; 7611 L(20)07 rev.C; 7611 L(20)08 rev.C; 7611 L(20)09 rev.D; 7611 L(20)10 rev.C; 7611 L(20)11 rev.G; 7611 L(20)12 rev.B; 7611 L(20)13 rev.B; 7611 L(20)14 rev.B; 7611 A(21)01 rev. E.
- 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 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.

Terraces and Open Space

The location of outside space is an important consideration with regard to the exposure of air pollutants. The applicant is therefore minded to

consider the location of existing and planned combustion plant termination points relative to any terrace, general access areas or openable windows etc. In addition to any building control or planning requirements, the third edition of the Chimney Height Memorandum (1981) requires that that certain types of combustion plant terminate at least 3m above any area to which there is general access.

#### Combustion Plant

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

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

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

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

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

Case Officer: Gemma Delves

## Customer Details

Name: Mr raoul duysings

Address: flat 28 SJLH 8 high timber street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Traffic or Highways

Comment: I would like to comment on the proposed application. Whilst I am glad to see development plans for the building, I have concerns about how the new hotel would be serviced. As a residence in Sir John Lyon house, facing Gardener's Lane, as well as access to Broken Wharf House, I am extremely worried about extra traffic/ deliveries /noise.

Specifically

Gardener's Lane is a single lane road. It services 2 apartment buildings as well as the High Timber restaurant. Deliveries already start at early 6.30 am. The addition of extra delivery vehicles will significantly add to noise levels as well as traffic jams. There is no room for vans to park and I imagine our garage entrance will be blocked whilst they wait to unload. Vans beep loudly as they reverse and given constant blockages on the lane there is already a lot of this. Most residents in Sir John Lyon house work long hours in the City of London and value sleep when they can get it! I would be happy to for anyone from the City of London planning department to come and see the chaos on Gardener's Lane on a Monday morning as I just can't see how extra traffic could be accommodated.

The amount of extra taxis/ ubers that will wait for pick ups at hotel will greatly increase grid lock on High Timber Street as well as Gardener's Lane. This will only get worse when the new hotel at Queenhithe is completed.

Hotel staff having cigarette breaks outside access on gardeners lane. Go to any London hotel there is always a group of staff stood outside the staff entrance having cigarette breaks. This will be disruptive to residents as I imagine the hotel will be staffed 24/h per day.

It seems to me the access/ servicing to the proposed hotel should be from broken wharf. Servicing a hotel is quite different to an office block and I fear it will greatly affect quality of life for residents at Sir John Lyon house which unfortunately will have a negative effect on the value of our property.

## Sehmi, Amrith

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**From:** Hassall, Pam  
**Sent:** 07 August 2017 08:51  
**To:** Delves, Gemma  
**Subject:** FW: Comments for Planning Application 17/00712/FULL

**From:** PLN - Comments  
**Sent:** 06 August 2017 20:09  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 8:08 PM on 06 Aug 2017 from Mr Anthony Rose.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf  
London, EC4

**Proposal:** Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mr Anthony Rose  
**Email:** [REDACTED]  
**Address:** 23 Sir John Lyon House 8 High Timber St  
Blackfriars

### Comments Details

**Commenter Type:** Neighbour

**Stance:** Customer objects to the Planning Application

#### Reasons for comment:

**Comments:** We received a letter from council promising that drawings would be available online.

But I can't see any drawings here.

So let's put this down as an Objection



until drawings are available for review.

Thanks

## Sehmi, Amrith

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**From:** Hassall, Pam  
**Sent:** 07 August 2017 08:53  
**To:** Delves, Gemma  
**Subject:** FW: Comments for Planning Application 17/00712/FULL

**From:** PLN - Comments  
**Sent:** 07 August 2017 08:12  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 8:11 AM on 07 Aug 2017 from Mr Mark Spinner.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf  
London, EC4

**Proposal:** Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mr Mark Spinner  
**Email:**  
**Address:** Flat 108, Globe View 10 High Timber Street  
London

### Comments Details

**Commenter Type:** Neighbour

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

- Noise
- Residential Amenity
- Traffic or Highways

**Comments:** Without access to the detailed plans it is difficult to comment with any real detail. I have very significant concerns regarding the increased level of noise and congestion both during the construction phase and once the ApartHotel complex is opened. If

access is going to be restricted to the existing access via High Timber Street this would cause me substantial concerns particularly since it is likely that traffic will increase significantly both in terms of volume and the times during which the new ApartHotel will be accessed (being 24/7 the incidence of late night noise from traffic and Hotel guests will increase dramatically.

At present access to and from Gardeners Lane and the car parking associated with Globe View is restricted considerably in the early mornings when delivery lorries park up to make deliveries restricting t=our rights of access often for 30 minutes or more. This will be dramatically increased as deliveries increase and traffic builds up in High Timber Street.

Overall I see no benefit at all for the current residents of the neighbouring properties.

## Sehmi, Amrith

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**From:** [REDACTED]  
**Sent:** 07 August 2017 14:36  
**To:** PLN - Comments  
**Subject:** Broken Whard House 2, creation of an apart hotel

**Categories:** Red Category

Dear Gemma,

I had heard about these plans first from a delegation of residents of the neighbouring Sir John Lyon House, where I live.

Changing the planning from residential to more than 100 units of an apart hotel in my view is an extremely bad idea that will not only be highly detrimental to the value of the property of the surrounding buildings, but also to the pieceful living we had so far.

That many units in a medium size building mean these smaller rooms will mostly appeal to younger folk with the expected downside effects on noise (parties in the rooms or outside the building) and cleanliness of the surroundings. I had also heard that the servicing of the apartments is planned to happen via the tiny road leading to the courtyard of Sir John Lyon House. This area tends to be noisy anyway due to deliveries to High Timber Restaurant, the very noisy portacrush waste compactor from the opposite building (Globeview) and contractor/deliveries to SJLH. Adding to that daily servicing and deliveries for 113 apartments for the building next door will make the courtyard-facing apartments (which includes mine unfortunately) almost inhabitable.

In summary, I oppose to the plans to change from residential to aparthotel in the strongest possible terms

Kind regards  
Claus

Claus Müller  
Head of Loan Sales

MIZUHO Bank, Ltd.  
Mizuho House , 30 Old Bailey  
London , EC4M 7AU

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## Sehmi, Amrith

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**From:** PLN - Comments  
**Sent:** 08 August 2017 17:19  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 5:18 PM on 08 Aug 2017 from Mrs Colette Dartford.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf London, EC4  
Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Proposal:**

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mrs Colette Dartford  
**Email:**  
**Address:** Flat 56 Sir John Lyon House 8 High Timber London

### Comments Details

**Commenter Type:** Neighbour

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

- Noise
- Residential Amenity
- Traffic or Highways

**Comments:** This proposed development is adjacent to SJLH, whose residents already have to tolerate noise, traffic and pollution from Gardeners Lane. This single lane road currently services 2 apartment buildings as well as a restaurant. Deliveries begin around 6.30 am and with the proposed development, there will be even more deliveries, adding to noise, pollution and traffic congestion. As there is no room for vans to park I anticipate the garage entrance to SJLH will be blocked whilst they wait to unload. Vans beep loudly as they reverse and given constant blockages on the lane. It is difficult to see how extra traffic could possibly be accommodated. In addition, the amount of extra taxis/ ubers that will wait for pick ups at hotel will greatly increase grid lock on High Timber Street and Gardener's Lane.

It would seem to make more sense that access to the proposed development should be from Broken Wharf. I fear the current plans take no account of the negative affects on the health or wellbeing of SJLH residents.

## Sehmi, Amrith

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**From:** PLN - Comments  
**Sent:** 08 August 2017 19:58  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 7:40 PM on 08 Aug 2017 from Ms Jo Adlam .

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf London, EC4  
Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Proposal:**

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Ms Jo Adlam  
**Email:**  
**Address:** 47, Sir John Lyon House 8 High Timber Street London

### Comments Details

**Commenter Type:** Neighbour  
**Stance:** Customer objects to the Planning Application  
**Reasons for comment:**  
- Noise  
- Traffic or Highways  
**Comments:** As others have noted, it is difficult to make comments without detailed plans being available, and while in general I am behind the redevelopment of Broken Wharf, I have two principal concerns:

1: Increased volume of traffic (specifically on Gardner's Lane, but also High Timber Street), resulting in detriment to the access for existing Sir John Lyon House residents and service vehicles, increased vehicle noise and environmental pollution, and increased wear to the fabric of both Sir John Lyon House and Globe View (there has already been significant damage done to the fabric of the building of Sir John Lyon House as the result of poor manoeuvring by large delivery/service lorries). In addition, Gardner's Lane is extremely narrow with a small strip of pavement: my flat is in the riverside block and increased congestion here will make it even more

dangerous for pedestrians, in particular small children (of which I have two).

2: A significant increase in noise and antisocial behaviour, loss of privacy and lack of security. Our flat abuts and is overlooked by Broken Wharf's top floor and roof terrace (which I believe is proposed as a communal space with access from all apartments) at very close proximity: I believe from previous experience that internal noise transmission and external noise, cigarette smoke and general congregations could become a problem, exacerbated by the fact that short lets like the ones proposed have little or no responsibility to the community. There are also security concerns given the proximity of our roof terraces and the likely frequent turnover of residents: in short, far from ideal neighbours, particularly for those of us with young families.



## Sehmi, Amrith

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**From:** PLN - Comments  
**Sent:** 08 August 2017 20:31  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 8:30 PM on 08 Aug 2017 from Mr Robert Stevenson.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf London, EC4  
Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Proposal:**

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mr Robert Stevenson  
**Email:**  
**Address:** Sir John Lyon House 8 High Timber Street London

### Comments Details

**Commenter Type:** Neighbour  
**Stance:** Customer objects to the Planning Application  
**Reasons for comment:**  
- Noise  
- Residential Amenity  
- Traffic or Highways  
**Comments:** I object to this application and concur with the numerous other objections raised. The proposed scheme is out of keeping with the nature and character of the area. It detracts from local amenity and would place an unsustainable level of burden on an already inadequate and struggling local infrastructure provision.

In conjunction with the Westin Hotel development at Queen's Quay, opposite the Queenhithe Dock, the proposed scheme would result in a small residential enclave being entirely flanked by two large, high density, 24/7 commercial operations. The net effect being a surge in transient visitors, service vehicles and taxis.

Gardners Lane is continually congested and regularly damaged by service vehicles (as too is the exterior of Sir

John Lyon House itself). Residents and visitors are regularly woken by service traffic and risk being hit by vehicles at four different access and egress locations adjacent to Gardners Lane. There is no capacity for further commercial traffic and any such increase would risk the health and safety of all who use Gardners Lane.

Clearly, the proposed scheme does NOT represent sustainable development within the meaning set out in the National Planning Policy Framework.

As regards the stated objectives of the operator. They can only be described, at best, as disingenuous. There are innumerable other far-lower density uses which would bring this site back into use.

I understand the façade of the subject building - a dated and, arguably, unattractive building - will not be updated / replaced as part of the proposed scheme. The proposals make no attempt whatever to improve upon the aesthetics of the building. There is no positive impact on or contribution to the public realm.

The aim of the scheme is to go as high-density as possible - without any attempt to improve the building and without regard for the local environment - in order to generate maximum commercial returns. I hope the planning officers see it fit not to capitulate.

## Sehmi, Amrith

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**From:** PLN - Comments  
**Sent:** 08 August 2017 11:23  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 11:22 AM on 08 Aug 2017 from Mr David Standish.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf London, EC4  
Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Proposal:**

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mr David Standish  
**Email:**  
**Address:** Flat 62, Sir Lyon House 8 High Timber Street London

### Comments Details

**Commenter Type:** Neighbour

**Stance:** Customer objects to the Planning Application

**Reasons for comment:**

- Noise
- Residential Amenity
- Traffic or Highways

**Comments:** I agree with all prior comments. Gardeners Lane is already heavily utilised. This will cause grid-lock and much greater noise from 24 hour resident access and increased deliveries. Delivery noise, as highlighted in other submissions, is already a real cause of concern in the mornings; from 6:30 onwards. This distrupts rest and sleep. Evening noise and congestion will exasperate matters. I agree Uber and taxi congestion simply cannot be accommodated in the area. The development had too many units for the environment and The apart-hotel format will exasperate current problems to breaking point. The application should be rejected.

## Sehmi, Amrith

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**From:** PLN - Comments  
**Sent:** 08 August 2017 12:07  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 12:07 PM on 08 Aug 2017 from Mr Shirish Patel.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf London, EC4  
Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Proposal:**

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mr Shirish Patel  
**Email:**  
**Address:** Flat 63, Sir John Lyon House 8, High Timber Street  
London

### Comments Details

**Commenter Type:** Neighbour  
**Stance:** Customer objects to the Planning Application  
**Reasons for comment:**  
- Noise  
- Residential Amenity  
- Traffic or Highways  
**Comments:** As many residents of Sir John Lyon House have already expressed, we too agree with their sentiments of noise, increased flow of traffic due to 'apart-hotel' temporary residents. Gardeners Lane and the car parking associated with Globe View is my biggest concern, this is restricted considerably already in the early mornings when delivery lorries make deliveries. This will only get worse with the new hotel.

Additionally, we live on the 6th floor, we are already experiencing considerable noise from the work currently underway. Having not seen the plans for the 6th floor alterations on Broken Wharf House, my wife and I are concerned if our flat will be affected from a light and future noise perspective, as our flat shares the wall on

the sixth floor of Broken Wharf House. I would be very keen to see details of the proposed alterations.

## Sehmi, Amrith

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**From:** PLN - Comments  
**Sent:** 08 August 2017 12:59  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 12:58 PM on 08 Aug 2017 from Mr Stephen Auckland.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf London, EC4  
Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Proposal:**

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mr Stephen Auckland  
**Email:**  
**Address:** Flat 24 Sir John Lyon House London

### Comments Details

**Commenter Type:** Member of the Public  
**Stance:** Customer objects to the Planning Application  
**Reasons for comment:**  
- Noise  
- Traffic or Highways  
**Comments:** Blocking Gardeners Lane with traffic....should be no access here.

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Ms Claire Durkin

Address: Flat 5 Sir John Lyon House 8 High Timber Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: The change of use would be wholly detrimental to the residential area. As residents of apartments in the City of London we require a quiet living environment and safe space. This proposal would bring permanent disruption to the area, would cause noise pollution and traffic chaos, and would undermine the viability of the residential blocks that are well established. Gardners Lane already suffers congestion through service traffic and there is no capacity for further commercial traffic. Any increase has major health and safety implications as well as environmental detriment.

The scheme does not represent sustainable development within the meaning set out in the National Planning Policy Framework. Nor can it be justified on grounds of need. It would be high-density and permanently noisy, busy and disruptive.

The Thames embankments have been enhanced significantly in recent years through environmentally sympathetic developments of significant aesthetic value, and good quality apartments offering for permanent residency. This absurd proposal has none of these attributes and would detract to destruction the improvements made in recent years to the immediate embankment area.

The scheme's focus is short-term quick profit, not long term sympathetic development. It shows no

awareness of local needs and aspirations, and destroys the living environment for residents already here. It should not be approved.



## Sehmi, Amrith

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**From:** Broughton, Helen  
**Sent:** 11 August 2017 11:42  
**To:** Delves, Gemma  
**Subject:** FW: Comments for Planning Application 17/00712/FULL

**From:** PLN - Comments  
**Sent:** 09 August 2017 12:29  
**To:** PLN - Comments  
**Subject:** Comments for Planning Application 17/00712/FULL

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

Comments were submitted at 12:28 PM on 09 Aug 2017 from Mr G Jack.

### Application Summary

**Address:** Broken Wharf House 2 Broken Wharf London, EC4  
Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6 sq m) and extension at sixth floor to extend roof level accommodation (60 sq m).

**Proposal:**

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Mr G Jack  
**Email:**  
**Address:** Flat 26 Sir John Lyon House 8 High Timber Street London

### Comments Details

**Commenter Type:** Neighbour  
**Stance:** Customer objects to the Planning Application  
**Reasons for comment:**  
- Noise  
- Residential Amenity  
- Traffic or Highways  
**Comments:** I agree with all of the comments already raised. I have significant concerns about the noise (both during building and after), the lack of suitable local infrastructure, and a considerable change to the community on High Timber Street and Broken Wharf. I strongly object to the proposed planning permission changes.

My understanding is that previous planning permission was given to change the building into a number of

residential properties. This is in keeping with the area currently being a mix of offices, residences and a few restaurants.

Planning permission has already been given, with work already started, to build a luxury hotel at the other end of Upper Thames Street. This has already led to increased noise when work has been carried out as well as road closures. This local infrastructure (Upper Thames Street) will not be able to cope with two hotels for all the reasons already given.

There are already issues regarding rubbish from Globe View being left on Gardners Lane as well as the use of a compactor. This is already an issue which creates noise and hygiene issues.

Without seeing the plans we can not judge the impact on the visual amenity of the building. There is not adequate parking, loading and turning facilities. This increased traffic will lead to issues around highway safety on Upper Thames Street and with the access routes to Upper Thames Street. The extra traffic generation will also increase noise, as will the staff and tourists. This increased disturbance will negatively impact all the surrounding residential buildings.

I am not able to comment on the design, appearance and materials used as I could not see the plans on this site.

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mrs Nicola Mallard

Address: Apartment 48 Globe View 10 High Timber St London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: Like many residents of this area of the City I am concerned about the addition of further commercial businesses which will significantly increase traffic (taxis etc) and noise (hotel guests) in the area. The access road of high timber is narrow and largely one way with vehicles already using Gardeners lane to park up or turn around. An aparthotel will add significant extra traffic (the plans are for 113 rooms which is a significant number relative to the apartments in this area) and at unsociable hours. There are three residential developments here - Globe View, Sir John Lyon House and Norfolk House and all would be impacted. The residents of these building are typically people working in the city which involves long hours so having disruption during the evening would be very unwelcome. These comments apply obviously post the building phase which itself would bring significant challenges in the provision of materials and equipment. It is not acceptable to have access to our car park blocked by delivery vehicles which happens too regularly now.

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mrs Zoya Ponomareva

Address: 60 Sir John Lyon House 8 High Timber Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I also would like to share my concerns regarding the Broken Wharf development into an apart-hotel:

All staff and the deliveries would go through the Gardeners Lane that is too narrow and is in a very poor condition to deal with this amount of traffic. I am certain the staff would leave their cars in the SJLH driveway and block the road. Most of the bedroom windows face that side, so any noise would cause the residents of SJLH lots of troubles. I know the marketing team said that no cars would come before a certain hour, but as my experience shows it never works this way. So I strongly believe that Gardeners Lane access shouldn't be allowed for regular deliveries and staff access.

At the apart-hotel you plan to have 2-3 apartments on the roof of the Broken Wharf. Our flat is also located on the roof of SJLH where we have our private terrace connected with the living room and kitchen. The only thing that physically separates us from the potential flats on top of the Broken Wharf is: a small wall and a short glass fence at the end of it. With the constant change of guests from the apart-hotel, we believe it would be a huge security risk (as anyone could easily climb over to our side), the loss of our privacy and potential problems with noise, rubbish and cigarettes that people from Broken Wharf might "throw away" into our terrace. Any efforts to close the "gap" at the end of the wall or make it higher will completely block our view and the view of other flat

owners that of course none of us will allow.

It would be great to refurbish (preferably from the outside as well) and make some use of the Broken Wharf, but the new development should bring value to the existing area and its neighbours. A suggested apart-hotel with its café and meeting rooms wouldn't benefit the residents in this area. What could make a difference for the residents here is probably for the new development to have a small supermarket that all of us can use.

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mr Stephen McDonald

Address: Flat 13, Sir John Lyon House 8 High Timber Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I have read & concur in the comments of my neighbours in respect of the proposed development of 113 units at Broken Wharf. I object to the proposal in its entirety.

The new building will increase traffic congestion around Gardner's Lane due to increased traffic for laundry, rubbish, food & ancillary deliveries. Additionally, because they are primarily serviced short-term lets, the intensity of deliveries will be higher. The increased vehicular traffic may increase the risk of injury to pedestrians & other road users. Scheduling the increased traffic will lead to more deliveries at irregular times causing noise & inconvenience to residents. The movement of people around the building (with ostensible reasons for loitering) will pose a risk to the security of residents & passing tourists.

The 113 unit proposal is totally out of character with current accommodation & hotel developments in the area. It will increase congestion, noise, a decrease in personal security & the deterioration in the amenity of the area.

I hesitate to say this as a guest in Britain but the proposed development (113 units crammed over seven floors) is really something I would expect to see in a 3rd world environment, not in a prime residential area on the banks of an iconic river in London that rightly considers itself a world capital. The developers have suggested high-end business personnel would use Broken Wharf as a short-term let during professional assignments. Given unit sizes from around 20 square metres, I really don't think so!

My first degree was as a psychologist & I recall the banks of cages at University in which

experimental rats were accommodated. The proposed complement of 113 units reminds me of those rats' nests that today would not be deemed suitable arrangements for rodents. There is no aspect of this new proposal that recommends itself nor that represents a positive contribution to the amenity of the community.

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mr Michael Richard Housden

Address: 8 Southside Common London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment:I am a Director and Chairman of Globe View Freehold Ltd and a Director of Globe View Management Ltd.

In this capacity I have submitted an objection by post as my objection exceeds your 2000 words limit. It has been posted with a certificate of posting today Friday 18th August 2017.

I understand that this will be scanned and placed on the portal on receipt.



# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mr Michael Richard Housden

Address: Globe View Freehold Limited Globe View London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I refer to my letter of objection contained in the Documents section on behalf of Globe View Freehold Ltd of which I am a director.

I now understand that the developers SACO have looked at their agreement between Sir John Lyon House and Broken Wharf House.

The agreement allows Broken Wharf House only access through the Sir John Lyon House land but is silent regarding any rights in respect of stopping on that land, parking on that land or unloading on that land.

In consequence unless the residents of Sir John Lyon House grants such rights access for servicing from the Sir John Lyon House land is inoperable.

This means that Sir John Lyon House can prevent servicing of Broken Wharf House from its freehold land.

Unless an alternative servicing location is identified by SACO this planning application cannot in practical terms proceed.

**GLOBE VIEW FREEHOLD LTD****200 Globe View, 10 High Timber Street, London, EC4V 3PS****Planning application reference No.:- 17/00712/FULL**

PLANNING & TRANSPORTATION		PPD
PSDD	070	LTP
TPD	21 AUG 2017	SSE
CM		PP
No	129564	DD
FILE		

**OBJECTION****18<sup>th</sup> August 2017**

Department of the Built Environment  
 City of London  
 PO Box 270  
 Guildhall  
 London  
 EC2P 2EJ

Dear Sir/Madam,

**Re:- Consultation Broken Wharf House, 2 Broken Wharf, London EC4****Planning Application 17/00712/full –Validated 26 July 2017**

Globe View Freehold Ltd and it's managing agent St. James's Property Management Ltd are currently in discussions with SACO regarding the proposed "change of use" planning application for Broken Wharf House.

Given that representations in respect of the above planning application are required to be made by 28<sup>th</sup> August 2017 and these discussions are ongoing, Globe View Freehold Ltd wishes to lodge an objection to this proposal which could be reconsidered if the applicants SACO were to identify alternative

arrangements to accommodate the greatly increased traffic we consider will be required to service this "change of use".

This aspect is glossed over throughout the various documents placed in support of this "change of use" planning application and in certain areas is miss-stated based on our real-time experience of managing Gardner's Lane.

### **Background pertinent to the application for "change of use "**

It is currently intended that the traffic required to service this "change of use" will utilise Gardner's Lane as is the current situation for the existing office of Broken Wharf House.

The rights over Gardner's Lane are contained in a deed dated 10 January 1997 between Hammerson UK Properties Plc (a freeholder) and Coal Pension Properties Ltd (a freeholder) and Tea Trade Properties Ltd (a leaseholder).

The rights and obligations of the freehold entities subject to this deed have been transferred to their successors in title Globe View Freehold Ltd and Sir John Lyon House and in consequence Gardner's Lane is currently owned jointly by Globe View Freehold Ltd and Sir John Lyon House.

Under this deed Broken Wharf House acquired limited rights to traverse Gardner's lane when Broken Wharf House became a separate freehold from Sir John Lyon House.

### **Basis of Objection**

The deed referred to above provides Broken Wharf House with the right to traverse Gardner's Lane subject to the condition that it shall not permit any vehicle belonging to them or any persons calling on them expressly or by implication to stand on Gardner's Lane or cause obstruction to Gardner's Lane.

In consequence any use of Gardner's Lane by Broken Wharf House would require them to stand only in the Freehold Land which comprises part of the Sir John Lyon House Freehold. This land is the existing entrance to the Sir John Lyon House car park, an individual garage and residential entrance.

This land is extremely limited in size and only has standing space for one vehicle positioned where the white van is shown in the photograph shown in appendix A to the Traffic & Transport Pre-application note. There is no additional ability for any other vehicle to stand.

This is an existing source of difficulty which we believe will be greatly exacerbated by the proposed "change of use" of Broken Wharf House

In addition it is believed that whilst Broken Wharf House have right to traverse this small area owned by Sir John Lyon House as it originally provided motor access to Broken Wharf House itself, Broken Wharf House has no right to park or stand on this land unless expressly permitted to do so by Sir John Lyon House.

To deliver food, linen, remove rubbish and accommodate trade vehicles etc such vehicles will require to park or stand on this part of the Sir John Lyon Freehold.

As mentioned above this land is limited in its capacity to accommodate any stationery vehicles due to the fact that it facilitates access to Sir John Lyon House Car Park, a single garage, a single allocated residential parking space and a residents entrance to Sir John Lyon House.

The only possible standing area, should Sir John Lyon House grant such a right, is utilised by vehicles serving the relatively modest demands of Sir John Lyon House itself and the modest demands of the office of Broken Wharf House primarily relating to commercial (paper ) rubbish removal .

The proposed "change of use" of Broken Wharf House would result in 113 serviced apartments and a restaurant capable of supplying a minimum of 113 guests and the passing public.

This will necessitate extensive daily garbage removal to avoid smells and vermin, extensive fresh food deliveries and extensive linen deliveries for both the restaurant and the apartments.

As a result of the fact that only small vans can utilise this limited capacity land to access the rear of Broken wharf House due to height restrictions the number of garbage collections will have to increase significantly.

We have also carefully examined the reports produced by SACO's transport consultants –Transport Dynamics .

These are at best very superficial in so much as they contain a large number of obvious factual statements and a large number of self serving statements Transport Dynamics know the planning authorities will like to hear but without any consideration of the practical implications as to how these statements will be achieved, given that in reality SACO have no control over third parties such as taxi drivers, hotel residents and contractors.

In this regard see in particular:-

- (I) Paragraph 4.4 of the Draft Delivery and Servicing Plan. This states that the service management controller ***"will ensure that parking does not occur in the service area."***

This is simply not possible as to load and unload vehicles will have to be stationary i.e. parked.

- (II) Paragraph 1.12 of the Draft Delivery and Service Plan. This states that ***"delivery vehicles will be requested to switch off their engines , close doors quietly and keep headlights and radios switched off."***

How in reality can delivery drivers be controlled?

- (III) Paragraph 5.7 of the Site Management Plan. This states that ***"Taxis will be discouraged from waiting and patrons encouraged to enter taxis quietly."***

How in reality will taxi drivers and patrons be controlled ?

- (IV) Paragraph 4.16 of the Transport Statement. This states that ***"Given the low number of deliveries it is proposed all movement can be undertaken at off peak periods only but also that private waste contractor collections can be timed to avoid City of London waste collections."***

Based on this it appears that deliveries could take place at unsocial hours in the heart of a residential building

- (V) Paragraph 4.6 of The Site Management Plan. This states that ***“staff will ensure guests disperse from the site promptly.”***

How in reality can this be regularly accomplished without alienating the clientel.

- (VI) Paragraph 5.63 of the Planning Statement produced by G L Hearn. This states that ***“The former office use of the building is considered to be a more intensive use.”***

This is a statement we totally disagree with from a building servicing perspective and factually wrong.

- (VII) Paragraph 6.3 of the Transport Statement. This states that ***“the minimal servicing requirements of the proposal can occur from the sites rear back of house area.”***

This statement totally ignores the fact that the back of house area is in fact the **FRONT OF HOUSE AREA** of the residential building Sir John Lyon House.

Many of these statements can be seen to be mere aspirations that the authors believe will appeal to the planning authorities but which have no basis in reality and will be quietly dropped should permission be granted.

This will result in negative consequences for Gardner’s Lane which as a private road is not subject to City of London traffic restrictions.

We believe that the developers have not considered these practical aspects in their plans and for this reason the application must be rejected unless alternative provisions is made for the servicing of the 113 apartments and restaurant and gymnasium.

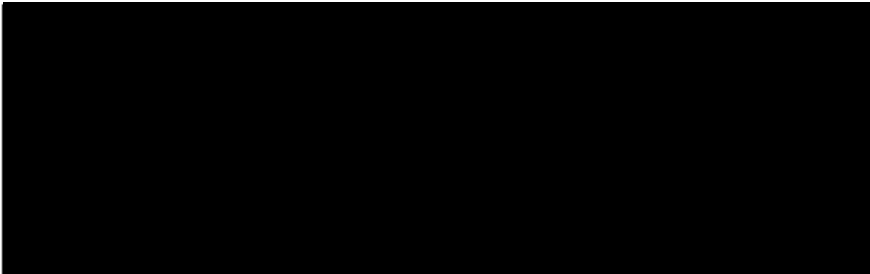
### **Summary**

Gardner’s Lane and the small Freehold area of Sir John Lyon House simply cannot accommodate the additional traffic (service traffic, taxis and trade vehicles) that this change of use will impose on the area.

This fundamental aspect relevant to the “change of use” is totally glossed over in page 7 of the Design and Access statement.

We also have read the objections of the non consulted public (principally Sir John Lyon House residents and Globe View residents, who live daily with these issues) and endorse and acknowledge the accuracy of these based on our significant experience of managing Gardner's Lane in the current environment.

Please reject this inappropriate application for change of use.



(Director of Globe View Freehold Ltd & Director of Globe View Management Ltd)

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mr David Prescott

Address: Flat 2B Sir John Lyon House 8 High Timber Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I object to this application on the grounds that the proposed scheme is far too high density for the site which would place an unsustainable burden on the local public realm. The current residential consent is far more in keeping with the immediate area.

As a ground floor resident facing high timber street the additional traffic in terms of vehicles and pedestrians visiting to the scheme would result in a significant increase in noise with much of this likely to come at unsociable hours.

Gardiners Lane already struggles to service the Sir John Lyon House building and the restaurant and the additional traffic that would be caused by the service vehicles for the proposed scheme would be material and excessive.



# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mr Mark Mulcahy

Address: 33 Sir John Lyon House High Timber Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity
- Traffic or Highways

Comment: I object to the proposed change of use of Broken Wharf House (2 Broken Wharf London, EC4) from residential to an apart-hotel, as set out on the City of London's website (Reference 17/00712/FULL).

First, service vehicles use Gardners Lane to access Broken Wharf House. Gardners Lane is very narrow and is already a busy road. I, amongst others, have nearly been hit by commercial vehicles on Gardners Lane. An apart-hotel will require considerably more service traffic than residential apartments. The increase in traffic will increase the risk of an accident.

Second, the right of way from Gardners Lane to Broken Wharf House passes through the Sir John Lyon House courtyard. Because vehicle use of this courtyard is currently limited there is no separation of roadway and footpath. Sir John Lyon House residents need to walk across the courtyard to access the waste and recycling bins. Increased traffic and no separation of roadway and footpath will increase the risk of an accident.

I am objecting because of the increased risk of a Sir John Lyon House resident or visitor being killed or injured by a vehicle. If a resident or visitor is killed or injured then the City of London will not be able to say that it hadn't been warned.

Yours sincerely,

Mark Mulcahy

# Comments for Planning Application 17/00712/FULL

## Application Summary

Application Number: 17/00712/FULL

Address: Broken Wharf House 2 Broken Wharf London, EC4

Proposal: Change of use from residential (Use Class C3) to create an apart-hotel (Use Class C1, 113 units) with ancillary gym, workspace and restaurant. Works to existing building to include conversion, extension to infill at ground floor to create new façade and entrance (40.6sq.m) and extension at sixth floor to extend roof level accommodation (60sq.m).

Case Officer: Gemma Delves

## Customer Details

Name: Mr David Ball

Address: 136 Globe View 10 High Timber Street London

## Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Residential Amenity

Comment: In the 19 years we have lived in Globe View, Gardners Lane has at times been a problem for both noise and resident's access to the car park under Globe View due to delivery and contractor's vehicles blocking Gardners Lane; sometimes the issue has been acute and I have even missed appointments through inability to exit through Gardners Lane when obstreperous drivers profanely refused to move vehicles. The issue has only been manageable because of the sterling efforts of the Management of JLH/Globe View by SJP but they will not be able to act thus for this proposal.

An exacerbating issue is the limited unloading space available for vehicles. We already suffer nuisance when more than one vehicle requires access and a second simply parks in Gardners Lane or parks so as to project from the JLH unloading area into Gardners Lane.

The application for a change of use to an apart-hotel and the servicing of 113 apartments with a restaurant using Gardners Lane is infeasible as proposed without creating new and huge noise and access problems for residents of Globe View and John Lyon House.

The report of Transport Dynamics clearly recognises the noise and amenity issues as potentially pernicious but their proposals for delivery vehicles are unrealistic and those for guests arriving and leaving at all times will not work because of the nature of the residency where individuals would have to ensure compliance by their guests.

We have issues now despite that the servicing requirements of JLH and Globe View are relatively modest compared to what might be estimated for this Development. This servicing proposal is unreasonable/unworkable without significant amenity deterioration.

The application should only be considered if servicing does NOT use Gardners Lane.

Finally, I would vehemently object any new obstruction though increase in building height in the view that we currently enjoy from the 6th Floor of Globe View down the Thames.

PLANNING & TRANSPORTATION		
PSDD	OPO	PPD
TPD	22 AUG 2017	LTP
CM		SSE
No	129569	PP
FILE		DD

Steve Pearson,  
 12 Sir John Lyon House,  
 8 High Timber Street,  
 London EC4V 3PA  
 18/08/2017

Gemma Delves,  
 Planning Department,  
 City of London Corporation,  
 Guildhall,  
 London EC2P 2EJ

Your Reference: 17/00712/FULL

Dear Gemma,

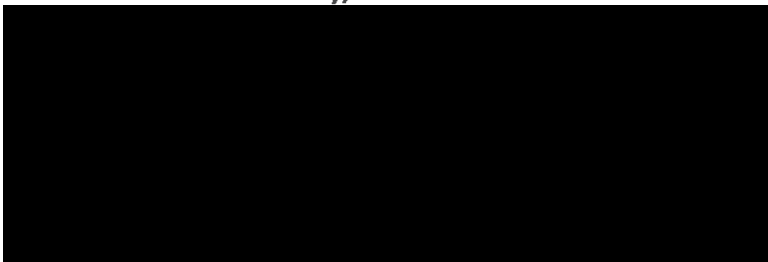
**Re: Broken Wharf House, 2 Broken Wharf Lane, London EC4V 3DT**

**Objection to planning application**

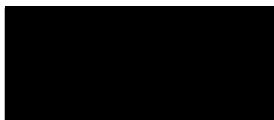
Please see attached objection to the planning application, specifically concerning the future plans for servicing the building.

I hope the material is self-explanatory but if you have any questions please feel free to come back to me.

Yours sincerely,



Director, Sir John Lyon House Management Limited



[www.cityoflondon.gov.uk](http://www.cityoflondon.gov.uk)

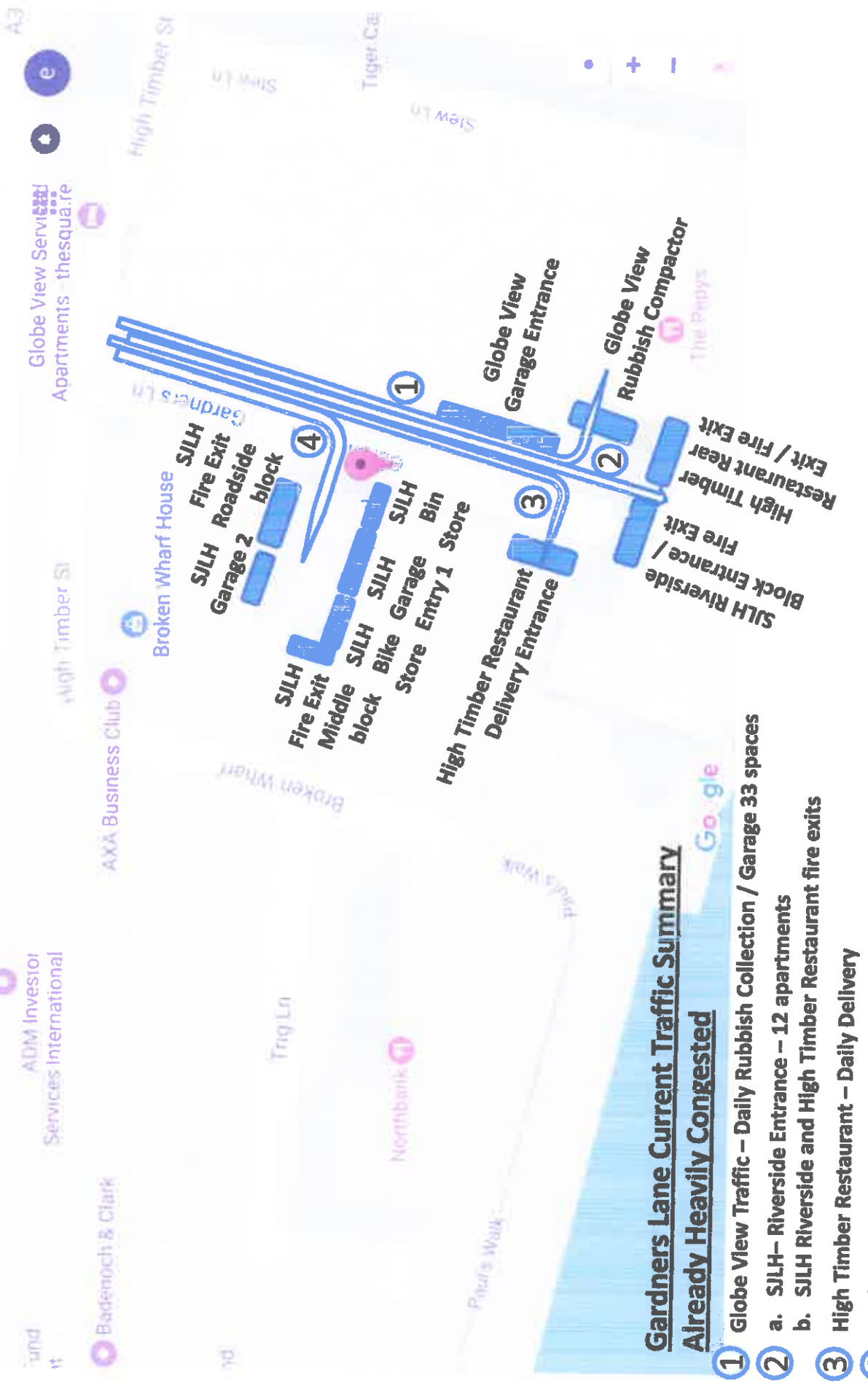
## **Objection to Planning Request**

**Broken Wharf House, 2 Broken Wharf, London EC4V 3DT**

**Reference: 17/00712/FULL**

Please see diagrams below

1. Explanation of the current loading on Gardners Lane
2. Request that Broken Wharf servicing be changed to High Timber Street / Broken Wharf

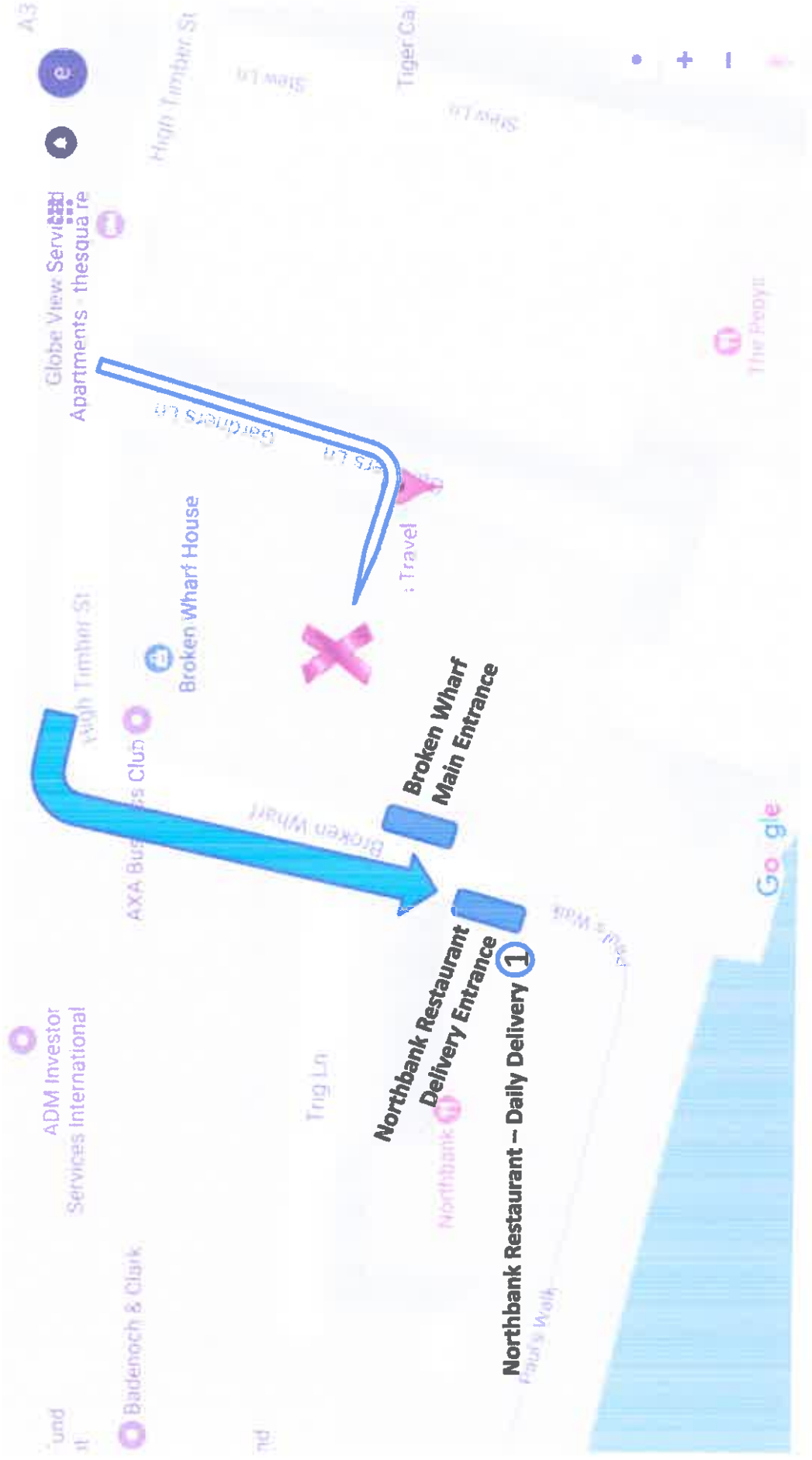


**Gardners Lane Current Traffic Summary**  
**Already Heavily Congested**

- ① Globe View Traffic – Daily Rubbish Collection / Garage 33 spaces
- ② a. SJLH– Riverside Entrance – 12 apartments  
 b. SJLH Riverside and High Timber Restaurant fire exits
- ③ High Timber Restaurant – Daily Delivery
- ④ a. SJLH Garage 10 spaces Bike Store 12 spaces  
 b. Bin store foot access route for 45 apartments Middle & Roadside blocks  
 c. SJLH fire exits for 45 apartments Middle & Roadside blocks

**Note – Route 4 used by Broken Wharf when office building – 2 daily deliveries of approx. 10 minutes each (7am & midday)**

- Notwithstanding the submitted draft service plan it is clear that servicing an apart-hotel of 113 units will be an order of magnitude bigger than the 2 x 10 minute deliveries that were required when Broken Wharf was an office building. It is not just the number of regular deliveries that would be a concern, it would be the average length of these deliveries and the large number of ad-hoc deliveries that will clearly also occur
- This will completely overload / block Gardners Lane and cause risk of fire exit obstruction / pedestrian access risk in the SJLH courtyard between roadside and middle blocks
- We are asking that plans be changed so that Broken Wharf be serviced via High Timber St / Broken Wharf as per Northbank restaurant





Dear Sirs,

Re: Broken Wharf House (ref: 17/00712/FULL)



I write in response to GL Hearn's letter dated 15<sup>th</sup> August giving information about a current application for Broken Wharf House, 2 Broken Wharf, EC4V 3DT.

I live in flat 4, adjacent to Broken Wharf House. My living room has 2 windows approximately 6.0m from this proposed 'aparthotel' with bedroom windows looking directly into my flat. Whilst I generally support bringing the building back into use, I am concerned about increase in noise (especially in the evenings and early mornings) and loss of amenity with the hotel guests overlooking my property.

The submission shows proposed plans only and there are no survey or site plans available to illustrate the proximity to adjacent residential units. Scaled plans showing context and adjacent buildings would highlight my concerns and such drawings should be a requirement of a valid planning approval for change of use.

The following measures would be appropriate to mitigate my concerns:

### **1.0 Ground Floor Proposed**

**1.1** New glazed entrance doors and screen gives direct access to St. Pauls Path from a dining/lounge area. Any external chairs/tables should have restrictions on late evening use as was agreed with the previous occupier. New shopfronts are shown in plan but there does not appear to be a proposed elevation. The prominent location within a conservation area deserves high quality shop fronts. All glazing should be fully acoustically sealed. High quality materials such as door stops and door closers to avoid door slamming should be specified.

**1.2** For the reception, new entrance screen should be acoustically sealed with lobbied doors to prevent noise transmission. Alternatively, the proposed entrance should be relocated to the first building bay, where the existing entrance is located, to move the potential source of noise away from Norfolk House residencies.

### **2.0 Upper Floors**

**2.1** A new glazed shopfront is shown at first floor level, to provide a 'new internal acoustic separating wall/windows' to room no's 105, 106 and 107. This proposed new wall could extend full height of the building, to offer the same acoustic separation on all floors. If it is deemed necessary at first floor level then it is also required directly above, given the same proximity to Norfolk House. As noted above I am concerned about loss of privacy with hotel bedrooms looking directly into my living room from a distance of 6.0m. At the very least fixed external louvres could offer hotel guests a view of the river and block off direct views into adjacent property.

### **3.0 Roof Areas**

**3.1** It is noted that GL Hearn state in the covering letter, that no access will be included to the roof terrace yet 3 rooms (601, 602 and 603) have new entrance screens directly onto areas mentioned 'terrace', at roof level. I cannot see how no roof access can be realistic. The careful design of proposed privacy screens is therefore essential to mitigate against loss of privacy as direct views into no. 1, 4, 7 and 10 Norfolk House. These are not clearly shown on the application.

### **4.0 Plant**

**4.1** The change of use from office to and 'aparthotel' will undoubtedly add a considerable amount of mechanical and electrical plant, yet this is not clearly shown in the application.

**ACKNOWLEDGED**

**4.2** The roof plan suggests that existing air handling plant is to be re-used. My understanding is that ventilation and air handling requirements will be considerably more and if the existing plant is to be re-used it is likely to be supplemented by additional equipment. To ensure that no additional noise is produced, an acoustic survey is required to record existing NR levels which can then be fully monitored at completion of the works. Any approval should insist on these existing levels not being exceeded with survey data to demonstrate any new M&E equipment is compliant.

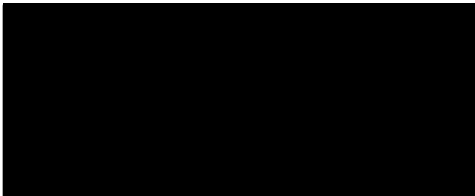
There have already been recent complaints from Norfolk House residents about noise levels from temporary generators.

**4.3** Kitchen Extraction – The previous occupier served cold food only and did not have a full kitchen. If the proposed dining accommodation is to have a full kitchen then its kitchen extraction on these location need to be fully identified. This will need proper attention to avoid noise and kitchen smells causing further loss of amenity to neighbours.

**4.3** Boiler Flue – The proposed change of use to hotel will considerably increase hot water demand. The location and discharge details of any new boiler flue should be agreed to ensure it will not impact local residential use.

Please treat this letter as formal objection to the proposed change of use until further information and evidence can be provided to demonstrate the above noted mitigation proposals and design changes are implemented.

Yours sincerely



Roger Hawkins

**Roger Hawkins**  
Founding Partner

A black rectangular redaction box covering contact information.

**London**  
159 St John Street  
EC1V 4QJ  
+44 (0)20 7338 8030  
[hawkinsbrown.com](http://hawkinsbrown.com)

**Manchester**  
**Los Angeles**

**From:** [COL - Contact Centre](#)  
**To:** [Pln - CC - Development Dc](#)  
**Subject:** FW: PLN FW: Broken Wharf House (ref: 17/00712/FULL) COL:05099357  
**Date:** 31 August 2017 12:52:11

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**From:** Roger Hawkins [REDACTED]  
**Sent:** 30 August 2017 17:46  
**To:** PRO Queue  
**Cc:** [REDACTED]  
**Subject:** Broken Wharf House (ref: 17/00712/FULL)

Dear Sirs,

**Re: Broken Wharf House (ref: 17/00712/FULL)**

I write in response to GL Hearn's letter dated 15<sup>th</sup> August giving information about a current application for Broken Wharf House, 2 Broken Wharf, EC4V 3DT.

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The submission shows proposed plans only and there are no survey or site plans available to illustrate the proximity to adjacent residential units. Scaled plans showing context and adjacent buildings would highlight my concerns and such drawings should be a requirement of a valid planning approval for change of use.

The following measures would be appropriate to mitigate my concerns:

**1.0 Ground Floor Proposed**

**1.1** New glazed entrance doors and screen gives direct access to St. Pauls Path from a dining/lounge area. Any external chairs/tables should have restrictions on late evening use as was agreed with the previous occupier. New shopfronts are shown in plan but there does not appear to be a proposed elevation. The prominent location within a Conservation Area deserves high quality shop fronts. All glazing should be fully acoustically sealed. High quality materials such as door stops and door closers to avoid door slamming should be specified.

**1.2** For the reception, new entrance screen should be acoustically sealed with lobbied doors to prevent noise transmission. Alternatively, the proposed entrance should be relocated to the first building bay, where the existing entrance is located, to move the potential source of noise away from Norfolk House residencies.

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**2.1** A new glazed shopfront is shown at first floor level, to provide a 'new internal acoustic separating wall/windows' to room no's 105, 106 and 107. This proposed new wall could extend full height of the building, to offer the same acoustic separation on all floors. If it is deemed necessary at first floor level then it is also required directly above, given the same proximity to Norfolk House. As noted above I am concerned about loss of privacy with hotel bedrooms looking directly into my living room from a distance of 6.0m. At the very least, fixed external louvres could offer hotel guests a view of the river and block off direct views into adjacent property.

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### 4.0 Plant

4.1 The change of use from office to and 'aparthotel' will undoubtedly add a considerable amount of mechanical and electrical plant, yet this is not clearly shown in the application.

4.2 The roof plan suggests that existing air handling plant is to be re-used. My understanding is that ventilation and air handling requirements will be considerably more and if the existing plant is to be re-used it is likely to be supplemented by additional equipment. To ensure that no additional noise is produced, an acoustic survey is required to record existing NR levels which can then be fully monitored at completion of the works. Any approval should insist on these existing levels not being exceeded with survey data to demonstrate any new M&E equipment is compliant. There have already been recent complaints from Norfolk House residents about noise levels from temporary generators, dealt with by your environmental team.

4.3 Kitchen Extraction – The previous occupier served cold food only and did not have a full kitchen. If the proposed dining accommodation is to have a full kitchen then it's kitchen extraction and location need to be fully identified. This will need proper attention to avoid noise and kitchen smells causing further loss of amenity to neighbours.

4.3 Boiler Flue – The proposed change of use to hotel will considerably increase hot water demand. The location and discharge details of any new boiler flue should be agreed to ensure it will not impact local residential use.

Please treat this letter as formal objection to the proposed change of use until further information and evidence can be provided to demonstrate the above noted mitigation proposals and design changes are implemented.

Yours sincerely

997\_N276\_high



Roger Hawkins

**Roger Hawkins**  
**Partner**



PA - Emily Skelton



Logo



159 St John Street  
London EC1V 4QJ

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### **AJ100 Practice of the Year 2016 & 2017**

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