



Planning and Transportation Committee

Date: TUESDAY, 15 OCTOBER 2013

Time: 11.00am

Venue: LIVERY HALL - GUILDHALL

Members:

Deputy Michael Welbank (Chairman)	Gregory Jones QC
Oliver Lodge (Deputy Chairman)	Deputy Henry Jones
Randall Anderson	Deputy Keith Knowles
Alex Bain-Stewart	Alderman Professor Michael Mainelli
David Bradshaw	Paul Martinelli
Deputy John Chapman	Brian Mooney
Dennis Cotgrove	Sylvia Moys
Revd Dr Martin Dudley	Deputy John Owen-Ward
Peter Dunphy	Alderman Dr Andrew Parmley
Sophie Fernandes	Ann Pembroke
John Fletcher	Deputy Henry Pollard
Marianne Fredericks	Chris Punter
Deputy Bill Fraser	Jeremy Simons
Alderman John Garbutt	Tom Sleigh
George Gillon (Chief Commoner)	Graeme Smith
Alderman David Graves	Patrick Streeter
Christopher Hayward	Deputy James Thomson
Michael Hudson	

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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 17 September 2013.

For Decision
(Pages 1 - 6)
4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**
Report of the City Planning Officer relative to development and advertisement applications dealt with under delegated authority.

For Information
(Pages 7 - 20)
5. **REPORTS OF THE CITY PLANNING OFFICER RELATIVE TO PLANNING APPLICATIONS**
 - a) 111 Cannon Street, London, EC4N 5AR

For Decision
(Pages 21 - 68)
 - b) 111 Cannon Street, London, EC4N 5AR - Listed Building Consent

For Decision
(Pages 69 - 76)
 - c) 39 - 53 Cannon Street, 11 - 14 Bow Lane and Watling Court, London EC4

For Decision
(Pages 77 - 126)
 - d) 39 - 53 Cannon Street, 11 - 14 Bow Lane and Watling Court, London EC4-
Conservation Area Consent

For Decision
(Pages 127 - 134)
6. **RESPONSE OF THE CITY CORPORATION TO THE GOVERNMENT'S CONSULTATION ON GREATER FLEXIBILITIES FOR CHANGE OF USE (AUGUST 2013) INCLUDING RETAIL TO RESIDENTIAL**
Report of the City Planning Officer.

For Decision
(Pages 135 - 144)

7. **THAMES TIDAL TUNNEL DEVELOPMENT CONSENT ORDER**
Report of the City Planning Officer.
For Decision
(Pages 145 - 228)
8. **LOCAL IMPLEMENTATION PLAN DELIVERY PLAN, REVISED TARGETS AND ANNUAL SPENDING SUBMISSION AND PROGRAMME OF INVESTMENT 2014-15 - 2016-17**
Report of the Director of the Built Environment.
For Decision
(Pages 229 - 268)
9. **CITY'S COMMUNITY INFRASTRUCTURE LEVY (CIL): GOVERNANCE ARRANGEMENTS AND BROAD SPENDING PRIORITIES**
Joint report of the Town Clerk, Chamberlain and Director of the Built Environment
For Decision
(Pages 269 - 282)
10. **RESOLUTION - MITIGATION OF ENVIRONMENTAL IMPACTS FROM STREET WORKS IN THE CITY**
To receive a resolution from the Port Health and Environmental Services Committee.
For Decision
(Pages 283 - 284)
11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
13. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part I of the Schedule 12A of the Local Government Act.

Part 2 - Non-public Agenda

14. **NON-PUBLIC MINUTES**
To agree the non-public minutes of the meeting held on 17 September 2013.
For Decision
(Pages 285 - 286)
15. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

Any drawings and details of materials submitted for approval will be available for inspection by Members in the Livery Hall from Approximately 9:30 a.m.

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Agenda Item 3

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 17 September 2013

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 11.00am.

Present

Members:

Deputy Michael Welbank (Chairman)	Michael Hudson
Randall Anderson	Deputy Henry Jones
Alex Bain-Stewart	Deputy Keith Knowles
Deputy John Chapman	Alderman Professor Michael Mainelli
Dennis Cotgrove	Paul Martinelli
Revd Dr Martin Dudley	Brian Mooney
Sophie Fernandes	Sylvia Moys
John Fletcher	Ann Pembroke
Marianne Fredericks	Jeremy Simons
Deputy Bill Fraser	Graeme Smith
Alderman John Garbutt	Patrick Streeter
Alderman David Graves	Deputy James Thomson
Christopher Hayward	

Officers:

Katie Odling	- Town Clerk's Department
Simon Murrells	- Assistant Town Clerk
Simon Owen	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Philip Everett	- Director of the Built Environment
Peter Rees	- City Planning Officer, Department of the Built Environment
Annie Hampson	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Assistant Director Engineering
George Stilgoe	- City Surveyor's Department
Iain Simmons	- Department of the Built Environment
Alan Rickwood	- City Police

1. APOLOGIES

Apologies for absence were received from Oliver Lodge, David Bradshaw, Peter Dunphy, George Gillon, Gregory Jones, Deputy John Owen-Ward and Deputy Henry Pollard.

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

Patrick Streeter declared a non-pecuniary interest in respect of item 5a due to being a Member of the City Heritage Society.

The Reverend Dr Martin Dudley declared a disclosable pecuniary interest in respect of item 5a as Rector of Saint Bartholomew the Great.

3. **MINUTES**

RESOLVED – That the public minutes and summary of the meeting held on 16 July 2013 be approved as a correct record.

MATTERS ARISING –

43 Farringdon Street, 25 Snow Hill, 1A and 29 Smithfield Street – Members were informed that this application had been called in by the Secretary of State and a public inquiry would be held, however, the date was yet to be confirmed. SAVE had submitted a planning and conservation area consent application in relation to part of the site but the applications were at present invalid.

4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

The Committee received a report of the City Planning Officer relative to development and advertisement applications dealt with under delegated authority since the previous meeting.

RECEIVED.

5. **REPORTS OF THE CITY PLANNING OFFICER RELATIVE TO PLANNING APPLICATIONS**

5.1 **Site bounded by 34 - 38, 39 - 41, 45 - 47 & 57B Little Britain, & 20, 25, 47, 48 - 50, 51 - 53, 59, 60, 61, 61A & 62 Bartholomew Close**

Registered Plan No.: 13/00642/MDC

Proposal: Submission of details relating to the revised external appearance of buildings LB1, LB2, BC1, BC4, BC7 (Middlesex Passage elevation only) and NBC3 of the approved Bartholomew Close development, pursuant to the discharge of condition 3 of planning permission reference 12/00256/FULEIA dated 29 May 2013.

The Town Clerk informed the Committee that, given the unusual circumstances of this case, a site visit had been organised which took place on 16 September. During the visit, the changes were outlined to Members by the case officers.

A letter of objection from a resident was tabled along with a further letter from the developer. Members were informed that, in submitting her letter of objection to the Committee, the resident had express concern that daytime meetings discriminated against people who worked or for other reasons were not able to attend the meeting. The Town Clerk reminded Members that periodically, issues such as timings of meetings were reviewed as part of the Governance Review and the view from Members following various surveys and deliberations on the matter was and has been to date that daytime meetings were preferred.

The Comptroller and City Solicitor referred Members to paragraphs 28, 29, 30 and 31 of the report (Page 61 & 62) regarding the considerations for the Committee in determining the revised proposals.

The City Planning Officer detailed site and surrounding information to the Committee.

David Wileman spoke against the application. Ann Holmes and Clare James spoke as Ward Members having sought permission from the Chairman and spoke against the application. Ann Holmes advised that she had a disclosable non-pecuniary interest as her primary residence was in very close proximity to the proposed development and therefore had sought a dispensation from the Standards Committee which was subsequently granted.

During the discussion, reference was made to the redesigning of the buildings under review which some Members considered had improved the scheme significantly. The City Planning Officer confirmed that the revisions to the design of the buildings were compliant with daylight and sunlight guidance.

Upon being put to a vote, the submission of the details for the revisions to the external appearance of buildings were approved –

For approval - 15

For refusal - 7

Abstentions – 1

RESOLVED – That the revised submissions relating to the external appearance of buildings LB1, LB2, LB3, BC1, BC4, BC7 of the approved Bartholomew Close development, pursuant to the discharge of condition 3 of planning permission reference 12/00256/FULEIA dated 29 May 2013 be approved.

6. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT

6.1 The Vision and Direction for London's Streets and Roads

A report of the Director of the Built Environment was received which informed Members of the recent report from the Mayor of London's appointed Roads Task Force and the Transport for London response.

6.2 Towards a City Freight Strategy

A report of the Director of the Built Environment was considered which recommended that the City worked with Transport for London (and other central London authorities) to assemble more data about freight operations and to undertake various pilot studies to assess the viability and measures to encourage more sustainable delivery and servicing arrangements.

During discussion, reference was made to the relocation of Smithfield Meat Market, the use of the River Thames and the importance of addressing London wide issues in the plan.

RESOLVED – That,

- a) the Director of the Built Environment be authorised to initiate the short-term measures set out in paragraphs 21-32 of this report; and
- b) a further report on the outcome of the short-term measures together with a draft City Freight Strategy be submitted to the Committee.

6.3 Department of the Built Environment, Business Plan Progress Report for Q1

A report of the Director of the Built Environment was received which set out the progress made during Quarter 1 (April – June) against the 2013/16 Business Plan.

Reference was made to key performance indicator DM1c 'Approve 95% of all validated planning applications'. The Director of the Built Environment informed Members that 97% of applications were dealt with under delegated powers, therefore this target was achieved by that alone, however it was agreed that the wording would be reviewed to make it clear that the target was intended to reflect the City Corporation's positive approach to negotiation with applicants in order to achieve schemes that could be recommended for approval and this did not fetter the Committee's discretion.

7. MANAGEMENT OF PUBLIC LIFTS AND ESCALATORS ADJOINING BARBICAN ESTATE

A report of the City Surveyor was received which provided details of the actions proposed to improve the system of performance monitoring, fault reporting, repair and maintenance and cleaning of those public lifts and escalators adjoining the Barbican Estate.

A question was raised concerning the closure of the two escalators at 125 London Wall, which gave access from Wood Street to the High Walk. As these were not the responsibility of or maintained by the City Surveyor's Department, it was agreed a response would be provided to the Member following the meeting.

8. CITY FUND HIGHWAY SECOND DECLARATION - WALBROOK SQUARE, EC4

A report of the City Surveyor was considered which sought to declare a further area of the City Fund highway land at Bucklersbury, Cannon Street, Walbrook and Queen Victoria Street to be surplus to highway requirements.

RESOLVED - That a further area of City Fund highway land at Bucklersbury, Cannon Street, Walbrook and Queen Victoria Street, EC4 measuring 416 ft² (38.64m²) above the highway stratum and encompassed by the permitted development (11/00935/FULMAJ) at Walbrook Square be declared surplus to highway requirements thereby enabling a total area of 6,672 ft² of highway land to be incorporated into the development scheme with the disposal terms to be subject to the approval of the Property Investment Board and the Finance Committee.

9. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE

Flagstones – Further to a question, it was confirmed that some of the Flagstones in Mason's Avenue had been replaced temporarily with asphalt and the contractors had up to 6 months to reinstate them.

Millennium Inclinor – Members expressed further concern regarding the operation of the Millennium Inclinor. The City Surveyor assured Members that he would ensure a thorough action plan was drawn up that required immediate action to be undertaken by APEX to carry out the improvement works to the inclinor.

10. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

11. EXCLUSION OF THE PUBLIC

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

12. **NON-PUBLIC MINUTES**

The non-public minutes and summary of the meeting held on 16 July 2013 were approved.

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

One question was raised in respect National Grid debt.

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

There were no items of urgent business.

The meeting closed at 1.00pm.

Chairman

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Agenda Item 4

Committee:	Date:	Item no.
Planning and Transportation	15 th October 2013	
Subject:		
Delegated decisions of the City Planning Officer and the Planning Services and Development Director		
Public		

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the City Planning Officer or the Planning Services and Development Director under their delegated powers since my report to the last meeting.
2. Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk

DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Date of Decision
13/00732/FULL Aldgate	22 Billiter Street & 49 Leadenhall Street, London EC3	Change of use of part of the 4th, 5th, 6th and 7th floors from office (B1) to dual use as office (B1) and educational (D1) use.	05.09.2013
13/00717/FULL Aldgate	Bury House 31 Bury Street London EC3A 5AR	Removal of two car parking spaces to the front of the building and new landscaping works.	12.09.2013

13/00837/PODC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London EC3	Details of a TV Interference Survey pursuant to Schedule 3, Clause 17.1 of the S106 Agreement dated 11th June 2013.	12.09.2013
13/00779/LBC Aldersgate	104 Defoe House Barbican London EC2Y 8DN	Insertion of partition walls to level -2 to form wash room and wet room.	12.09.2013
13/00811/LBC Aldersgate	602 Mountjoy House Barbican London EC2Y 8BP	Removal of sections of partition wall to create open plan living and kitchen area, and installation of sliding partitions.	26.09.2013
13/00824/LBC Aldersgate	117 Thomas More House Barbican London EC2Y 8BU	Removal of glazed panel to hall and installation of stud partition with full height, part- glazed door.	26.09.2013
13/00719/MDC Broad Street	27 Throgmorton Street London EC2N 2AN	Details of refuse storage and collection facilities pursuant to condition 2a of planning permission 12/01045/FULL dated 20 December 2012.	05.09.2013
13/00784/FULL Broad Street	27A Throgmorton Street London EC2N 2AN	Replacement of entrance lobby doors, and folding security gate with glazed doors and hardwood folding security doors.	26.09.2013
13/00785/LBC Broad Street	27A Throgmorton Street London EC2N 2AN	Replacement of entrance lobby doors, and folding security gate with glazed doors and hardwood folding security doors. Internal fit out at ground floor and basement level.	26.09.2013

13/00828/MDC Bridge And Bridge Without	20 Fenchurch Street London EC3	Details of mechanical plant and its mounting to minimise structure borne noise and vibration pursuant to condition 28 of planning permission 11/00234/FULL dated 01/07/2012.	19.09.2013
13/00685/FULL Bishopsgate	6 Eldon Street London EC2M 7LS	Installation of timber decking and handrail to 4th floor flat roof.	05.09.2013
13/00734/ADVT Bishopsgate	158 Bishopsgate London EC2M 4LX	Installation of one non-illuminated fascia sign measuring 0.637m high x 1.36m wide at a height of 2.69m above ground and one internally illuminated projecting sign measuring 0.75m high by 0.75m wide at a height of 4.526m above ground.	05.09.2013
13/00713/FULL Bishopsgate	5 Devonshire Square London EC2M 4YD	Change of use of the basement and part ground floor from office (B1) use to a restaurant/bar use (A3/A4) and external alterations.	19.09.2013
13/00720/LBC Bishopsgate	5 Devonshire Square London EC2M 4YD	Internal and external alterations in connection with a change of use.	19.09.2013
13/00667/FULL Bishopsgate	25 Liverpool Street London EC2M 7PD	Change of use from offices (Class B1) to offices (class B1) and medical centre (Class D1) at part first and second floor levels (total 77 sq.m floorspace).	26.09.2013
13/00759/FULL Bishopsgate	22 - 24 Wormwood Street London EC2M 1RQ	Change of use at basement and part ground floor from shop (Class A1) to financial and professional services (Class A2). [97sq.m GIA]	26.09.2013

12/00008/MDC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Details of traffic management plan pursuant to condition 22 of planning permission 10/00832/FULEIA dated 26th August 2011.	19.09.2013
13/00712/MDC Castle Baynard	10 Bouverie Street London EC4Y 8AX	Details of basement louvres, replacement basement window, replacement entrance doors, and replacement ground floor windows pursuant to conditions 3(a) and 3(b) of planning permission dated 6th December 2012 (plan ref: 12/00940/FULL).	05.09.2013
13/00726/FULL Castle Baynard	Faraday Building, 136 - 144A Queen Victoria Street, London EC4V 4BU	Installation of one louvred panel to a window opening on the front elevation at fifth floor level.	05.09.2013
13/00762/ADVT Castle Baynard	5-14 St Paul's Churchyard London EC4M 8AY	Installation and display of (i) 2 halo illuminated fascia signs each measuring 0.5m high by 3.2m wide situated at a height above ground of 4.1m (ii) 1 halo illuminated fascia sign measuring 0.3m high by 3.5m wide situated at a height above ground of 4.4m (iii) 1 halo illuminated fascia sign measuring 0.5m high by 0.5m wide situated at a height above ground of 4m.	19.09.2013

13/00201/PODC Cripplegate	Milton Court London, EC2	Submission of post-construction Radio/TV Interference Survey Report pursuant to paragraph 12.2 of schedule 1 of legal agreement dated 30th January 2008 (06/01160/FULEIA as amended by 11/00358/FULL).	05.09.2013
13/00679/FULL Cripplegate	Guildhall School of Music And Drama Silk Street London EC2Y 8DT	Change of use of two rooms (75.91sq.m) at first and second floor level within the Guildhall School of Music & Drama (D1), to livery company (Sui Generis). External alterations comprising the removal of existing doors at second floor (podium) level to room number 254 and replacement with glazed double doors to match design of existing doors elsewhere within the complex.	05.09.2013
13/00680/LBC Cripplegate	Guildhall School of Music And Drama Barbican London EC2Y 8DT	Alterations comprising (i) the removal of existing doors at second floor (podium) level to room number 254 and replacement with glazed double doors to match design of existing doors elsewhere within the complex (ii) removal of internal partition walls to reinstate room layout, in association with application for change of use from school (D1) to Livery Company (Sui Generis).	05.09.2013

12/01193/FULLR 3 Cripplegate	Crescent House Golden Lane Estate London EC1	(i) Modification of existing railing at Crescent House to create a secure entrance gate into existing cycle parking area adjacent to Shakespeare Public House under stairwell of Crescent House (ii) installation of nine cycle stands within fenced area adjacent to Shakespeare Public House under stairwell of Crescent House.	12.09.2013
13/00240/FULL Cripplegate	Great Arthur House Golden Lane Estate London EC1Y 0RD	(i) Installation of replacement curtain walling and balcony doors on east and west elevations from 1st to 15th floor levels (ii) installation of replacement windows on north and south elevations from 1st to 15th floor levels (iii) installation of replacement cleaning and maintenance gantry at roof level.	26.09.2013
13/00658/LBC Cornhill	6 Royal Exchange Buildings London EC3V 3LL	Installation of a non-illuminated external hanging sign on existing bracket.	05.09.2013
12/01119/ADVT Cornhill	74 Cornhill London EC3	Installation and display of one fascia sign with internally illuminated lettering measuring 1.4m (w) by 0.5m (h) at a height of 2.5m above ground; one lettering only edge illuminated projecting sign measuring 0.9m (w) by 0.6m (h) and 0.055m (d) at a height of 3.2m above ground.	12.09.2013

13/00664/FULL Candlewick	33 Lombard Street London EC3V 9BQ	Application under S.73A of the Town and Country Planning Act 1990 for the retention of works carried out comprising infilling of existing lightwell at 1st (in part), 2nd, 3rd and 4th floor levels to create 161sq.m of office space (Class B1) floorspace without complying with the conditions of planning permission (application no. 07/01181/FULL) dated 01.05.2008 including detail alterations.	12.09.2013
13/00770/MDC Candlewick	10 & 10A Arthur Street London EC4R 9AY	Details of a plant noise assessment, windows and external joinery, dormer windows and sample of roof slate pursuant to condition 2 and 5 (a), (b), (c) of planning permission 12/01085/FULL dated 10 January 2013.	19.09.2013
13/00576/MDC Candlewick	70-72 King William Street London EC4N 7HR	Submission of details of facilities to accommodate construction vehicles and deliveries, a scheme for protecting nearby occupiers from noise, dust and other environmental effects and an acoustic report pursuant to Conditions 2, 3 and 9 of planning permission 13/00086/FULL dated 18.04.2013	26.09.2013
13/00621/FULL Candlewick	33 Lombard Street London EC3V 9BQ	Change of use at part ground floor level from office (Class B1) to gymnasium (Class D2) use [89sqm GIA]. Alterations to existing windows/doors.	26.09.2013
13/00622/ADVT Candlewick	33-36 Plough Court London EC3V 9BQ	Installation of two internally illuminated suspended signs measuring 0.40m high by 1.50m wide and between a minimum of 2.63m and a maximum of 2.87m above ground level.	26.09.2013

13/00366/FULM AJ Candlewick	1 King William Street London EC4N 7AR	Alterations and recladding of the modern rear part of 1 King William Street, extension of office (B1) floorspace at level 7, additional plant and refurbishment of the existing building. (15,109sq.m)	01.10.2013
13/00700/MDC Coleman Street	100 Moorgate London EC2M 6AB	Details of a scheme of the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration pursuant to condition 4 of planning permission dated 02.05.2013 (13/00204/FULL)	05.09.2013
13/00866/PODC Coleman Street	River Plate House 7 - 11 Finsbury Circus London EC2M 7EA	Submission of details of draft and final utility connection programme pursuant to Schedule 3, paragraphs 9.1 and 9.2 of the Section 106 Agreement dated 10.05.2013 planning application number 12/00811/FULMAJ.	12.09.2013
13/00775/FULL Coleman Street	74 Moorgate London EC2M 6SE	Installation of a new shopfront.	26.09.2013
13/00776/ADVT Coleman Street	74 Moorgate London EC2M 6SE	Installation of i) one non illuminated fascia sign measuring 0.6m high by 4.66m wide at a height above ground of 2.37m and ii) one non illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 3.08m.	26.09.2013
13/00602/FULL Cheap	28 King Street London EC2V 8EH	Replacement of existing metal double door with new glazed double door. Refurbishment and recladding of the existing entrance canopy.	16.09.2013

13/00823/NMA Cheap	Guildhall House 81 - 87 Gresham Street London EC2V 7NQ	Non-Material Amendment under S.96A of the Town and Country Planning Act 1990 to substitute steel windows with aluminium.	19.09.2013
13/00760/MDC Cordwainer	30 -32 Watling Street London EC4M 9BW	Details of the office and retail entrances and the provisions to be made for disabled people to gain access to the retail unit pursuant to conditions 2 and 3 of planning permission 13/00169/FULL dated 25th April 2013.	19.09.2013
13/00642/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain, & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close London EC1	Submission of details relating to the revised external appearance of buildings LB1, LB2, LB3, BC1, BC4, BC7 (Middlesex Passage elevation only) and NBC3 of the approved Bartholomew Close development, pursuant to the discharge of condition 3 of planning permission reference 12/00256/FULEIA dated 29th May 2013.	17.09.2013
13/00639/FULL Farringdon Within	63 West Smithfield London EC1A 9DY	Installation of a roof conservatory on the rear elevation balcony.	19.09.2013
13/00774/FULL Farringdon Within	7 Ludgate Broadway London EC4V 6DX	Change of use of part ground floor and part basement from office use (Class B1) to a flexible use for either office (Class B1) or dentist (Class D1) (156sq.m.).	24.09.2013
13/00686/FULL Farringdon Within	19-23 Ludgate Hill London EC4M 7AE	Installation of (i) new shopfront and louvred panel to front elevation (ii) louvred panel to rear elevation.	26.09.2013

13/00414/MDC Farringdon Without	Cliffords Inn 138 Fetter Lane London EC4A 1BZ	Details of the foundations and piling configuration pursuant to condition 6 of the planning permission dated 15 January 2013 (App No. 12/00789/FULL).	05.09.2013
13/00827/MDC Farringdon Without	Cliffords Inn 138 Fetter Lane London EC4A 1BX	Submission of details of a programme of archaeological work pursuant to condition 5 of Planning Permission 12/00789/FULL dated 15/01/2013 .	05.09.2013
12/00708/FULL Farringdon Without	9 - 13 Cursitor Street London EC4A 1LL	Change of use of part basement and part ground floor from offices (Class B1) to restaurant (Class A3) (total area 52 sq.m).	12.09.2013
13/00347/MDC Farringdon Without	Marlborough Court 14 - 18 Holborn London EC1N 2LE	Details of new windows, new handrails and balustrades pursuant to conditions 2(a) and 2(b) of planning permission dated 6th February 2013 (plan ref: 12/01167/FULL).	12.09.2013
13/00744/MDC Farringdon Without	St Dunstan's House 133 - 137 Fetter Lane London EC4A 1BT	Details of the revised location of the telephone box pursuant to condition 7 of application 10/00569/FULMAJ dated 30.03.2012.	12.09.2013
13/00746/MDC Farringdon Without	Garden Compound, Inner Temple Garden London EC4	Submission of details of the proposed roof covering to the garden stores to the rear of King's Bench Walk pursuant to the discharge of condition 2 of planning permission 13/00221/FULL dated 30 May 2013.	12.09.2013
13/00778/NMA Farringdon Without	St Dunstan's House 133 - 137 Fetter Lane London EC4A 1BT	Non material amendment under Section 96A of the Town and Country Planning Act 1990 to permit an alteration to the internal layout to allow flats 52 and 54 to convert to a single unit.	12.09.2013

13/00702/ADVT Farringdon Without	40 - 45 Chancery Lane & 2 Cursitor Street London EC4A 1NE	Installation and display of: (i) one hoarding sign situated at ground floor level measuring 4.2m high by 36m wide, (ii) two hoarding signs situated at ground floor level measuring 3m high by 30m and 10m wide respectively.	19.09.2013
13/00737/MDC Farringdon Without	25 - 32 Chancery Lane London WC2A 1LS	Details of proposed green roof pursuant to condition 8 of Planning Permission 11/00426/FULMAJ dated 28.03.2013.	19.09.2013
13/00897/LDC Farringdon Without	1 Essex Court Middle Temple London EC4Y 9AR	Details of new partition walls and junctions with existing walls pursuant to condition 2 of listed building consent dated 18th April 2013 (Application no. 13/00168/LBC)	26.09.2013
13/00751/FULL Langbourn	150 Fenchurch Street London EC3M 6BB	Change of use of part of the 4th floor from office (B1) to clinical (D1) use.	19.09.2013
13/00831/LBC Lime Street	147 Leadenhall Street London EC3V 4QT	Internal refurbishment of existing restaurant.	26.09.2013
13/00549/MDC Tower	10 Trinity Square London EC3N 4AJ	Details of materials to be used on all external faces of the building pursuant to conditions 10(a) (in part) and 3(a) (in part) respectively of planning permission and listed building consent (application nos. 11/00317/FULMAJ and 11/00318/LBC) both dated 29th March 2012.	12.09.2013
13/00766/FULL Tower	58 Fenchurch Street London EC3M 4AB	Installation of a staircase from level 14 lift lobby to the roof terrace at level 13.	12.09.2013

13/00812/ADVT Tower	24 - 26 Minories London EC3N 1BQ	Installation and display of one non illuminated hoarding advertisement measuring 2.14m (h) by 4m (w) at a height of 2m above ground.	12.09.2013
13/00788/LBC Tower	Trinity House 42 Trinity Square London EC3N 4DH	Installation of 2 air conditioning units within cabinets to the ground floor Coopers Row reception to include pipework connections to the existing air conditioning plant.	19.09.2013
13/00522/MDC Tower	22 - 23 Great Tower Street London EC3R 5AQ	Particulars and samples of the materials to be used on the external faces of the building pursuant to condition 2 (a) (in part) of planning permission dated 14.12.2010 (App No 10/00489/FULL).	26.09.2013
13/00736/FULL Tower	19 - 21 Great Tower Street London EC3R 5AR	Replacement of the windows on the rear of the property.	26.09.2013
13/00529/MDC Vintry	19 - 20 Garlick Hill London EC4V 2AL	Details of a deconstruction logistics plans, initial demolition proposals, demolition method statement, environmental noise monitoring form, noise monitoring form, good neighbour policy, contractor's newsletter pursuant to conditions 5, 6 and 8 (in part) of planning permission dated 20.06.2012 (ref: 12/00287/FULMAJ).	05.09.2013

<p>13/00319/FULM AJ Vintry</p>	<p>40 - 46 Cannon Street, 27 - 28 Garlick Hill And 14 - 15 Great St Thomas Apostle London EC4V 2BA</p>	<p>(1) Demolition of 13-14 St Thomas Apostle to slab level and erection of a new 7 storey building with a total floor area of 1,813sq.m for hotel Class C1 use, the remaining buildings forming the site would be retained, (2) roof extension at 15 Great St. Thomas Apostle for hotel Class C1 Use (674sq.m), (3) removal of plant room and roof extension at 40-46 Cannon Street, (4) Minor external alterations to the exterior of retained buildings within the site, (5) Change of use of buildings (to the extent shown on the submitted drawings and information) from Class B1 office use to form a single 5,393sq.m integrated hotel (Class C1 Use) with retention of separate Class A1, A2 and A4 uses at ground floor level.</p>	<p>12.09.2013</p>
<p>13/00320/CAC Vintry</p>	<p>40 - 46 Cannon Street, 27 - 28 Garlick Hill And 15 - 14 Great St Thomas Apostle London EC4V 2BA</p>	<p>Demolition of Marc House (13-14 Great St Thomas Apostle).</p>	<p>12.09.2013</p>

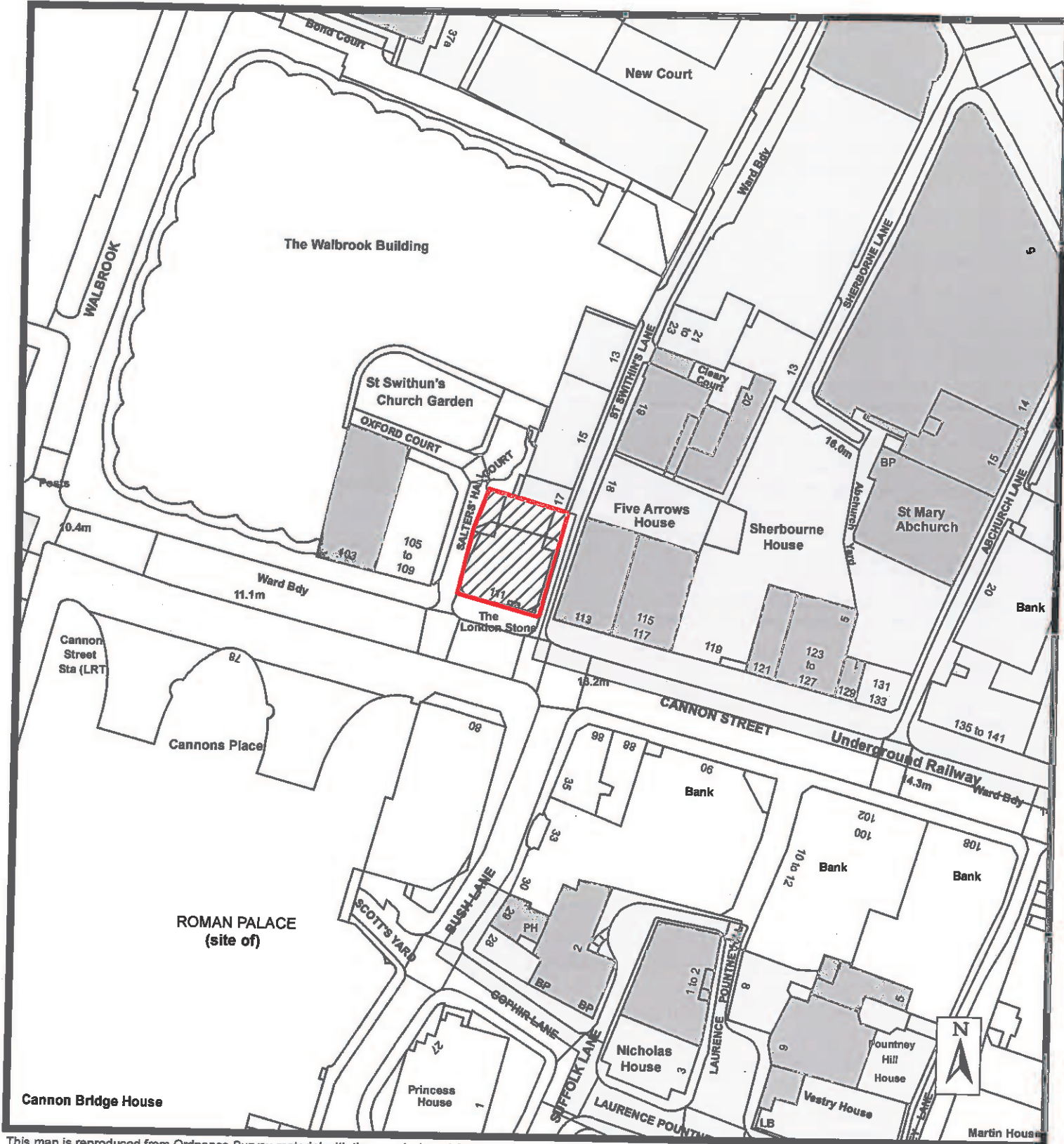
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Committee:	Date:
Planning and Transportation	15 October 2013
Subject:	
<p>111 Cannon Street London EC4N 5AR</p> <p>Demolition of the existing building above first floor level and alteration to the retained sub-basement, basement and ground floor for office (B1) use, shop (Class A1) use and restaurant/cafe (Class A3) use and the erection of new first to seventh floors for office (Class B1) use. Reinstatement of the London Stone within the building facade on Cannon Street.</p>	
Ward: Walbrook	Public For Decision
Registered No: 13/00693/FULL	Registered on: 17 July 2013
Conservation Area: NO	Listed Building: No
<u>Summary</u>	
<p>Planning permission is sought for construction of an 8 storey building for office and retail use.</p> <p>The new development would provide an additional 192sq.m (GIA) of office (Class B1) floorspace and an additional 268sq.m (GIA) of retail floorspace (Class A1 and A3) (460sq.m in total) in a building of 2250sq.m (GIA).</p> <p>The London Stone and its current enclosure would be reinstated on the Cannon Street frontage within the new ground floor elevation. The setting of the stone has been amended to accord with the comments of the Victorian Society. The plinth and the London Stone would be reinstated at the height they were in St. Swithin's Church prior to it's destruction in the Second World War. This would make it more prominent than is currently the case. The proposal enhances the special architectural and historic interest of the London Stone.</p> <p>The proposals support the strategic objectives of the City of London to promote the City as the leading international financial and business centre.</p> <p>The scheme provides an employment led, mixed use development which supports the economic policies of the London Plan and Core Strategy and provides an increase in high quality floorspace.</p> <p>The scheme's reliance on public transport meets the transport policies in the London Plan, UDP and Core Strategy. This will have the benefits of maintaining the strength of the City in economic terms and by making effective and efficient use of the infrastructure necessary to sustain such development.</p>	

Recommendation

Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule.

Site Location Plan



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ADDRESS:
111 Cannon Street, EC4

CASE No.
13/00693/FULL & 13/00694/LBC

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY





Front elevation



Rear elevation in Salters' Hall Court

Site

1. The property is situated on the north side of Cannon Street bounded by Salters Hall Court to the west, St. Swithin's Lane to the east and by 10 Salters Court and 17 St. Swithin's Lane to the north.
2. To the east of the site across St. Swithin's Lane are 113 and 115-117 Cannon Street which are both listed Grade II.
3. To the immediate north and east of the site lies the Bank Conservation Area.
4. The existing building was completed in the early 1960's. It consists of seven storeys plus sub-basement and basement providing 1606sq.m (GIA) of office (Class B1) floorspace and 184sq.m (GIA) of shop (Class A1) floorspace.
5. The building contains the 'London Stone' which is listed Grade II*. The stone is located in an enclosure which is built into the elevation of the building just above pavement level on the Cannon Street frontage and is visible from the street.
6. Salters' Hall Court provides access to the service area for the Walbrook building and St Swithun's Church Garden.

Planning History

7. Planning permission and listed building consent were granted on the 23rd July 2002 (02-1042Y and 02-1042Z) for the demolition of the existing building and redevelopment of an office (B1) and retail (A1/A2/A3) building (8 storeys 2648sq.m) and relocation of the 'London Stone' to the retail frontage of the proposed new building.
8. Planning permission and listed building consent were granted on the 26th October 2004 (04/00643/LBC and 04/00644/FULL) for the demolition of existing building and redevelopment of an office (B1) and retail (A1/A2/A3) building (8 storeys, 2724sq.m) and relocation of the 'London Stone' to the retail frontage of the proposed new building.
9. These permissions have expired.
10. Planning permission was granted on the 9th February 2012 (11/01009/FULL) for the change of use of the ground floor and two basement levels from office (B1) to retail (A1). This permission was implemented at ground floor level.

Proposals

11. The proposed building comprises sub-basement, basement, ground and seven upper floors. A total of 2250sq.m (GIA) is proposed, comprising of 1798sq.m of office (Class B1) floorspace, a shop (Class A1) 360sq.m and restaurant/cafe (Class A3) 92sq.m. The height of the building would be 39.5m AOD.

12. The 'London Stone' would be reinstated on its current site within the retail frontage on the Cannon Street elevation.
13. This report deals with the application for planning permission (13/00693/FULL) and the application for listed building consent (13/00694/LBC).

Consultations

14. The views of other City of London departments have been taken into account in the preparation of this redevelopment scheme and some detailed matters remain to be dealt with under conditions.
15. Thames Water raises no objection to the proposal.
16. Transport for London and London Underground raised no objection to the proposal but requested a number of conditions to ensure the stability of the underground infrastructure that is within close proximity to the site.
17. English Heritage does not wish to express any views on the merits of the proposal. They have issued a direction for the application for Listed Building Consent to be determined as seen fit by the City Corporation.
18. The Worshipful Company of Spectacle Makers, The Worshipful Company of Masons and London & Middlesex Archaeological Society raised no objection the proposal.
19. The Victorian Society had initially objected to the detailed design of the setting of the London Stone. The setting of the London Stone has been amended to accord with the comments of the Victorian Society; the objection has been withdrawn.
20. The Worshipful Company of Spectacle Makers, The Worshipful Company of Masons, London & Middlesex Archaeological Society, The Victorian Society and English Heritage would be consulted on the details of the London Stone reinstatement reserved by condition.

Policy Context

21. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
22. On 14th January 2013 public consultation commenced on the Draft Local Plan and this ended on 11th March. It is expected that a revised Local Plan will be published for further public consultation during December 2013 to February 2014 and the final plan adopted in early 2015. At this stage the policies in the Draft Local Plan are of limited weight and the weight to be given to relevant policies will increase as the plan advances towards approval and adoption.
23. The Draft Local Plan incorporates the Core Strategy which has been carried forward with limited alterations. These alterations include, "Protecting existing office accommodation where there are strong

economic reasons why the loss of offices would be inappropriate (policy CS1 – Offices) and greater restriction on where additional housing should be located (policy CS21 Housing). It includes new policies for Development Management.

24. There is relevant City of London planning guidance in respect of Planning Obligations, Sustainable Design and Construction and London Views Management Framework.
25. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

26. 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).
27. In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990); in this case the duty is to the desirability of preserving the London Stone and its setting; to have regard to the purpose of conserving biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006.
28. When considering the applications special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
29. In considering the planning application before you account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.
30. 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 London Plan, Core Strategy and the saved policies of the Unitary Development Plan.
 - The impact of the proposal on heritage assets, and in particular the

London Stone.

- The impact on the nearby buildings and spaces, including daylight/sunlight and amenity.

Economic Development Issues

31. London's status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
32. The importance that is attached to the maintenance and enhancement of the City's role as one of the world's leading financial and business centres is reflected in the policies of the London Plan and Core Strategy, particularly policies 2.10 and CS1.
33. The building would provide high quality office accommodation to meet the demands of the City. The proposed building would provide an 11% increase in office space over that which currently exists on the site.

Existing building

34. No 111 was constructed in 1961-2 by Biscoe & Stanton. It is a modest seven storey, curtain-walling building with a two storey marble framed base and is on the site of St Swithin's Church. The Church garden survives behind the site off Salters' Hall Court and Oxford Court. The Church garden is known as St Swithun's whilst the former Church either as St Swithin's or St Swithun's.

Design, Bulk, Massing

35. The proposal is for the redevelopment of the site with an eight storey building which includes a recessed top storey. The structural core of the existing building and the structural frame of the two basements and ground floor level would be retained. It is intended to retain the structural columns above while all floors and walls above first floor level would be demolished.
36. The height of the proposed development would relate to the general scale of buildings in Cannon Street. The proposed parapet line would match that of the adjacent modern building to the west but the overall height of the proposal would be lower than that of the neighbouring buildings. Only No. 113 Cannon Street on the opposite side of St. Swithin's Lane is lower than the proposed building.
37. The proposed design incorporates the existing structural columns which define the overall rhythm of the facades. Regularly arranged pairs of openings on the upper floors would alternate with Portland stone clad piers that emphasise the verticality of the building while variety in the window detailing would provide a contextual hierarchy to the elevations. Variations of the solid to glazed ratio would reflect the different functions such as retail, core, office reception and back of house areas.
38. The ground and first floor elevations would have large openings with clear glazing and small areas of opaque glazing, strongly profiled frame

detailing and deep reveals to subdivide the larger size of the openings. The central opening would scribe around the London Stone within its retained enclosure and provide an improved setting and background to the London Stone.

39. The proposed eighth floor would be recessed with large glazed elevations to the southern part with office accommodation, metal panel cladding to the core area and louvred elevations to the plant room. A green roof would be installed on the eighth floor roof. The building maintenance unit would operate from the 7th floor roof areas.
40. The proposed development would relate satisfactorily to the neighbouring listed buildings and generally to the character of Cannon Street and the Bank Conservation Area. The design of the proposed development is considered to be an appropriate development for the site, subject to conditions covering its detail.

London View Management Framework

41. The site is located within the Protected Vista of St. Paul's Cathedral from Greenwich which places a restriction on the permitted height of a development proposal. The height of the proposed development is below the development plane.

Setting of Listed Buildings and Conservation Area

42. The Grade II* listed London Stone and its enclosure are incorporated into the ground floor frontage of the existing building described in more detail further on. It would be reinstated in its existing site. The proposed building improves the setting of the London Stone in keeping with its special character and history.
43. The proposed building would be seen in views along Cannon Street in context with one Grade II listed building to the west, two Grade II listed buildings immediately to the east and three Grade II listed buildings further to the east in Cannon Street and the Bank Conservation area. Its scale and restrained design with regularly arranged window openings within masonry wall cladding would complement the historic context and is not considered to be detrimental to the setting of these listed buildings, St Swithun's Church Garden or Bank Conservation area.

Retail Uses

44. The existing building contains a shop (Class A1) of 184sq.m at part ground floor level. The application proposes a shop (Class A1) of 360sq.m at part ground floor and basement levels with a frontage to Cannon Street. A restaurant/cafe (Class A3) of 92sq.m is proposed at part ground and part first floor with a frontage to St. Swithin's Lane. Retail floorspace would increase by 268sq.m.
45. The site is within a Retail Link as outlined in the Draft Local Plan. The proposed retail provision complies with Core Strategy policy CS20 and UDP policies SHOP2 and SHOP3.

Servicing

46. The building would be serviced from Salters' Hall Court.
47. The proposal includes a servicing bay for 3.5t vehicles, and although this does require more manoeuvres on the Salters' Hall Court and Oxford Court highway than the previous servicing bay, the tracking details provided by the applicant shows that this arrangement is acceptable.
48. The servicing assessment provided by the applicant anticipates that the proposed development would result in a total of 21 service vehicles per day, an increase of 8 trips. This number of trips can be accommodated in the proposed single service bay.
49. There is concern that the site is constrained, and any vehicles larger than a 3.5t vehicle servicing the site would block Salters Hall Court and probably result in vehicles reversing on or off Cannon Street. For this reason, a Delivery and Servicing Plan (DSP) would be required at this site and, as suggested in the Servicing Assessment Technical Note, compliance with the DSP would need to be a requirement written into the leases of tenants of the building. As well as the measures suggested by the applicant in the Technical Note, a strict vehicle booking system would need to be implemented, a restriction that no vehicles larger than 3.5t can service the site and a ban on reversing on or off Cannon Street.
50. No car parking is being provided.
51. 11 bicycle parking spaces would be provided at basement level with shower and changing facilities. The cycle provision would exceed the City's current cycle parking standard of 1 space per 250sq.m of floorspace (10 spaces).

Access

52. All the entrances have been designed to be step-free. A door entry buzzer system would be installed at the main office entrance to enable wheelchair users to contact reception staff should assistance be required.
53. A lift would be installed in the restaurant/cafe to allow access between the ground and first floor level. A stair lift would be installed in the shop to allow access between the ground and basement levels.

Sustainability & Energy

54. It is proposed to retain part of the structure including all of the basements and ground floor which would account for considerable savings of embodied energy. The redevelopment scheme provides the opportunity to incorporate passive design measures as well as sustainable materials and energy efficient systems to reduce carbon emissions and to address climate change adaptation. The intention is to aim for carbon emissions savings targeted by the London Plan for major developments.

55. A green roof has been designated on the entire roof of the recessed top floor. Details have been requested by condition to ensure that the green roof would contribute to biodiversity and rainwater attenuation.
56. Grey water recycling is proposed which would reduce potable water consumption within the new building.

Archaeology

57. The proposals do not include any works of excavation as the existing framework of the building would be retained and the existing sub-basement, basement and ground floors would remain as existing.

The London Stone

58. A piece of masonry known as the 'London Stone' is preserved currently behind an iron grille in a niche on the south elevation of the building. It is listed grade II*. A plaque next to the stone reads: *"LONDON STONE, long placed about 35 feet hence toward the south-west, then built into the wall of this church, was for more careful protection and transmission to future ages better secured by the Churchwardens in the year of our Lord, 1869".*
59. It is possible that the stone is of Roman origin, but the surviving apex is of a later date. The origin of the stone is uncertain; it is possibly part of a Roman milestone or a piece of masonry from buildings in the area. The stone is thought to be part of a larger monolith, and is Clipsham limestone, a stone not generally used in the Roman period. In 1198, the stone was referred to as 'Londenstane'.
60. The stone, which originally stood on the south side of Cannon Street, (Cannon Street was widened in the 19th century), was described by John Stow writing in the late 16th century. In the medieval period it was considered as the centre of London when there was a belief that it was part of a Roman milestone from which all distances in the province were measured. There is a reference to the stone in King Henry VI, part II, Act IV, Scene VI. The stone was encased for preservation between 1687 and 1720. In the 17th century Sir Christopher Wren saw foundations for it during rebuilding after the Fire and thought it was not a pillar, but something more elaborate, connected with the mosaic pavements and walls of the Roman building seen to the south. In 1742, the stone was moved from where it stood in the roadway to a place against the south wall of the church of St. Swithin London Stone and in 1798, it was moved again to a central position on the south wall. The inscription was put up by the Council of the London and Middlesex Archaeology Society in 1869. The church was demolished in 1962 following war damage and a condition of the demolition was that the stone should be re-sited in the same position on the new building.
61. The stone is one of the visible monuments of Roman London and it is an important historical feature of the streetscape. Its importance is related to intrinsic merit as well as to the interest and care that it has attracted and the importance that has been attributed to it over a long period of time. Its protection as a relic and symbol of the past has endured since at least the 12th century.

62. The Victorian Society has contributed the following interpretation of the London Stone's history: *"The London Stone has a unique place in London's history, its origins and role being the subject of much speculation and varied interpretation. Its significance has generally been interpreted as more tactile than visual; its use by the Worshipful Company of Spectacle Makers to destroy defective products of their craft in the seventeenth century is just one example of this, and it has been suggested that in medieval times it was struck with swords by rebels and kings to symbolise taking of power in the city. The most notable and pervading feature of the Stone is its inscrutability; it is a mysterious object. This rare kind of significance should be reflected in its setting. The Victorian grille behind which the Stone is currently kept allows a partial view of it, which is eminently suited to its history and the nature of its significance, and adds to its air of mystery."*
63. The stone would be incorporated into the ground floor frontage within the existing enclosure. The display case would be increased in height by the addition of a plinth. This would make it more prominent to public viewing than is currently the case and be at a similar level to when the stone was set within the elevation of the church.
64. The central bay of the new building would be designed to form an appropriate background setting for the London Stone.
65. The London Stone is of such significance and importance in the street scene that provision should be made for it to be stored at an appropriate location during the building works. Details of all works relating to the removal, storage, reinstatement and setting of the London Stone are controlled by condition.

City of London's Planning Obligations SPG policy

66. The City's Supplementary Planning Guidance on Planning Obligations was adopted on 8th June 2004. This policy seeks a contribution of 70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
67. In this case the proposed net increase would be 460sq.m. (GIA) which would not trigger the City's contributions.

Mayoral Community Infrastructure Levy (CIL)

68. The Mayoral CIL would apply to development over 100sq.m with the exception of social housing, education related development, health related development and development for charities for charitable purposes. In this case a charge of £50 per sq.m would be applied to uplift in GIA of 100sq.m or the creation of one or more dwellings where there is uplift in floorspace. The charge has been calculated to be £23,000 based on a GIA of 460sq.m. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee and the remainder will be forwarded to the Mayor of London.

69. The proposed development would not attract a Mayoral planning obligation Crossrail charge as the uplift would be less than 500sq.m GIA.

Conclusion

70. The existing building contributes little to the general townscape of the area and its redevelopment is welcome. Notwithstanding the increase in scale over the existing building, the proposed replacement building is considered to be well designed and with additional retail provision and enhanced display of the London Stone is an appropriate development for the site.

Background Papers

Internal

Memo - Environmental Officer 7/8/2013

External

Email - Thames Water 2/8/2013

Email - Transport for London 13/8/2013

Letter - London Underground 16/8/2013

Email - London & Middlesex Archaeology Society 2/9/2013

Letter - The Victorian Society 23/8/2013

Email - The Victorian Society 27/9/2013

Letter - The Worshipful Company of Masons 1/8/2013

Letter - The Worshipful Company of Spectacle Makers 25/7/2013

Integrated Planning Statement - Kyson

Servicing Assessment - Motion 15/7/2013

Heritage Statement - Rolfe Judd Planning

Letter English Heritage 12/9/2013

Appendix A

London Plan Policies

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

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

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

Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

Policy 4.5 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 5.11 Major development proposals should be designed to include roof, wall and site planting, especially green roofs and walls where feasible.

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.5 Contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

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

Policy 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 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

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

Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.

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

Unitary Development Plan and Core Strategy Policies

ENV28 Design of building services

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

ENV35 To protect daylight and sunlight

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

IMP5 Separate uses to be self contained

To require that individual uses within mixed developments are separate and self-contained.

SHOP2 Seek replacement of retail uses

To seek the replacement of retail uses in development schemes and to ensure that such replacements are primarily at the pedestrian level.

SHOP3 Seek increased retail facilities

To seek, where appropriate, the provision of new or increased retail facilities, particularly where:

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;
- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

SHOP4 Variety in size of retail units

To encourage retail uses in any new development scheme to provide a variety of unit sizes compatible with the character of the area in which they are situated and to encourage large retail units in suitable areas.

TRANS15 Seek off-street servicing

To seek, where appropriate, the provision of off-street servicing facilities in such a way as:

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;
- ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and
- iii. to enable vehicles to enter and leave premises in a forward direction.

TRANS22 Require cycle parking

To provide cycle parking facilities by:

- i. requiring the provision of private parking space for cycles in development schemes;
- ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and
- iii. providing an adequate supply of cycle parking facilities on-street.

UTIL6 Provision for waste collection

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

CS1 Provide additional offices

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

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS15 Creation of sustainable development

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

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).

CS20 Improve retail facilities

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them.

SCHEDULE

APPLICATION: 13/00693/FULL

111 Cannon Street London EC4N 5AR

Demolition of the existing building above first floor level and alteration to the retained sub-basement, basement and ground floor for office (B1) use, shop (Class A1) use and restaurant/cafe (Class A3) use and the erection of new first to seventh floors for office (Class B1) use. Reinstatement of the London Stone within the building facade on Cannon Street.

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 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
 - a) provide details on all structures;
 - b) accommodate the location of the existing London Underground structures and tunnels;
 - c) accommodate ground movement arising from the construction thereof and;
 - d) mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.
REASON: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

- 3 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 4 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.
- 5 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. 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 demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 6 A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. 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 construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.

- 7 This building shall not be demolished before details of the proposal for the London Stone have been approved by the Local Planning Authority pursuant to a condition of the listed building consent.
REASON: To ensure that the future of the London Stone is assured before any works take place.
- 8 The building hereby approved shall not be occupied for any purpose until the London Stone has been installed in the new building in accordance with details to be approved under conditions of the listed building consent.
REASON: To ensure the preservation of the London Stone as a listed building.
- 9 (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 nearest window or facade of the nearest premises.
The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. 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.
(b) 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 Core Strategy: CS15, CS21.
- 10 Before any works thereby affected are begun, a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the fume extract arrangements, materials and construction methods to be used to avoid noise and/or odour penetration to the upper floors from the Class A1 and Class A3 uses. The details approved must be implemented before the Class A1 and Class A3 uses takes place.

REASON: In order to protect residential/commercial amenities in the building in accordance with the following policies of the Core Strategy: CS15, CS21.

- 11 Before any works thereby affected are begun, a scheme in the form of an acoustic report compiled by a qualified specialist shall be submitted to and approved in writing by the Local Planning Authority specifying the materials and constructional methods to be used demonstrating that there is adequate sound proofing to both airborne and structure borne noise transmission between the Class A1 and Class A3 uses and the surrounding offices in the building. The development pursuant to this permission shall be carried out in accordance with the approved scheme and so maintained thereafter.

REASON: To protect the amenities of commercial occupiers in the building in accordance with the following policy of the Core Strategy: CS15.

- 12 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 Core Strategy: CS15.

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

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.

- 14 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 Core Strategy: CS15, CS21.

- 15 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.
REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.
- 16 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;
(b) details of the proposed new facade(s) including typical details of the fenestration and entrances;
(c) typical details of stonework;
(d) details of windows;
(e) details of soffits, hand rails and balustrades;
(f) details of junctions with adjoining premises;
(g) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
(h) details of plant and ductwork to serve the [A1] [A3] use(s);
(i) details of ventilation and air-conditioning for the [A1] [A3] use(s);
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 Unitary Development Plan and Core Strategy: ENV28, ENV29, CS10, CS12, CS15.
- 17 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.
- 18 In respect of the Class A1 and Class A3 units, no live or recorded music shall be played that can be heard outside the premises or within any other premises in the building.
REASON: To safeguard the amenity of the adjoining premises and the area in general in accordance with the following policy of the Core Strategy: CS15

- 19 The building must conform to building lines, levels and site boundaries as confirmed on the site by the Director of the Built Environment.
REASON: To ensure compliance with the proposed building lines, levels and site boundaries in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 7, CS16.
- 20 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 21 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 22 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 23 Goods, including fuel, delivered or collected by vehicles arriving at or departing from the building shall not be accepted or dispatched unless the vehicles are unloaded or loaded within the curtilage of the building.
REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.
- 24 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 one pedal cycle per 250sq.m. of floorspace (minimum 10 spaces). 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 Unitary Development Plan: TRANS22.
- 25 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 Unitary Development Plan: TRANS22.

- 26 Provision shall be made for disabled people to obtain access to the building via the principal entrances without the need to negotiate steps and shall be 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 Core Strategy: CS10
- 27 Before the development hereby permitted is commenced, a scheme indicating the provision to be made for disabled people to gain access to the basement Class A1 use and 1st floor Class A3 use shall have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.
REASON: To ensure that the development will be accessible for people with disabilities in accordance with the following policy of the Core Strategy: CS10.
- 28 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The occupiers of the building shall thereafter operate in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.
- 29 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 policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.

- 30 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: DWG/P4795/01, E/500 Rev E, E/1000 Rev E to E/1009 Rev E inc., E/1100 Rev E to E/1106 Rev E inc., E/1200 Rev E to E/1202 Rev E inc., P/1997 Rev E, P/1998 Rev E, P/1999 Rev E, P/2000 Rev E, P/2001 Rev E, P/2002 Rev E, P/2003 Rev E, P/2004 Rev E, P/2005 Rev E, P/2006 Rev E, P/2007 Rev E, P/2008 Rev E, P/2009 Rev E, P/2010 Rev E, P/2100 Rev E, P/2101 Rev E, P/2102 Rev E, P/2103 Rev E, P/2200 Rev E, P/2201 Rev E, P/2202 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 Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and other written guidance has been made available;
- a full pre application advice service has been offered;
- where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.
- 2 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 3 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.

- 4 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 5 The Director of Markets and Consumer Protection states that any building proposal that will include catering facilities will be required to be constructed with adequate grease traps to the satisfaction of the Sewerage Undertaker, Thames Water Utilities Ltd, or their contractors.
- 6 Where groundworks not shown on the approved drawings are to take place below the level of the existing structure (including works for underpinning, new lift pits, foundations, lowering of floor levels, new or replacement drainage, provision of services or similar) prior notification should be given in writing to the Department of the Built Environment in order to determine whether further consents are required and if the proposed works have archaeological implications.
- 7 Thames Water advise that:

Waste Comments:

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the planning application.

Water Comments:

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the planning application.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 8 The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.
- 9 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.
 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.
 - (c) Connections to the local sewerage and surface water system.
 - (d) Carriageway crossovers.
 - (e) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).
 - (f) The provision of City Walkway drainage facilities and maintenance arrangements thereof.
- 10 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

 - (a) Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy

operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

Air Quality

(b)

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.

Boilers and CHP plant.

(c)

The City is an Air Quality Management Area with high levels of nitrogen dioxide. All gas boilers should therefore meet a dry NO_x emission rate of <40mg/kWh in accordance with the City of London Air Quality Strategy 2011.

(d)

All gas Combined Heat and Power plant should be low NO_x technology as detailed in the City of London Guidance for controlling emissions from CHP plant and in accordance with the City of London Air Quality Strategy 2011.

(e)

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.

(f)

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

Standby Generators

(g)

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.

Food Hygiene and Safety

(h)

Further information should be provided regarding the internal layout of the proposed food/catering units showing proposals for staff/customer toilet facilities, ventilation arrangements and layout of kitchen areas.

(i)

If cooking is to be proposed within the food/catering units a satisfactory system of ventilation will be required. This must satisfy the following conditions:

Adequate access to ventilation fans, equipment and ductwork should be provided to permit routine cleaning and maintenance;

The flue should terminate at roof level in a location which will not give rise to nuisance to other occupiers of the building or adjacent buildings. It cannot be assumed that ductwork will be permitted on the exterior of the building;

Additional methods of odour control may also be required. These must be submitted to the Markets and Consumer Protection Department for comment prior to installation;

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's specification in order to prevent such smells and emissions adversely affecting neighbours.

(j)

From the 1 July 2007, the Health Act 2006 and associated Regulations prohibited the smoking of tobacco products in all enclosed or partially enclosed premises used as workplaces or to which the public have access. All such premises are required to provide signs prescribed by Regulations. Internal rooms provided for smoking in such premises are no longer permitted. More detailed guidance is available from the Markets and Consumer Protection Department (020 7332 3630) and from the Smoke Free England website: www.smokefreeengland.co.uk.

- 11 You are advised that the Mayor of London introduced a Community Infrastructure Levy ("the Mayoral CIL charge") on 1st April 2012 setting a rate of £50 per sq.m on all "chargeable development" in the City of London.

The Mayoral CIL charge will be recorded in the Register of Local Land Charges as a legal charge upon "chargeable development" should you commence development, and the payment will be passed to Transport for London to support Crossrail.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charge and to whom it has been charged or apportioned. Please submit to the City's Planning Obligations Officer an "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil). Please note that the charge identified in the Liability Notice may be revised once all criteria required to complete the calculation are known, including the date when all pre-commencement conditions are discharged, and how long before that date any existing buildings were demolished and/or vacated.

Prior to commencement of a "chargeable development" you are required to submit a 'Notice of Commencement' to the City's S.106 Planning Obligations Officer. This Notice is available on the Planning Portal website. Failure to provide such information on the due date may incur both surcharges and penalty interest. You are also required to discharge all pre-commencement conditions before commencing the development.

Reason: To advise the City Corporation that CIL is liable and that enforcement measures, charges and surcharges may apply if you fail to meet these requirements."

- 12 During the construction phase of the development, the City of London Corporation encourages all owners/developers to commit to the principles outlined in the City of London Corporation's Local Procurement Charter, i.e.

- to identify opportunities for local small to medium sized businesses to bid/tender for the provision of goods and services;

- aim to achieve the procurement of goods and services, relating to the development, from small to medium sized businesses based in the City and the surrounding boroughs, towards a target of 10% of the total procurement spend;

- or where the procurement of goods and services is contracted out

- ensure the above two principles are met by inserting local procurement clauses in the tender documentation issued to contractors

or subcontractors (further information can be found in our 'Guidance note for developers').

For additional details please refer to the City of London's 'Local Procurement Charter' and 'Local Procurement - Guidance Note for City Developers'. These documents can be found at

http://www.cityoflondon.gov.uk/Corporation/LGNL_Services/Environment_and_planning/Planning

Further guidance can be obtained by contacting the 'City Procurement Project' which provides free advice to City based businesses and City developers. They can signpost you to local supplier databases, give one to one advice and provide written guidance via the City of London Corporation's Local Purchasing Toolkit and other resources.

To access free support in procuring locally please call 020 7332 1532 or email city.procurement@cityoflondon.gov.uk

Unitary Development Plan and Core Strategy Policies

ENV28 Design of building services
ENV35 To protect daylight and sunlight
IMP5 Separate uses to be self contained
SHOP2 Seek replacement of retail uses
SHOP3 Seek increased retail facilities
SHOP4 Variety in size of retail units
TRANS15 Seek off-street servicing
TRANS22 Require cycle parking
UTIL6 Provision for waste collection
CS1 Provide additional offices
CS10 Promote high quality environment
CS12 Conserve or enhance heritage assets
CS15 Creation of sustainable development
CS17 Minimising and managing waste
CS20 Improve retail facilities

Blamires, Michael

From: Vicki Fox [redacted]@co.uk>
Sent: 02 September 2013
To: Blamires, Michael [redacted]
Cc: Jon Finney [redacted]
Subject: Ref: 13/00694/LBC - 111 Cannon Street, London EC4N 5AR
Attachments: e-mail heading.png

Dear Michael Blamires,

This Committee acts on behalf of the Council for British Archaeology in respect of Listed Buildings and Applications within the Greater London area. The Committee discussed the above case at its meeting on Tuesday, 27 August 2013 and made the following observations:

The Committee had no objections in principle but agreed to seek the views of John Clark, Archaeologist, given his long involvement and expertise, and the interest that LAMAS has in the London Stone and its grillage.

Vicki Fox (Hon. Secretary)
LAMAS - Historic Buildings & Conservation Committee

Sent from Windows Mail



The Worshipful Company of Masons

PLANNING & TRANSPORTATION		
PSDD	(15)	PPD
TPD	05 AUG 2013	LTP
GM		CSE
NS		PIP
FILE	119119	DD

Please reply to
P A (Sandy) Copland
33 Shrewsbury House
Cheyne Walk
London SW3 5LW
020 7352 5097
mail@sandycopland.co.uk

Ms Danielle Zaire
Rolfe Judd Planning
Old Church Court
The Oval
London SW8 1NZ

ACKNOWLEDGED

1st August 2013

Dear Ms Zaire
London Stone – 111 Cannon Street EC4N 5AR

I am writing to you on behalf of the Worshipful Company of Masons, the objects of which include encouraging the use of natural stone, fostering the craft of stonemasonry and seeking to ensure that stone artefacts are properly maintained.

For the past nearly 20 years the Company has been trying to persuade a succession of owners of 111 Cannon Street (starting with The Oversea Chinese Bank in 1996) and the City Corporation to improve the manner in which London Stone is presented for public view.

We were therefore pleased to learn of your recent planning application on behalf of Atkinson Real Estate No 2 Ltd for consent to carry out partial redevelopment of 111 Cannon Street and to reposition London Stone within a specially designed display cabinet and we welcome this proposal.

I note that you have advice from John Clark, formerly of the Museum of London (and you could hardly do better) but over the years the Masons' Company has also built up a store of

knowledge about the stone and has obtained specialist advice about the wording of appropriate descriptive text.

As a Company we would be happy to be associated with this new phase in the life of the Stone and could offer limited funding in support of its repositioning and presentation.

Please will you inform your clients, Atkinson Real Estate No 2 Ltd, of our longstanding interest in the welfare of London Stone and our willingness to participate in the next phase. We would be happy to attend a meeting to discuss ways in which the Company might be able to help with this project.

Yours sincerely

Sandy

P A (Sandy) Copland – Past Master

Copies to George Gillon - Chief Commoner

Michael Blamires – City Planning Dept

The Worshipful Company of Spectacle Makers

Lieutenant Colonel JAB Salmon
OBE, LLB
Clerk



Apothecaries' Hall,
Black Friars Lane,
London EC4V 6EL

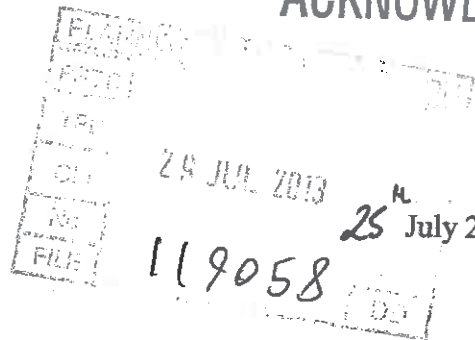
www.spectaclemakers.com

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Facsimile: 020 7329 3249 Email: clerk@spectaclemakers.com

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

ACKNOWLEDGED



Dear Mr Blamires,

LONDON STONE



I write in response to David Stothard's letter of 22nd July 2013 concerning the proposal to reposition London Stone within the building façade of 111 Cannon Street, and to lay down our corporate concern for this ancient piece of masonry and our interest in its future.

We do not believe that we are the only one of the Livery Companies to have such an interest, but for the record you should be aware that for many years in the seventeenth century the Stone was used by the officers of this Company to destroy defective "products of the craft". Thus a minute of our Court's proceedings in 1671 records that:

"...two and twenty dozen of English spectacles, all very badd both in the glasse and frames not fitt to be put on sale...were seized and taken away by the Master and the Wardens by vertue of the Charter of this Company and the Lord Maior's Warrant and carryed to Guildhall and there in the Maior's Court by a jury were found badd and deceitful and by judgement of the Court condemned to be broken, defaced and spoyled both glasse and frame the which judgement was executed accordingly in Canning Street on the remaying parte of London Stone where the same were with a hammer broken all in pieces."

I have visited the website referred to in Mr Stothard's letter, but can find no reference to what is proposed for the Stone at 111 Cannon Street. I should be grateful if you would furnish me with the details.

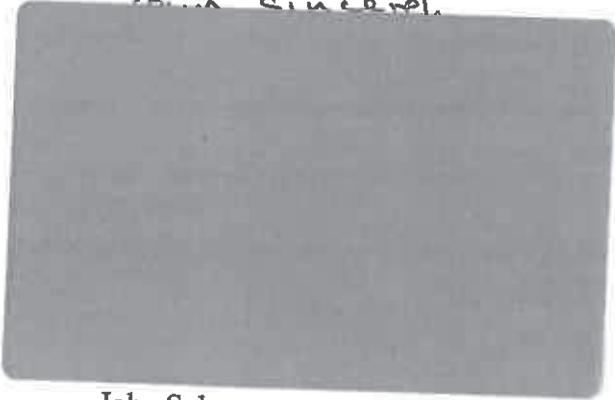
On a point of principle, however, we do not believe that an object of such historical importance should be housed in a private building. It should be freely accessible to the



Public, and displayed alongside boards explaining in full its history and significance to the craft guilds of London. If provision for this cannot be made in Cannon Street, we already have tentative agreement from the Apothecaries' Society to place it in the courtyard of their Hall to which the public have open access. If that seems too "parochial", perhaps it could be re-sited in Guildhall Yard.

I look forward to your response.

✓
Yours sincerely,



John Salmon
Clerk

Kathy Clark
Conservation Adviser
Direct line 020 8747 5894
kathy@victoriansociety.org.uk

THE VICTORIAN SOCIETY

The champion for Victorian and Edwardian architecture

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

Your reference: 13/00694/LBC
Our reference: 2011/11/012

23 August 2013

PLNComments@cityoflondon.gov.uk
michael.blamires@cityoflondon.gov.uk

Dear Mr Blamires

RE: 111 Cannon Street, repositioning of the London Stone (grade II*, origins unknown, 19th century grille and plaque)

Thank you for consulting the Victorian Society on this application. The proposal was discussed by the Society's Southern Buildings Committee at their last meeting, and I write now to convey their views.

We are pleased that this proposal intends to reincorporate the London Stone in the rebuilt 111 Cannon Street, and we support the principle of redesigning the façade. However, we **object** to the detailed design for the setting of the Stone, which would harm the significance of one of the most symbolically important objects in London.

The London Stone has a unique place in London's history, its origins and role being the subject of much speculation and varied interpretation. Its significance has generally been interpreted as more tactile than visual; its use by the Worshipful Company of Spectacle Makers to destroy defective products of their craft in the seventeenth century is just one example of this, and it has been suggested that in medieval times it was struck with swords by rebels and kings to symbolise taking of power in the city. The most notable and pervading feature of the Stone is its inscrutability; it is a mysterious object. This rare kind of significance should be reflected in its setting.

The Victorian grille behind which the Stone is currently kept allows a partial view of it, which is eminently suited to its history and the nature of its significance, and adds to its air of mystery. The application proposes to make the Stone more of a museum-piece, by placing it in an illuminated glazed box. This approach is misconceived. It is not an object of beauty and craftsmanship which is designed to be admired and requires careful scrutiny; displaying it in this way would strip it of its enigmatic qualities.

The Stone's current position and architectural treatment date back two centuries and have developed their own significance during that time. The major problems with the

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1 Priory Gardens, London W4 111
Telephone 020 8994 1019
admin@victoriansociety.org.uk
www.victoriansociety.org.uk

current setting are that it is too low, and that the architecture of the office building does not relate to it well. The new design for 111 Cannon Street does not address this latter concern and would have a negative impact on the experience of the Stone.

The Stone is an object to which many layers of accumulated history are attached. Its appropriate and long-standing Victorian grille covering is a significant element of its importance and should be preserved. The current setting, raised to a more suitable level, should be the basis of the new design, and an architectural solution should be found which relates it to the rest of the façade.

Yours sincerely,

Kathy Clark
Conservation Adviser

Blamires, Michael

From: Kathy Clark (The Victorian Society) <kathy@victoriansociety.org.uk>
Sent: 27 September 2013 13:33
To: Blamires, Michael
Subject: London Stone, 13/00694/LBC & 13/00693/FULL

Dear Michael

This is just to confirm that we've now looked at the revised proposals for reinstatement of the London Stone in the facade of the proposed rebuilding of 111 Cannon Street, and we are pleased that our concerns have been addressed. Keeping the Stone in its current surrounds but raised to a more appropriate height, as now proposed, will maintain its distinctive status.

Thank you for notifying us of the updated plans. Our objection is now withdrawn.

Regards,

Kathy

Kathy Clark
Conservation Adviser (South West England,
South East England, North and East
London)**The Victorian Society**
1 Priory Gardens
London W4 1TT

Telephone 020 8994 1019
Direct Line 020 8747 5894
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Date 16 August 2013
Our Ref 20878-SI-D083
Your Ref 13/00693/FULL

To Michael Blamires
Development Management
PLNComments@cityoflondon.gov.uk



London Underground Limited

Hello Michael,

111 Cannon Street, London EC4N 5AR

It has come to my attention that a planning application has been submitted for the above property.

Though London underground Infrastructure Protection has no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. It will need to be demonstrated to the satisfaction of LUL engineers that:

- the development will not have any detrimental effect on our tunnels and structures either in the short or long term
- the design must be such that the loading imposed on our tunnels or structures is not increased or removed
- we offer no right of support to the development or land

Therefore request that the grant of planning permission be subject to conditions to secure the following:

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

- provide details on all structures
- accommodate the location of the existing London Underground structures and tunnels
- accommodate ground movement arising from the construction thereof
- and mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan 2011 Table 6.1 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012

We also ask that the following informative is added:

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting

Should you have any further enquiries, please do not hesitate to contact me.

Shahina Inayathusein
Information Manager
LUL Infrastructure Protection
E-mail: locationenquiries@tube.tfl.gov.uk
Tel: 020 7918 0016

Blamires, Michael

From: Pak-Lim Wong <[REDACTED]>
Sent: 13 August 2013 11:34
To: PLN - Comments; Blamires, Michael
Subject: Re: 13/00693/FULL; 111 Cannon Street, London EC4N 5AR

Dear Michael

Re: 13/00693/FULL; 111 Cannon Street, London EC4N 5AR
Demolition of the existing building from first floor up and redevelopment to retained sub-basement, basement and ground floor for retail (Class A1) use and cafe (Class A3) use and erection of new first to seventh floors for office (Class B1) use. Repositioning of the London Stone within the building façade on Cannon Street.

With regards to the site mentioned above, TfL offers the following comments:

1. The application site is situated on Cannon Street, which forms part of the Strategic Road Network (SRN).
2. TfL is not expected that the proposed development would result in a significant traffic capacity impact to the SRN and TLRN in the vicinity.
3. In line with the London Plan cycle parking standards; a minimum of seven cycle parking spaces should be provided on site. In addition, shower and changing facilities should be provided on site to encourage staff to cycle to work.
4. A Construction management plan (CMP) and construction logistics plan (CLP) should be submitted and approved by the local authority and TfL prior to construction commences on site. The plans should aim to minimise disruption to traffic and pedestrian movements to the highway network; and measures should also be provided to protect vulnerable road users (i.e. cyclists and pedestrian) from conflicting with construction vehicles.
5. A work place travel plan should be produced and implemented to encourage staff travelling in sustainable modes of transport; the plan should be approved by the local authority prior to occupation of the site, and delivered, monitored by way of s106 agreement.
6. A delivery & servicing plan (DSP) shall be produced and implemented for the proposed development. The DSP should be approved by the local authority prior to occupation and be secured by condition.
7. The application site is situated in close vicinity to London Underground infrastructure/ assets; London Underground Ltd is currently assessing likely impact to its infrastructure from the proposed development and will be providing its observation in the very near future.

Subject to the above, the proposal as it stands would not result in an unacceptable impact to the Strategic Road Network (SRN) and Transport for London Road Network (TLRN) in the vicinity.

Please do not hesitate to contact me if I can be of any further assistance.

Kind regards

PakLim Wong
Planning Officer
Borough Planning, Transport for London
9th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL

Blamires, Michael

From: Blamires, Michael
Sent: 10 September 2013 15:05
To: Blamires, Michael
Subject: FW: Email from Thames Water re: 3rd Party Planning Application - 13/00693/FULL
COL:00523308

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

From: BCTAdmin@thameswater.co.uk [<mailto:BCTAdmin@thameswater.co.uk>]
Sent: 02 August 2013 09:12
To: PlanningQueue
Subject: 3rd Party Planning Application - 13/00693/FULL

Corporation of London
Our DTS Ref: 36983
Department of Planning & Transportation
Your Ref: 13/00693/FULL
PO Box 270
Guildhall
London
EC2P 2EJ

2 August 2013

Dear Sir/Madam

Re: 111, CANNON STREET, LONDON, EC4N 5AR

Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a

minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Yours faithfully
Development Planning Department

Development Planning,
Thames Water,
Maple Lodge STW,
Denham Way,
Rickmansworth,
WD3 9SQ
Tel: 020 3577 9998
Email: devcon.team@thameswater.co.uk

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ENGLISH HERITAGE
LONDON OFFICE

Mr Michael Blamires
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3726
Direct Fax: 020 7973 3792

Our ref: L00266549

12 September 2013

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	19 SEP 2013	LTP
OM		SSE
No	119549	PP
FILE		DD

Dear Mr Blamires

Notifications under Circular 01/2001, Circular 08/2009 &
T&CP (Development Management Procedure) Order 2010

Authorisation to Determine an Application for Listed Building Consent as Seen
Fit

111 CANNON STREET, LONDON, EC4N 5AR
Application No 13/00694/LBC

<i>Applicant:</i>	Atkinson Real Estate No 2 Ltd
<i>Grade of building(s):</i>	II*
<i>Proposed works:</i>	Repositioning of the London Stone within the building facade on Cannon Street
<i>Drawing numbers:</i>	Drawings as approved
<i>Date of application:</i>	9 July 2013
<i>Date of referral by Council:</i>	22 July 2013
<i>Date received by English Heritage:</i>	10 September 2013
<i>Date referred to CLG:</i>	12 September 2013

You are hereby authorised to determine the application for listed building consent referred to above as you think fit. In so doing English Heritage would stress that it is not expressing any views on the merits of the proposals which are the subject of the application.



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



LONDON OFFICE

Yours sincerely



Julie Patenaude
Business Officer
E-mail: julie.patenaude@english-heritage.org.uk

NB: This authorisation is not valid unless it has been appropriately endorsed by the Secretary of State.

The Secretary of State has considered the information given above and does not intend to require the application concerned to be referred to him.

Signed 

Date 16-09-13

National Planning Casework Unit



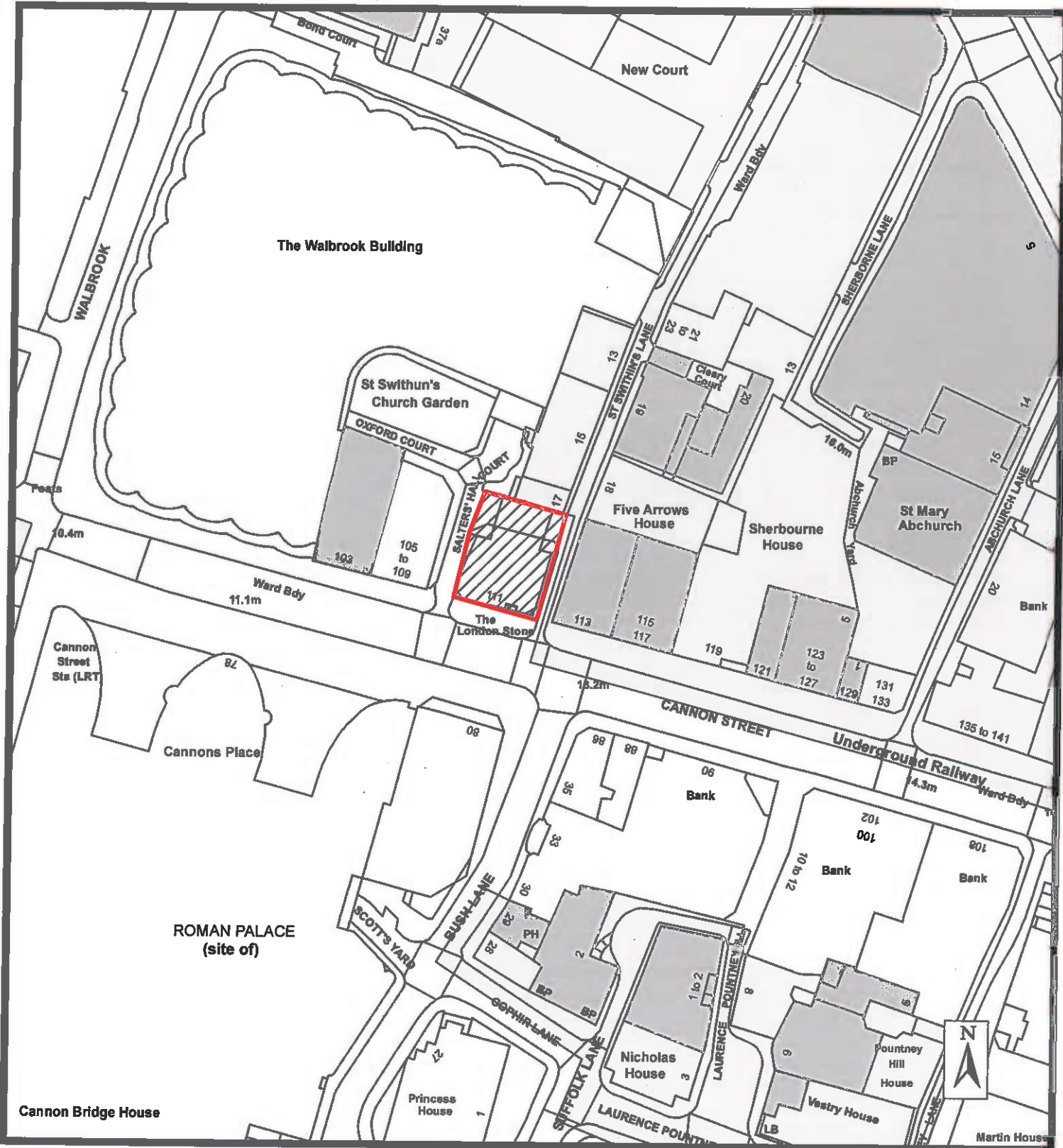
1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Committee:	Date:
Planning and Transportation	15 October 2013
Subject: 111 Cannon Street London EC4N 5AR Removal and reinstatement of the London Stone within the building facade on Cannon Street.	
Ward: Walbrook	Public For Decision
Registered No: 13/00694/LBC	Registered on: 17 July 2013
Conservation Area: NO	Listed Building: Grade II*
<u>Summary</u>	
<p>Listed Building Consent is sought for the removal and reinstatement of the London Stone on redevelopment of the building.</p> <p>The London Stone and its current enclosure would be reinstated on the Cannon Street frontage within the new ground floor elevation. The setting of the stone has been amended in accordance with the comments of the Victorian Society. The plinth and London Stone would be reinstated at the height they occupied in St. Swithun's Church prior to it's destruction in Second World War. This would make it more prominent to public viewing than is currently the case.</p> <p>The proposal is considered to safeguard and enhance the special architectural and historic interest of the London Stone.</p>	
Recommendation	
I recommend that listed building consent be granted for the above proposal in accordance with the details set out in the attached schedule.	



Site Location Plan



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ADDRESS:
111 Cannon Street, EC4

CASE No.
13/00693/FULL & 13/00694/LBC

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY





111 Cannon Street - Case No. 13/00694/LBC

For report see Registered Plan No. 13/00693/FULL

Unitary Development Plan and Core Strategy Policies

CS12 Conserve or enhance heritage assets

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

SCHEDULE

APPLICATION: 13/00694/LBC

111 Cannon Street London EC4N 5AR

Removal and reinstatement of the London Stone within the building facade on Cannon Street.

CONDITIONS

- 1 The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2 The works hereby approved are only those specifically indicated on the drawing(s) referred to in conditions to this consent.
REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Core Strategy: CS12.
- 3 Details in respect of the following shall be submitted to and approved in writing by the local planning authority in consultation with English Heritage before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details:
(a) Extended cabinet for the London Stone;
(b) the display panel.
REASON: At the request of English Heritage and in order to safeguard the special architectural or historic interest of the London Stone in accordance with the following policy of the Core Strategy: CS12
- 4 The London Stone, display case and commemorative plaque in the existing building shall be carefully removed prior to demolition commencing, stored for the duration of the building works and reinstated in the new building in accordance with detailed specifications which shall be submitted to and approved in writing by the local planning authority prior to commencement of any works affected thereby.
REASON: In order to safeguard the special architectural or historic interest of the building in accordance with the following policy of the Core Strategy: CS12
- 5 The works hereby permitted shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this consent: E/500 Rev E, E/1000 to

E/1009 Rev E inc., E/1100 to E/1106 Rev E inc., E/1200 to E/1202 Rev E inc., P/1997 Rev E, P/1998 Rev E, P/1999 Rev E, P/2000 Rev E, P/2001 Rev E, P/2002 Rev E, P/2003 Rev E, P/2004 Rev E, P/2005 Rev E, P/2006 Rev E, P/2007 Rev E, P/2008 Rev E, P/2009 Rev E, P/2010 Rev E, P/2100 Rev E, P/2101 Rev E, P/2102 Rev E, P/2103 Rev E, P/2200 Rev E, P/2201 Rev E, P/2202 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.

Unitary Development Plan and Core Strategy Policies

CS12 Conserve or enhance heritage assets

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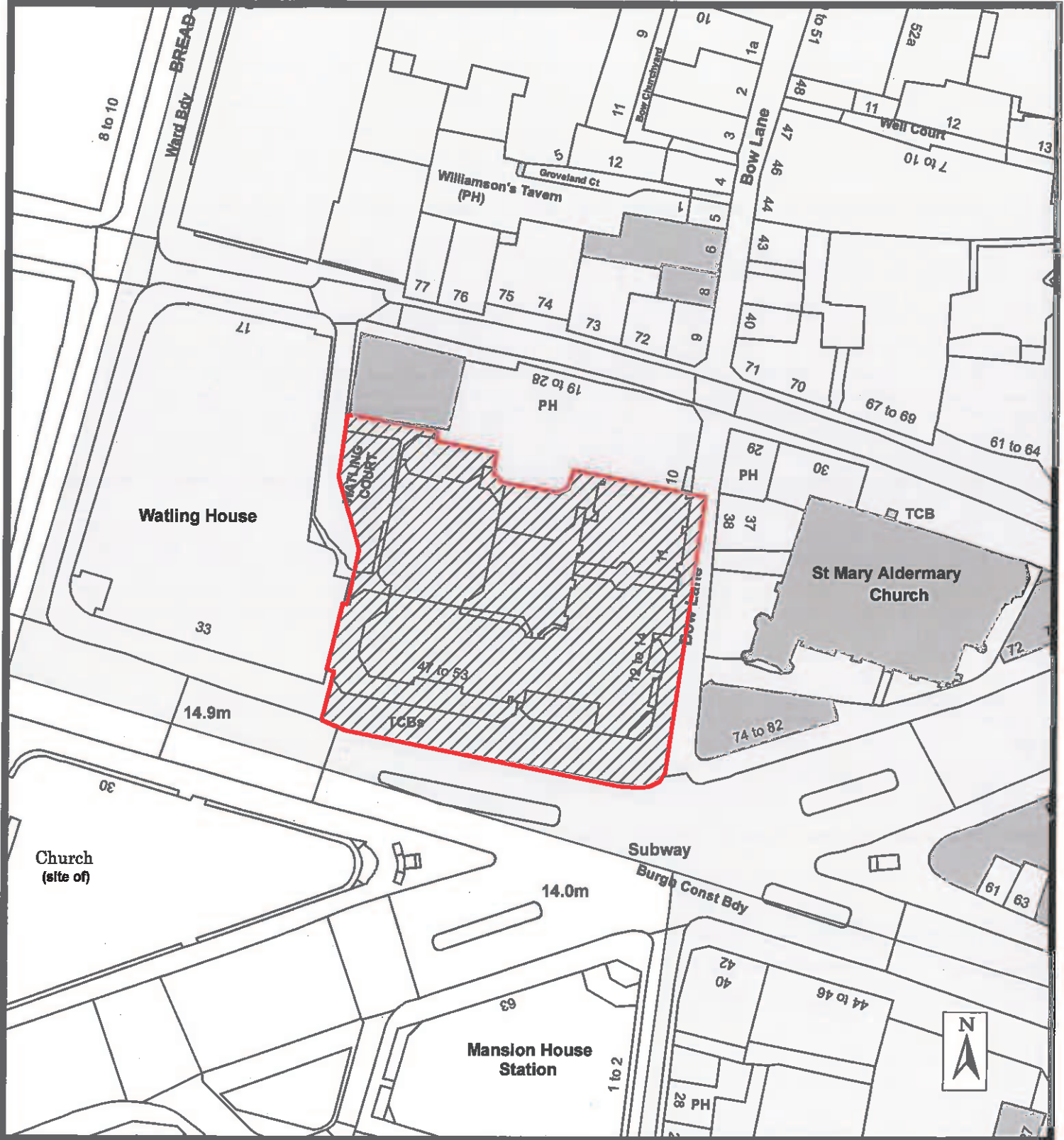
Committee:	Date:
Planning and Transportation	15 October 2013
Subject:	
39-53 Cannon Street, 11-14 Bow Lane And Watling Court London EC4	
Demolition of the existing building and erection of a new 8 storey plus basement building for: (i) office (Class B1) use (11,622sq.m); (ii) retail (Class A1 & A3) use (822sq.m) and a single unit for a flexible use for either Class B1 or A1 purposes (246sq.m) at part ground floor level and basement levels, (iii) provision of a publicly accessible open space, (iv) a relocated subway entrance.	
Ward: Cordwainer	Public For Decision
Registered No: 13/00339/FULMAJ	Registered on: 4 June 2013
Conservation Area: Bow Lane	Listed Building: No
<u>Summary</u>	
<p>Planning permission is sought for the construction of a new building for office (Class B1) with retail (Class A1/A3) use at basement and ground floor levels. An additional flexible use for either Class A1 or B1 use is proposed at basement and ground floor level within a new private courtyard.</p> <p>The Proposed building would have a basement, ground and seven upper floors with a roof top plant enclosure and would provide 11,622sq.m (GEA) of Class B1 floorspace, 822sq.m of Class A1/A3 floorspace and 246sq.m of floorspace for a flexible use for either Class B1 or A1 use totalling 12,690sq.m.</p> <p>The proposals would safeguard the settings of the Grade I St. Mary Aldermary Church, 68-72 and 74-82 Queen Victoria Street, Albert Buildings 39-53 Queen Victoria Street and 19-20 Watling Street, all Grade II listed and would enhance the character and appearance of the conservation area. The proposals support the strategic objectives of the City of London to promote the City as the leading international financial and business centre.</p> <p>The scheme provides a mixed use development which supports the economic policies of the London Plan and Core Strategy and provides an increase in high quality floorspace suitable for major occupiers and/or other users and support accommodation.</p> <p>The provision of appropriate off-street servicing arrangements for the whole development is welcomed.</p> <p>A separate application has been submitted for Conservation Area Consent and is dealt with in this report.</p>	

Recommendation

I recommend that:

- a) Planning permission be granted for the development referred to above in accordance with the details set out on the attached schedule subject to planning obligations and other agreements being entered into in respect of those matters set out in the report, the decision notice not to be issued until such obligations have been executed;
- b) That your officers be instructed to negotiate and execute obligations in respect of those matters set out in the report under Section 106 of the Town and Country Planning Act 1990 and any necessary agreements and stopping up of the highway under Section 278 of the Highway Act 1980.




Site Location Plan



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ADDRESS:
39-53 Cannon Street, 11-14 Bow Lane & Watling Court, EC4

CASE No.
13/00339/FULMAJ

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY





Site and Surroundings

1. The site comprises 47-53 Cannon Street and 12-14 Bow Lane. The buildings are bounded by Watling Street, Watling Court, Bow Lane and Cannon Street. The Site lies within the Bow Lane Conservation Area and is in close proximity to St. Mary Aldermary Church (Listed Grade I) and 74-82 Queen Victoria Street (Listed Grade II).
2. In the immediate context of the site, neighbouring uses are predominated by a mix of office, institutional, ecclesiastical and retail accommodation. The Cheapside Principal Shopping Centre ('PSC') is located to the north of the site.
3. The area contains buildings of varying scale such with larger scale buildings on Cannon Street and the intimate scale of Bow Lane consisting of a network of alleys and courtyards.
4. The existing buildings on the site provide 8538sq.m (GEA) of B1 office floorspace and 719sq.m (GEA) A1 and A3 retail floorspace resulting in a total existing floorspace of 9,257sq.m (GEA). The existing building has a basement, ground and six upper floors. Two plane trees are located within the existing enclosed private courtyard of the building.
5. On the Bow Lane elevation the building houses a subway entrance and part of the subway leading to Mansion House London Underground Station. The subway is owned by the City of London and provides a pedestrian route to Mansion House tube station.
6. Servicing of the existing building is from Watling Court. A private, publicly accessible 'courtyard' space is situated within the building and is gated, offering limited public access.

Proposal

7. Planning permission is sought for the construction of a new office building for office (Class B1) and retail (Class A1/A3) use at basement and ground floor levels. An additional flexible use for either Class A1 or B1 use is proposed at basement and ground floor level within a new private courtyard.
8. The proposed building would have a basement, ground and seven upper floors with a roof top plant enclosure and would provide a total of 12,690sq.m (GEA) of floorspace. A breakdown of the floorspace is shown in the table below:

Use	Floorspace sq.m (GEA)
Office (Class B1)	11,622
Retail (Class A1/A3)	822
Flexible Class B1/A1	246
TOTAL	12,690

9. The building would be serviced at ground floor level from Watling Court. The proposed development would include a pedestrian/cycle route from Cannon Street accessing the surrounding area and the cycle parking facilities for the site. 98 bicycle parking spaces are proposed exceeding current policy requirements.
10. A subway entrance is provided from Bow Lane.
11. A separate application has been submitted for Conservation Area Consent and is dealt with in this report.

Consultations

12. The views of other City of London departments have been taken into account in considering the redevelopment scheme. Some detailed matters remain to be dealt with through conditions and the provision of an agreement under Section 106 of the Town and Country Planning Act 1990.
13. The planning application was publicised in the press and on site.
14. The Environment Agency raised no objections to the proposal.
15. Thames Water raises no objections to the proposal.
16. The Church of St. Mary Aldermary raises no objections to the proposal but requested that no Class A3, A4 or A5 uses are located opposite the west elevation of the church.
17. English Heritage advise that *'the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice'*
18. Transport for London raises no objections to the proposals.
19. The Surveyor the Fabric of St. Paul's Cathedral raises no objections to the proposal.
20. The City Heritage Society object to the proposed building as it is not a satisfactory replacement for the existing building. *They state that 'the building with its rectangular openings punched through its stone clad walls with only minor variations in size seems a poor response to this prominent site'*. A copy of their letter is attached to this report.
21. The Conservation Areas Advisory Committee were consulted and stated that *'The Committee strongly objected to the proposed elevational treatment, and in particular to the unbroken facade along Cannon Street. It also queried the status of public access to the internal courtyard to the rear of the adjoining public house...'*

Policies

22. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan and the Core Strategy. The London Plan; UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.

23. On 14th January 2013 public consultation commenced on the Draft Local Plan and this ended on 11th March. It is expected that a revised Local Plan will be issued in autumn 2013 and the final plan adopted in 2014. At this stage the policies in the Draft Local Plan are of limited weight and the weight to be given to relevant policies will increase as the plan advances towards approval and adoption.
24. The Draft Local Plan incorporates the Core Strategy which has been carried forward with limited alterations. These alterations include, "Protecting existing office accommodation where there are strong economic reasons why the loss of offices would be inappropriate (policy CS1 – Offices) and greater restriction on where additional housing should be located (policy CS21 Housing). It includes new policies for Development Management.
25. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, St. Paul's and Monument Views, Sustainable Design and Construction, London Views Management Framework and the City Open Spaces Strategy 2008
26. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

Introduction

27. The Corporation, in determining the planning application has the following main statutory duties to perform:
28. 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);
29. 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. For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
31. When considering the applications special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
32. Paragraph 131 of the NPPF advises, "In determining planning applications, local planning authorities should take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.”
33. 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:
34. “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
35. It states at paragraph 7 that sustainable development has an economic, social and environmental role.
36. 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.
37. The principal issues in considering this planning application are:
- (i) The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and saved policies of the UDP.
 - (ii) The extent to which the proposals comply with Government policy advice (NPPF).
 - (iii) The impact of the proposal on the significance of designated and non-designated heritage assets and the setting of listed buildings surrounding the site.
 - (iv) The appropriateness of the design and massing of the new works in the context of the area and their impact on views.
 - (v) The impact on the character and appearance of the Bow Lane Conservation Area.
 - (vi) The economic and other benefits of the proposals.

Economic Development Issues

38. London’s status as a world city is founded to a substantial degree on its concentration of international service activities and, most noticeably, by the clustering of financial and business services in the City of London.
39. The importance that is attached to the maintenance and enhancement of the City’s role as one of the world’s leading financial and business centres is reflected in the policies of the Core Strategy and the London Plan, particularly policies CS1 and 2.10.

40. The current buildings provide 8538sq.m (GEA) of grade 'B' office accommodation.
41. The proposed building would provide 11,622sq.m (GEA) of high quality office accommodation (including the potential flexible B1/A1 use) to meet the demands of the City's commercial occupiers and, using the London Plan's assumed density of 1 person per 16sq.m (NIA) the number of office workers in the new building could be 726 compared with 533 in the existing buildings.

Retail Uses

42. The existing buildings on the site contain 719sq.m (GEA) of retail (Class A1 and A3) floorspace. The new development would provide 1068sq.m (GEA) of retail floorspace (Class A1 and A3) (this figure includes the proposed flexible Class A1/B1 use). There would be an overall uplift in retail floorspace of 349sq.m.
43. Saved UDP policies Shop 2 and Policy Shop 3 require the replacement of retail uses in development schemes, primarily at pedestrian level. The majority of the proposed retail floorspace would be at street level (733sq.m) with 335sq.m located at basement level.
44. In response to the concerns raised by the Church, the units facing the church across Bow Lane would be used for Class A1 purposes only and not for Class A3, A4 or A5 uses.

Trees

45. Two Plane trees are located within the existing enclosed courtyard of the building. These trees are of poor quality and make little contribution to the visual appearance of the area and cannot be seen from the street. It is proposed that these trees are removed to facilitate the development. S.211 of the TCPA 1990 provides protection to all trees in a conservation area (unless they are the subject of a separate tree preservation order) by making it an offence for a person to carry out this 'prohibited activity' in respect of such a tree. In this case it is considered that the proposed removal of the trees would be necessary to enable the implementation of the planning permission. S.212 of the TCPA provides a relevant exemption from S. 211 that enables: "... *the cutting down, uprooting, topping or lopping of a tree ... so far as such work is necessary to implement a planning permission ...*" In these circumstances an application under S.211 would not be required. It is proposed that the new courtyard space would be hard landscaped and would be too small to accommodate replacement trees.

Servicing and Parking

46. In accordance with Core Strategy Policy CS16 and Saved UDP Policy TRANS 15, the Proposed Development provides off-street servicing at ground floor level, accessed from Watling Street. These facilities have been agreed with the Waste and Amenity Planning Manager.
47. The accompanying Transport Statement concludes that the servicing of the building would be in line with the City of London guidelines and provide an improved arrangement. An off-street service yard area

would be provided, accessed from Watling Court. The size of vehicles accommodated within the yard has been determined by constraints associated with vehicle access to Watling Court and swept path testing has been undertaken.

48. The development is to be "car free" in accordance with UDP and Core Strategy policies to discourage commuting by cars. Consequently, there is no requirement to provide a minimum number of motorcycle spaces as normally required by policy TRANS 18.
49. 98 bicycle spaces would be provided at basement level together with shower and changing facilities. The cycle parking provision would exceed the City's current cycle parking standard of 1 space per 250sq.m of floorspace (48 spaces) and the London Plan Revised Early Minor Alterations (REMA) of 1 space per 150sq.m of floorspace (81 spaces).

Public Realm

50. The proposed development proposes two significant public realm enhancements. The existing pedestrian route through the site from Cannon Street to Watling Court would be replaced by a wider, column free area. An accessible ramp would be provided to link Cannon Street with Watling Court. It is anticipated that this pedestrian route would be the main route for cyclists and pedestrians to access the rear of the proposed office building. A new private, central courtyard space, accessible to members of the public would be provided within the site.

Stopping Up

51. Changes arising to existing footways from the development are as follows:
 - a) The footway at the eastern end of Cannon Street and the southern end of Bow Lane would be stopped up to facilitate the new alignment of the building in this location.
52. A plan will be displayed at your meeting showing these areas. This stopping up of the highway will be under Section 247 of the Town and Country Planning Act 1990 (as amended by Section 270 and Schedule 22 of the Greater London Authority Act 1999). If satisfactory any necessary stopping-up order will be dealt with by the Town Clerk under his delegated powers.

Bulk and Massing

53. The unusual form of the proposed building with its chamfered upper floors seeks to minimise the visual impact of the building on the local views within the conservation area. The overall form of the building is a "U" shape comprising a block fronting Cannon Street with two returns northward. At the centre of the "U" would be a new open court.
54. The Cannon Street frontage would adjoin Watling House, 33 Cannon Street, and extend eastwards to the corner of Bow Lane. This frontage would initially pick up the building line and upper storey height of its neighbour. Halfway along this elevation the building line would crank slightly northwards following the alignment of the street. At this point

the fifth floor would be chamfered off to visually lower the height of the Cannon Street frontage at its eastern end.

55. The building would form a right angled corner at its junction with Cannon Street and Bow Lane then follow the street northwards. The fourth floor would set back along this elevation, allowing the third floor to form an appropriate parapet height in views southwards along Bow Lane. The existing building adjoins 28 Watling Street at the northern end of the site but the new proposals would stop short to allow the formation of a new alleyway that would lead into a courtyard space at the rear of the building.
56. The building would rise to its full seventh floor height, plus plantroom, on the south side of the internal courtyard, with the eastern and western sides rising five and six floors respectively. The wing to the west would adjoin the buildings in Watling Street to the north. Two passageways would be formed below the building to link the internal courtyard to Watling Court. The existing north/south pedestrian route linking Watling Court to Cannon Street would be significantly widened.
57. At the top of the building, the fifth, sixth and seventh floors would progressively set-back on their south-eastern and south-western sides to lower the apparent height of the building in views from the street and to maintain views of important City landmarks. The chamfered setbacks would be partially visible in ground level views and would help to visually ease the building round the corner from Cannon Street into Bow Lane. The chamfered form of the upper levels would additionally give the building a character and appearance of its own.

Design and Appearance

58. The existing building on the site was identified in the 2012 Bow Lane Conservation Area Character Summary for its failure to conform to the wider character of the conservation area. The current scheme addresses this criticism by proposing a building with an appropriately scaled Cannon Street frontage that links more successfully with the more intimate character of the conservation area on its Bow Lane frontage.
59. On the Cannon Street frontage, the Portland stone structural grid treatment and the varied fenestration it contains, has been developed to accord with its neighbouring buildings to the east and west. The reduction in height by a storey halfway along this frontage has been made to address the change in scale from the larger contemporary Cannon Street buildings to the west down to the smaller scale of the historic buildings further east along the street.
60. This facade cranks slightly northwards approximately halfway along its length Street. At this point the scale of the frontage reduces and the density of the openings and the articulation of the facade change to become finer in response to their proximity to the lower and more decorative buildings to the east. The fenestration above ground floor level would change from large unframed windows to sub-divided openings, framed in a dark coloured Pietra Serena stone, with a central

Portland stone mullion whose orientation would alter along the facade. The ground floor restaurant windows would be framed in Pietra Serena stone.

61. At ground floor level the extensively glazed office entrance would be highlighted by a projecting canopy. The entrance would be located between the widened opening leading to Watling Court to the west, and the windows of the restaurant unit to the east. The existing building is partially arcaded along this frontage with entrances accessible via steps. The new office entrance and entrance to the restaurant unit would benefit from level access.
62. On Bow Lane, the architectural treatment of the Cannon Street frontage, from ground to fourth floor, is continued around the corner with the restaurant windows at ground floor level forming the initial three bays. After this point the appearance of the facade changes with the next two ground floor bays forming a new entrance to the subway system leading to Mansion House Underground Station. The position of the principal entrance to the station has been sited to coincide with the narrow slot view seen between the Church of St Mary Aldermary and the rear of 84-82 Queen Victoria Street. The bay above this entrance would be given a different architectural treatment with larger windows in response to this view.
63. Immediately north of this point the elevation cranks slightly towards the west and the fourth floor elevation chamfers back. This would create the impression that the third floor parapet is the top of the building in pedestrian level views looking southwards along Bow Lane. After a further four and a half bays, the elevation again would change in appearance with the final section of this elevation being treated as a separate pavilion. The facing material would change from stone to a brick finish. The exact colour of this brickwork is to be agreed by condition. The pavilion element aims to make an appropriate architectural transition between the stone clad sections of the building and the generally brick clad buildings that characterise the northern sections of Bow Lane. Its facade would be deeply modelled with windows set within deep reveals.
64. The Bow Lane frontage would contain three A1 shop units, in addition to the return frontage of the Cannon Street restaurant unit. These units would have a contemporary appearance that would relate to the design of the new building and would be framed in coloured resin to visually link them to the coloured wooden shopfronts that are part of the character of this street. The bay width of the proposed shop units has been derived from a careful study of the shopfronts existing along Bow Lane to ensure that they are of a comparable bay width. The contextual shopfronts, the setting back of the fourth floor, the changes in the architectural treatment along the street and the creation of the new alleyway into the courtyard space behind Bow Lane, all seek to achieve a more successful integration into the conservation area in comparison to the existing building.

65. The proposed new alleyway into the internal courtyard space would reveal views of the attractive bay windows at the rear of the public house at 24-26 Watling Street. The retail frontage of the building's Bow Lane pavilion unit would return along the southern side of this passageway. The applicants have highlighted the potential for the retail frontage of the shop unit to the north of the alley to also return into the ally in the future. Although this unit is in the ownership of the applicants these potential works on the north side of the alley do not form part of this application. Works of making good to this party wall would be conditioned were this application to be approved.
66. The western wing of the building would adjoin the rear of the buildings fronting Watling Street at its northern end, and have a west facing elevation to Watling Court. This part of the building would also be given the appearance of a separate brick clad pavilion with a treatment similar to the Bow Lane pavilion block.
67. At ground level, this part of the building would contain a quasi-retail unit with a flexible A1/B1 use that the applicants envisage being used as a facility focussing on the needs of cyclists. The provision of two separate pedestrian routes from the courtyard below the pavilion to Watling Court would improve east/west permeability through the site by forming part of a new link between Bow Lane and Watling Court.
68. The top two floors of the building would be extensively glazed with low iron structural glass exterior walls. The change in material at the top of the building would assist in visually reducing the height of the building. The plant enclosure above would be faced by a perforated metal screen, though this would not be visible in views from ground level.

LVMF and SPH

69. The Mayor's London View Management Framework (LVMF) is Supplementary Planning Guidance to the London Plan and sets out the strategic context for the protection of identified landmarks. The development falls within the Viewing Corridors and Background Assessment Areas for a number of protected vistas of St Paul's Cathedral but does not rise sufficiently high to breach any of these long distance protected vistas.
70. The St Paul's Heights policy protects local views of St Paul's Cathedral from within and around the City. The SPH height restrictions cut across the south western side of the site. The upper levels of the development have been designed to accord with the provisions of the policy.

Setting of St Paul's Cathedral and Local Views

71. The proposed building would be seen in conjunction with important local views of St Paul's Cathedral looking west along Cannon Street and looking west along Watling Street. In the views from Cannon Street the height of the building would appear lower in these views, marginally increasing the amount of clear sky seen behind the outline of the dome. In the view looking towards the Cathedral along Watling Street, the height of the development would be lowered in comparison to the existing building on the site.

72. Careful attention has been given to the manner in which the building would preserve the existing view of the spire of the Grade I listed St Mary-le-Bow in views looking north along the length of Bow Lane as seen from Garlick Hill. The view of St Mary-le-Bow would be fully maintained.
73. The proximity of the church of St Mary Aldermary, also Grade I listed, to the site means that there are many local views of the church in which the building would feature prominently in the foreground or backdrop of these views. The applicants have given these views careful consideration and the building has been designed to minimise its impact on these views from the street. The revised positioning of the entrance takes advantage of the view seen between the church and 74-72 Queen Victoria Street to add interest to the street scene at this point.
74. The tower of St Mary Aldermary is clearly visible from the dome of St Paul's Cathedral. The overall height of the proposed building is greater than the current building on the site and although this increase in height has been disguised at street level by carefully designed set-backs and chamfering, the increased height would be evident in views from St Paul's Cathedral. The degree to which the tower of the church would be visible would be significantly reduced but the upper parts of the tower and the pinnacles that rise clear from the tower would still be visible allowing the church tower to be clearly identified from the dome of St Paul's.

Setting of Other Listed buildings

75. Four other listed buildings are located sufficiently close to the site for their settings to be potentially affected by the proposed development. These buildings are; 68-72 and 74-82 Queen Victoria Street, Albert Buildings 39-53 Queen Victoria Street and 19-20 Watling Street, all Grade II listed. The first three of these buildings date from when Queen Victoria Street was established in the late 1860s, early 1870s. The impact on the settings of these buildings would be neutral.
76. 19-20 Watling Street is a mid C19 commercial building in yellow brick and stone, five storeys in height. The side and rear elevations of this building return into Watling Court and adjoin the existing building on the site on the line of the party wall with 22 Watling Street. The proposed western elevation of the new building, being faced in brick with deeply recessed windows and additional modelling within the brickwork would create a more sympathetic relationship between the two buildings than is currently the case. The change in ground level at the rear of the building would be handled in an appropriate manner and overall it is considered that the setting of 19-20 Watling Street would be improved.

Daylight & Sunlight

77. Policy 7.6 of the London Plan states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy and overshadowing.

78. Saved Policy ENV35 of the UDP seeks to resist development that would noticeably reduce the daylight and sunlight to nearby dwellings and open spaces to levels, which would be contrary to the guidelines established by the Building Research Establishment (BRE). It mentions that it is important that proposed large redevelopments are well designed to make good use of available daylight and sunlight, to prevent avoidable losses of existing daylight and sunlight and to ensure that appropriate levels consistent within a city centre context remain.
79. Core Strategy Policy CS10 encourages daylight and sunlight impact studies to be provided where applicable.
80. A Daylight and Sunlight Report has been included as part of this application and concludes that whilst there will be a very minor change in daylighting conditions, it should be noted that there will be some improvements as well as some losses. Overall, the BRE Guidelines will be satisfied and none of the existing habitable rooms within *Ye Olde Watling public house*, or the occupants of the future residential conversion in 37-38 Bow Lane would experience a loss of natural light that will be materially noticeable or levels of natural light that will be inadequate.
81. The performance of the Proposed Development satisfies the BRE Guidelines.

Sustainability, Energy and Ecology

82. As part of the supporting documentation, the applicants have submitted a Sustainability Statement and an Energy Statement.
83. The building has been designed to include improvements to insulation and air-tightness above the Building Regulations requirements, measures to limit solar gain, high performance glazing and energy efficient building services. The proposed energy efficiency measures would achieve a 26.6% improvement over and above the carbon dioxide emissions of a building regulations compliant building.
84. The Proposed Development will be assessed under the BREEAM 2011 New Construction scheme and will attain an 'Excellent' rating.
85. The proposals will provide green roof space including proposed roof terraces accessed through the office floorspace. Approximately 983 m² of green roof space and roof terrace will be provided as part of the Proposed Development.

Archaeology

86. The site is in the centre of the Roman and medieval city where archaeological remains of all periods may be expected to survive. Archaeological excavation was carried out on the site prior to development of the buildings in the early 1980's when Roman, Saxo-Norman and medieval buildings were recorded. There is high potential for archaeological remains to survive in the northern part of the site, below the buildings fronting Watling Street and outside the existing basement footprint. Elsewhere on the site remains of deep cut features such as pits and wells may have survived the previous 1980's

development. An Historic Environment Assessment has been submitted with the application.

87. The proposed development involves the redevelopment of the 1980's building and construction of a new building with a basement at similar depth to the existing and with new piled foundations. The proposed ground floor would extend beyond the existing footprint in the south eastern corner and this is likely to have archaeological implications.
88. Archaeological evaluation is necessary in areas where there would be an archaeological impact, to provide additional information on the character nature and date of archaeological survival and to design an appropriate mitigation strategy.
89. Conditions are recommended to cover approval of details of archaeological evaluation, a programme of archaeological work and foundation design.

Planning Obligations and Community Infrastructure Levy

90. Under Section 106 of the Town & Country Planning Act 1990 an agreement or planning obligation can be made between parties, usually the developer and the local authority, or a unilateral undertaking can be submitted by a prospective developer:
 - restricting the development or use of land in any specified way;
 - requiring specified operations or activities to be carried out in, on or under or over the land;
 - requiring the land to be used in any specified way; or requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.
91. Planning obligation arrangements were modified by the Community Infrastructure Levy Regulations 2010 ('the CIL Regulations'). The Regulations introduce statutory restrictions on the use of planning obligations to clarify their proper purpose, and make provision for planning obligations to work alongside any Community Infrastructure Levy ('CIL') arrangements which local planning authorities may elect to adopt.
92. Regulation 122 states that it is unlawful for a planning obligation to constitute a reason to grant planning permission when determining a planning application if the obligation does not meet all the following tests:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development
93. The National Planning Policy Framework (March 2012) stated that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It repeated the tests set out above and then stated that where planning

obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. (NPPF paragraphs 203-206).

Mayor of London Policies

Mayoral Community Infrastructure Levy (CIL)

94. On 1st April 2012 the Mayor of London Government introduced a new statutory charge, the Mayoral Community Infrastructure Levy (CIL), in accordance with London Plan Policy 8.3. The Mayoral CIL is paid by developers to help fund strategically important infrastructure, initially focusing on Crossrail. The Mayor has set a charge of £50 per sq.m and this applies to all development over 100sq.m (GIA) except social housing, education related development, health related development and development for charities for charitable purposes.

Mayoral Planning Obligations

95. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG April 2013: offices (£140 per sq.m net gain in GIA floorspace), retail (£90) and hotels (£61) provided there is a net gain of 500sq.m for that use.
96. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
97. At the time of preparing this report the Mayoral CIL has been calculated to be £167,190. The full Mayoral planning obligation has been calculated to be £460,657 but this would be reduced to £293,467 after deduction of the Mayoral CIL. The full Mayoral planning obligation is also subject to a 10% discount if the development is commenced before 31st March 2014. It should be noted that these figures may be subject to change should there be a variation in the CIL liability at the point of payment and should therefore only be taken as indicative figures at this point.
98. These contributions towards the funding of Crossrail will be collected by the City Corporation. Under the CIL regulations the City Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London. The whole of the Mayoral planning obligation income received will be forwarded to the Mayor. However, the developer will also be liable to pay an additional £3,500 Mayoral planning obligation administration and monitoring charge to the City Corporation. The total contributions due

in accordance with the Mayoral CIL and Mayoral planning obligation policies are summarised below:

Liability in accordance with the Mayor of London's policies	Contribution £	Forwarded to the Mayor	Retained by City Corporation
Mayoral Community Infrastructure Levy payable	167,190	160,502	6,688
Mayoral planning obligation net liability*	293,467	293,467	Nil
Mayoral planning obligation administration and monitoring charge	3,500	Nil	3,500
Total liability in accordance with the Mayor of London's policies	464,175	453,969	10,188

*Net liability is on the basis of the CIL charge remaining as reported and could be subject to variation.

City of London's Planning Obligations SPG policy

99. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
100. In this case the proposed net increase would be 3,434.5sq.m. On the basis of the figure indicated in the Supplementary Planning Guidance, the planning obligation figure would be £240,415. It is the City's practice that all financial contributions should be index-linked with reference to the appropriate index from the date of the Committee resolution.

101. The applicant has agreed a breakdown which accords with the Supplementary Planning Guidance as follows:

Category	Contribution £	Percentage share %
Total Contribution under City's SPG	240,415	
Allowance for Monitoring of Agreement by City (1%)	2,404	
Balance available for allocation	238,011	100
Proposed allocations:		
Local Community and Environment	119,006	50
Affordable Housing	71,403	30
Transportation	35,702	15
Local Training and Skills	11,900	5
Total allocation under City's SPG	238,011	100

102. I have set out below the details that I am recommending concerning the planning obligations. All of the proposals are considered to be necessary to make the application acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development and meet the above tests contained in the CIL Regulations and in government policy. I would also request that I be given delegated authority to continue to negotiate and agree the terms of the proposed obligations as necessary.

Local Community and Environmental Improvements

103. It is inevitable that a development of the scale and intensity of the proposals will have a range of impacts in the vicinity of the site both in terms of the demolition and construction phase, and in terms of the operational phase, as referred to in this report. The contribution for Local Community Facilities and the Environment will be used to help mitigate the impact of the development by providing facilities and opportunities which may include but are not limited to education, health & welfare, church works and for the benefit of other voluntary organisations, arts & culture, leisure and recreation, childcare provision, street scene and air quality improvements. The City has identified a number of matters required to mitigate the impact of the development and which meet the planning tests and these are set out below. However, other matters requiring mitigation for the benefit of the local community are still yet to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will be used to help mitigate such impacts also.

104. It has been proposed that the contribution be put towards the delivery of the emerging Environmental Enhancement projects in the Cheapside and Guildhall Area Strategy which is currently under review.
105. It will include a raft of proposals to improve the function and environment of the area with particular emphasis on adapting the area to cope with future demands including increasing numbers of local workers as a result of development as well as increased numbers of people using the streets as a result of tube and Crossrail improvements. In summary proposals include:
- Improvements to the quality and function of the strategy area.
 - Reducing conflict between modes of transport and road safety improvements
 - Creating new and enhancing existing public spaces in the area including accessible seating areas
 - Implementing measures for climate change adaptation and pollution reduction
106. The applicant has proposed enhancements to the churchyard and highways around St Mary Aldermary. These areas are considered to be in need of improvement and it is proposed that these areas would form part of the current review of the Cheapside Area Strategy which will identify potential projects and their priority.
107. Other matters requiring mitigation for the benefit of the local community are still yet to be fully scoped and it is proposed that the Local Community Facilities and Environment Contribution will be used to help mitigate such impacts also.
108. The applicant will be required to pay some of this contribution for feasibility and design studies upon demolition and the balance would be payable on or before the implementation of the planning permission.

Affordable Housing

109. The Affordable Housing contribution will be used for the purpose of off-site provision of affordable housing in suitable locations in or near to the City of London in accordance with the London Plan. The applicant will be required to pay this contribution on or before the implementation of the planning permission.

Transport Improvements

110. The proposed development will generate additional demands for movement in the form of new walk, cycle, public transport, taxi and servicing trips. Although these movements may have a destination at the development, they will have an origin elsewhere, probably outside the City. As a result, the impacts of these additional movements will be felt throughout the City, not just in the area immediately surrounding the development.
111. It is therefore proposed that the Transport Contribution should go towards projects in the emerging Traffic Management Programme. The

Traffic Management Programme is an emerging series of projects that seek to actively improve the functionality of City Streets in order to help them to accommodate growth in movement. This Programme has been set out in the City's adopted Local Implementation Plan (2011).

112. As the development lies within the City's Cheapside Area Strategy, it is considered that preference would be given to transport projects that lie within the areas bounded by these Strategies.
113. TFL have requested a contribution of up to £15,000 to upgrade the bus shelter at stop 8551 adjacent to the site on Cannon Street. The upgrade is considered to provide an improved environment for the increasing number of people using the bus stop as a result of the development.
114. This matter is being considered by the developer and will form part of the negotiation of the agreement.
115. TFL have advised that the proposed construction arrangement would impact this bus stop and the applicant is required to enter into an agreement with TFL Buses to make interim arrangements prior to occupation of the site.

Public Realm Access

116. The proposal includes publically accessible space throughout the site. The balance of public and private access rights will be secured through the section 106 covenants subject to a detailed regime for public access to be only prevented or temporarily restricted or limited to enable cleansing, maintenance and security. The details of this regime are yet to be finalised and negotiations with the developer are in progress.

Local Training, Skills and Job Brokerage

117. The Local Training, Skills and Job Brokerage contribution will be applied to the provision of training and skills initiatives, including job brokerage, in the City or City fringes. The Developer will be required to pay this contribution on or before the implementation of planning permission.

Highway Reparation and other Highways obligation

118. The cost of any reparation works required as a result of the development will be the responsibility of the Developer.
119. If required, prior to implementation and based on the City's standard draft, the developer will be obligated to enter into an agreement under Section 278 of the Highways Act 1980 to meet the cost of highway works that are necessary to meet the burden placed on the highway network by the development.

Utility Connections

120. The development will require connection to a range of utility infrastructure. Early engagement by the applicant about utilities infrastructure provision will allow for proper co-ordination and planning

of all works required to install the utility infrastructure, particularly under public highway, so as to minimise disruption to highway users. A s106 covenant will therefore require the submission of draft and final programmes for ordering and completing service connections from utility providers in order that the City's comments can be taken into account, and will require that all connections are carried out in accordance with the programme. Details of the utility connection requirements of the Development including all proposed service connections, communal entry chambers, the proposed service provider and the anticipated volume of units required for the Development will also be required.

Method Statement, Plans and Audits

Local Training, Skills and Job Brokerage Strategy (Construction)

121. The applicant will be required to submit for approval details of the Local Training, Skills and Job Brokerage Strategy (Construction) in line with the aims of the City Corporation's Employment Charter for Construction. This Charter aims to maximise job opportunities in the City for residents of the City fringes and offer employment and training opportunities to local people wishing to begin a career in construction. The Strategy will be submitted in two stages: one to be submitted prior to the First Preparatory Operation Date in respect of the Preparatory Operations; the second to be submitted prior to Implementation in respect of the Main Contract Works Package.
122. The Economic Development Office is able to introduce the Developer or its Contractor and Sub-Contractors to local training providers and brokerage agencies to discuss their site-specific skills needs and to identify suitable local people to fill opportunities on site. The Developer is encouraged to liaise with the Economic Development Office at the earliest stage in the development process in order that the strategy can be submitted prior to commencement.

Local Procurement

123. The developer has agreed to submit for approval a Local Procurement Strategy prior to commencement of demolition. The Local Procurement Strategy shall include details of: initiatives to identify local procurement opportunities relating to the construction of the development; initiatives to reach a 10% target for local procurement, from small to medium sized enterprises in the City and City fringes; the timings and arrangements for the implementation of such initiatives; and suitable mechanisms for the monitoring of the effectiveness of such initiatives e.g. a local procurement tracker can be used to capture this information.
124. The developer will be required at the 6 month stage, or half way through the project (whichever is earliest), to report to the City of London Corporation's Economic Development Office on their performance against the 10% local procurement target.

125. The Economic Development Officer is able to provide information and guidance to the Developer its Contractor and Sub-Contractors. The Developer is encouraged to liaise with the Economic Development Officer at the earliest stage in the development process in order that the strategy can be submitted prior to implementation.

Monitoring and Administrative Costs

126. A 10 year repayment period would be required where by any unallocated sums would be returned to the developer 10 years after practical completion of the development.
127. The applicant will pay the City of London's legal costs incurred in the negotiation and execution of the legal agreement and the City Planning Officer's administration costs in respect of the same. 1% of the total contribution (secured under the City's SPG) will be allocated to the monitoring of the agreement.
128. Separate additional administration and monitoring fees will be applied in relation to the Crossrail Contribution.

Conclusion

129. The proposals offer a contemporary building that would be appropriate in the locality and would enhance the character and appearance of the Bow Lane Conservation Area.
130. The proposals would safeguard the settings of the Grade I St. Mary Aldermary Church, 68-72 and 74-82 Queen Victoria Street, Albert Buildings 39-53 Queen Victoria Street and 19-20 Watling Street, all Grade II listed.
131. The proposals support the strategic objectives of the City of London to promote the City as the leading international financial and business centre.
132. The scheme provides a mixed use development which supports the economic policies of the London Plan and Core Strategy and provides an increase in high quality floorspace suitable for major occupiers and/or other users and support accommodation.
133. The provision of appropriate off-street servicing arrangements for the whole development are welcomed.

Background Papers

Internal

Memo 23.07.13 Department of Markets and Consumer Protection

External

Letter 10.04.13, 03.06.13 DP9

Email 24.06.13 Environment Agency

Email 25.06.13 Thames Water

Letter 11.07.13 Moot St. Mary Aldermary

Letter 03.07.13 English Heritage

Email 16.07.13 TFL

Letter 15.08.13 City Heritage Society

Email 30.05.13 Caroe Architecture

Historic Environment Assessment, Museum of London Archaeology, October 2012

Design and Access Statement May 2013.

Acoustic Planning Report 27.03.13.

Demolition and Construction Management Plan March 2013.

Framework Travel Plan March 2013.

Daylight and Sunlight Analysis March 2013.

Redevelopment Scheme Summary Report 22.02.13

Development Strategy Report 09.04.13.

Planning Statement March 2013.

Appendix A

London Plan Policies

The London Plan is part of the development plan for the City. As such the London Plan is a material consideration to which the City of London Corporation must have regard in exercising its development control powers.

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

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

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

Policy 4.2 Support the management and mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes.

Policy 4.3 Within the Central Activities Zone increases in office floorspace should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.

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

Policy 6.3 Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.

Policy 6.5 Contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate.

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

Policy 7.6 Buildings and structures should:

- (a) Be of the highest architectural quality;
- (b) Be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;
- (c) Comprise details and materials that complement, not necessarily replicate, the local architectural character;
- (d) Not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings;
- (e) Incorporate best practice in resource management and climate change mitigation and adaptation;
- (f) Provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces;
- (g) Be adaptable to different activities and land uses, particularly at ground level;
- (h) Meet the principles of inclusive design;
- (i) Optimise the potential of sites.

Policy 7.7 Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings. Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria set out in this policy.

Policy 7.8 Development should identify, value, conserve, restore, re-use and incorporate heritage assets, conserve the significance of heritage assets and their settings and make provision for the protection of archaeological resources, landscapes and significant memorials.

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

Policy 7.13 Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards.

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

Unitary Development Plan and Core Strategy Policies

ARC1 Archaeology - evaluation and impact

To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

ARC2 To preserve archaeological remains

To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.

ARC3 Recording of archaeological remains

To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.

ENV28 Design of building services

To ensure that building services are satisfactorily integrated into the architectural design of the building (with particular reference to its roof profile) and to resist installations which would adversely affect the character, appearance or amenities of the buildings or area concerned.

ENV35 To protect daylight and sunlight

To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to levels which would be contrary to the Building Research Establishment's guidelines.

IMP5 Separate uses to be self contained

To require that individual uses within mixed developments are separate and self-contained.

SHOP2 Seek replacement of retail uses

To seek the replacement of retail uses in development schemes and to ensure that such replacements are primarily at the pedestrian level.

SHOP3 Seek increased retail facilities

To seek, where appropriate, the provision of new or increased retail facilities, particularly where:

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;
- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

SHOP4 Variety in size of retail units

To encourage retail uses in any new development scheme to provide a variety of unit sizes compatible with the character of the area in which they are situated and to encourage large retail units in suitable areas.

TRANS15 Seek off-street servicing

To seek, where appropriate, the provision of off-street servicing facilities in such a way as:

- i. to ensure that the location and design of vehicular access and servicing arrangements minimise the adverse effects on the adjoining highway and pay due regard to the environment and the convenience and safety of pedestrians;
- ii. to ensure that vehicular servicing and servicing access is avoided on or onto Tier 1-3 roads, except where a practical alternative cannot be provided; and
- iii. to enable vehicles to enter and leave premises in a forward direction.

TRANS18 Resist non-residential parking

To resist the provision of private non-residential parking in excess of the current planning standards.

TRANS22 Require cycle parking

To provide cycle parking facilities by:

- i. requiring the provision of private parking space for cycles in development schemes;

- ii. maintaining an adequate overall number of spaces for cycles in public off-street car parks; and
- iii. providing an adequate supply of cycle parking facilities on-street.

UTIL6 Provision for waste collection

To require adequate provision within all developments for the storage, presentation for collection, and removal of waste, unless exceptional circumstances make it impractical; to encourage provision to allow for the separate storage of recyclable waste where appropriate.

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.

CS3 Ensure security from crime/terrorism

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

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

CS16 Improving transport and travel

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

CS17 Minimising and managing waste

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

CS20 Improve retail facilities

To improve the quantity and quality of retailing and the retail environment, promoting the development of the five Principal Shopping Centres and the linkages between them.

SCHEDULE

APPLICATION: 13/00339/FULMAJ

39-53 Cannon Street, 11-14 Bow Lane And Watling Court London EC4

Demolition of the existing building and erection of a new 8 storey plus basement building for: (i) office (Class B1) use (11,622sq.m); (ii) retail (Class A1 & A3) use (822sq.m) and a single unit for a flexible use for either Class B1 or A1 purposes (246sq.m) at part ground floor level and basement levels, (iii) provision of a publicly accessible open space, (iv) a relocated subway entrance.

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** A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. 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 demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 3** A scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking place on the site. 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 construction process but no works in any individual stage shall be commenced until the related

scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.

REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.

- 4 Demolition works shall not begin until a Deconstruction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site deconstruction of the existing buildings has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Deconstruction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

REASON: To ensure that deconstruction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.

- 5 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).

REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.

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

REASON: To ensure that the premises are protected from road vehicle borne damage within the site in accordance with the following policy of the Core Strategy: CS3.

- 7 Before any piling or construction of basements is commenced a scheme for the provision of sewer vents within the building shall be submitted to and approved in writing by the local planning authority. Unless otherwise agreed in writing by the local planning authority the agreed scheme for the provision of sewer vents shall be implemented

and brought into operation before the development is occupied and shall be so maintained for the life of the building.

REASON: To vent sewerage odour from (or substantially from) the development hereby permitted and mitigate any adverse air pollution or environmental conditions in order to protect the amenity of the area in accordance with the following policies of the Core Strategy: CS15.

- 8 A post construction BREEAM assessment demonstrating that a target rating of 'Excellent' has been achieved (or such other target rating as the local planning authority may agree provided that it is satisfied all reasonable endeavours have been used to achieve an 'Excellent' rating) shall be submitted as soon as practicable after practical completion.

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.
- 9 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.

REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.
- 10 Before any works including demolition are begun a site survey shall be carried out and details must be submitted to and approved in writing by the local planning authority indicating the proposed finished floor levels at basement and ground floor levels in relation to the existing highway levels. The development shall be carried out in accordance with the approved site survey unless otherwise agreed in writing by the local planning authority.

REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan 2002: ENV8, CS10, CS16.
- 11 Archaeological evaluation shall be carried out in order to compile archaeological records in accordance with a timetable and scheme of such archaeological work submitted to and approved in writing by the Local Planning Authority before any commencement of archaeological evaluation work.

REASON: To ensure that an opportunity is provided for the archaeology of the site to be considered and recorded in accordance with the following policy of the Unitary Development Plan 2002: ARC 1.
- 12 No works except demolition to basement slab level shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. This shall include all on site

work, including details of any temporary works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3

- 13 No works except demolition to basement slab level shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.

- 14 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 the proposed new facades including details of the fenestration and entrances;
- (c) typical details of stonework;
- (d) details of ground floor elevations;
- (e) details of the ground floor office and retail entrances;
- (f) details of soffits, hand rails and balustrades;
- (g) details of junctions with adjoining premises;
- (h) details of the integration of window cleaning equipment, plant, flues, fire escapes and other excrescences at roof level.
- (i) details of the new subway entrance and revised subway layout.

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 Unitary Development Plan and Core Strategy: CS10, CS12.

- 15 The refuse collection and storage facilities shown on the drawings hereby approved shall be provided and maintained throughout the life of the building for the use of all the occupiers.

REASON: To ensure the satisfactory servicing of the building in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL 6, CS10, CS17.

- 16 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.
REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.
- 17 The proposed courtyard surface shall be treated in accordance with a landscaping scheme to be submitted to and approved in writing by the Local Planning Authority before any such works are commenced. All hard and soft landscaping works shall be carried out in accordance with the approved details not later than the end of the first planting season following completion of the development. Trees and shrubs which die or are removed, uprooted or destroyed or become in the opinion of the Local Planning Authority seriously damaged or defective within 5 years of completion of the development shall be replaced with trees and shrubs of similar size and species to those originally approved, or such alternatives as may be agreed in writing by the Local Planning Authority.
REASON: In the interests of visual amenity in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, ENV 9, CS10, CS15, CS19.
- 18 The building must conform to new building lines, levels and site boundaries as confirmed on the site by the Director of the Built Environment.
REASON: To ensure compliance with the proposed building lines, levels and site boundaries in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS 7, CS16.
- 19 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 20 No plant or telecommunications equipment shall be installed on the exterior of the building except as may be approved by the Local Planning Authority in writing.
REASON: To ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: UTIL3, ENV28, CS2, CS10.
- 21 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection 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 nearest window or facade of the nearest premises. The measurements and

assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.

REASON: To protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.

- 22 Before any works thereby affected are begun, a scheme shall be submitted to and approved by the Local Planning Authority which specifies the fume extract arrangements and materials and constructional methods to be used to avoid noise penetration to the upper floors from the Use Class A3 use on the ground floor. The details approved must be implemented before the Use Class A3 use commences and so maintained thereafter.
REASON: In order to protect residential amenities in accordance with the following policies of the Core Strategy: CS15, CS21.
- 23 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 Core Strategy: CS15.
- 24 Except as may be approved in writing by the Local Planning Authority the loading and unloading areas must remain ancillary to the use of the building and shall be available at all times for that purpose for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing is maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 25 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 one pedal cycle per 250 sq.m. of floorspace (minimum 98 spaces). 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 Unitary Development Plan: TRANS22.

- 26 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 Unitary Development Plan: TRANS22.
- 27 The approved loading and unloading areas shall be available at all times for use throughout the life of the building for the occupiers thereof and visitors thereto.
REASON: To ensure that satisfactory servicing facilities are maintained in accordance with the following policy of the Unitary Development Plan: TRANS15.
- 28 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 policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.
- 29 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.
REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.
- 30 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 Core Strategy: CS15, CS21.

- 31 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: A 1150 IM 21 11 0, A 1150 IM 21 12 0, A 1150 IM 21 13 0, A 1150 IM 21 14 0, A 1150 PA 41 21 0, A 1150 PA 41 22 0, A 1150 PA 41 23 0, A 1150 PA 41 24 0, A 1150 PA 41 25 0, A 1150 PA 41 26 0, A 1150 PA 10 00 0, A 1150 PA 20 00 3, A 1150 PA 20 01 3, A 1150 PA 20 02 3, A 1150 PA 20 03 3, A 1150 PA 20 04 3, A 1150 PA 20 05 3, A 1150 PA 20 06 3, A 1150 PA 20 07 3, A 1150 PA 20 08 3, A 1150 PA 20 B13, A 1150 PA 21 01 5, A 1150 PA 21 02 5, A 1150 PA 21 03 5, A 1150 PA 21 04 5, A 1150 PA 22 00 3, A 1150 PA 22 01 3, A 1150 PA 22 06 3, A 1150 PA 22 07 3, A 1150 PA 41 01 0, A 1150 PA 41 02 0, A 1150 PA 41 03 0, A 1150 PA 41 04 0, A 1150 PA 41 05 0, A 1150 PA 41 06 0.
- 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 This permission must in no way be deemed to prejudice any rights of light which may be enjoyed by the adjoining owners or occupiers under Common Law.
- 2 Access for people with disabilities is a material consideration in the determination of planning applications. The City of London Corporation has published design standards giving advice on access for people with disabilities and setting out the minimum standards it expects to see adopted in the City buildings. These can be obtained from the City's Access Adviser, City Planning Officer and District Surveyor. Further advice on improving access for people with disabilities can be obtained from the City's Access Adviser. Your attention is drawn to the Disability Discrimination provisions of the Equality Act 2010 to ensure that disabled people are not significantly disadvantaged.

Service providers, etc., should make "reasonable adjustments" to facilitate access to their premises and the City asks all applicants for planning permission to ensure that physical barriers to access premises are minimised in any works carried out.
- 3 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.
- 4 The Mayor of London introduced a Community Infrastructure Levy ("the Mayoral CIL charge") on 1st April 2012 setting a rate of £50 per sq.m on all "chargeable development" in the City of London.

The Mayoral CIL charge will be recorded in the Register of Local Land Charges as a legal charge upon the site when the development commences and the CIL payment will be passed to Transport for London to support Crossrail.

Relevant persons, persons liable to pay and owners of the land will be sent a "Liability Notice" that will provide full details of the charge and to whom it has been charged or apportioned. An "Assumption of Liability" Notice (available from the Planning Portal website: www.planningportal.gov.uk/cil) must be submitted to the City's Planning Obligations Officer as soon as possible. Please note that the charge identified in the Liability Notice may be revised once all criteria required to complete the calculation are known, including the date when all pre-commencement conditions are discharged and how long before that date any existing buildings were demolished and/or vacated.

The Mayoral CIL charge becomes payable on commencement of development. You are required to submit a "Notice of Commencement" to the City's Planning Obligations Officer prior to commencing on site, and failure to provide such information on the due date will incur both surcharges and penalty interest. You are required to discharge all pre-commencement conditions before commencing the development. There are various measures, charges and surcharges that may apply if you fail to meet these requirements.

- 5 There is a Thames Water main crossing the development site which may/will need to be diverted at the Developer's cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone No: 0845 850 2777 for further information.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is

advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 6 The provisions of Part 3, Class E, of Schedule 2 to the Town & Country Planning (General Permitted Development) Order 1995 will permit changes of use between the proposed flexible use of the courtyard unit between Class B1 and Class A1 for a period of ten years from the date of this permission.
- 7 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 Core Strategy/ Unitary Development 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.

Unitary Development Plan and Core Strategy Policies

ARC1 Archaeology - evaluation and impact
ARC2 To preserve archaeological remains
ARC3 Recording of archaeological remains
ENV28 Design of building services
ENV35 To protect daylight and sunlight
IMP5 Separate uses to be self contained
SHOP2 Seek replacement of retail uses
SHOP3 Seek increased retail facilities
SHOP4 Variety in size of retail units
TRANS15 Seek off-street servicing
TRANS18 Resist non-residential parking
TRANS22 Require cycle parking
UTIL6 Provision for waste collection
CS10 Promote high quality environment
CS3 Ensure security from crime/terrorism
CS10 Promote high quality environment
CS12 Conserve or enhance heritage assets
CS13 Protect/enhance significant views
CS15 Creation of sustainable development
CS16 Improving transport and travel
CS17 Minimising and managing waste
CS20 Improve retail facilities

Ball, Matthew

Subject: FW: 45 Canon Street redevelopment

From: Oliver Caroe [mailto:oliver@caroe.biz]
Sent: 30 May 2013 07:50
To: Stubbs, Kathryn; Rayment, Ted
Cc: Laura Chilton
Subject: 45 Canon Street redevelopment

Dear Kathryn and Ted,

We have been consulted by the architects and planning consultant concerning 45 Canon Street. (Fletcher Priest and DP 9)

In most respects, it would appear that the development is polite and has considered context, façade, retail frontages, pedestrian routes and streetscape with sufficient care. I do not think there are matters of design here that the Chapter of St Paul's would feel it should concern itself.

However I do note that the development is proposing a significant increase in height from 44m AOD to 52m. It looks as though the upper floor (although set back) will exceed the height of surrounding buildings by a full story. I was not shown information on the St Paul's Heights analysis or Strategic Views by the architects and I have requested this information. (I was told that analysis of views had taken place and there were no impacts).

Given that the application is to be submitted very shortly, can I discover from you if you (or your colleagues) have yet seen firm information on views and the impacts on the conservation area? Once I have this information I can then decide if the Cathedral Chapter would wish to make representations.

Yours with thanks

Oliver Caroe; RIBA AABC



Office 5, Unit 8; 23-25 Gwydir Street; Cambridge CB1 2LG
Tel: 07919 300443. 01223 472237 Visit my [web site](#)

Department of the Built Environment.
City of London.
P.O.Box 270.
Guildhall,
London,
EC2P 2EJ.



For the attention of Rob Chipperfield.

Your ref: 13/00/339/FULMAJ
Thursday 11th July 2013

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990.
39-53 Cannon Street, 11-14 Bow Lane and Watling Court, London EC4.

We write on behalf of the Guild Church Council at the Guild Church at St. Mary Aldermary following on from our initial response dated the 1st July 2013.

The Standing Committee of the Guild Church Council (GCC) after taking advice from our Church Inspecting Architect would like to make the following response to the above planning application.

1. **Context:** The proposal includes the demolition of the present building on the west side of Bow Lane, known as nos. 11 - 14 Bow Lane. This is immediately opposite the Guild Church of St. Mary Aldermary.
2. The GCC of St. Mary Aldermary does not want to object to the application as it is felt that the proposal to replace the existing office building (1980s (39-53 Cannon Street, 11-14 Bow Lane and Watling Court EC4) provides an opportunity for the enhancement of the south end of Bow Lane, which is currently neglected and sad. However, The GCC seeks confirmation that there will be no approval for the introduction of any of the following activities in the Class A units which are to be located opposite the west elevation of the Church of St. Mary Aldermary:

Moot, the Church of St Mary Aldermary, Watling Street, City of London, EC4M 9BW

020 7248 7792 | info@moot.uk.net | moot.uk.net

- A3: Cafes.
- A4: Drinking establishments.
- A5: Hot food takeaways.

3. In their covering letter DP9 refer to various potential benefits to the 'public realm'. The Guild Church Council would welcome more information on the following:

- public accessible open space and outside seating for Class A units.
- relocation of the public subway entrance;
- provision of ancillary services;
- bicycle parking;
- landscaping;
- and other incidental works. (such as improvements to lighting within the public realm).

It is hoped that many of the items listed above can be addressed under a 106 agreement.

4. Demolition & Construction Management Plan:

Page 12: 'The Church of St. Mary Aldermary is sufficiently set back from the proposed development to avoid (the need for) physical protection measures. However, appropriate noise, dust and vibration monitoring will be undertaken during the redevelopment phase ..'

The Guild Church Council would prefer such protection to be undertaken throughout the works. The developer is to be requested to underwrite the fees for the professional advisors appointed by the Church to safeguard their interest and the care of the historic fabric. (Anticipate that this might include the following: Architect; Structural Engineer; Vibration Specialist).

Although there is no physical connection between the Church and the present buildings – and thus no Party Wall relationship - there will be a need for a 'good neighbour' relationships as it must be anticipated that the Church Building and the users of the Church, Church yard and environs will be affected by the proposed demolition and construction works.

As such, we would wish to have in place an undertaking from the applicant for the following:

Moot, the Church of St Mary Aldermary, Watling Street, City of London, EC4M 9BW

020 3239 6350 | info@moot.uk.net | moot.uk.net

- Continuous movement and vibration monitoring of the historic fabric throughout the demolition and construction phases of the development, estimated to last 27 months.
- Works to clean the west windows of the Church from anticipated air-blown dust four times per year.

5. Demolition & Construction Management Plan:

Page 17. Reference to a list of the works. The professional advisors acting on behalf of the Guild Church Council will need to be kept informed of progress, site activity and any significant variation to the construction programme throughout the works period.

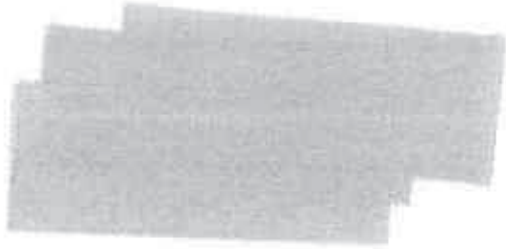
6. Demolition & Construction Management Plan:

Page 24. Graphic Hoarding: The Guild Church Council would wish to be invited to comment upon any proposals for the 'graphic hoarding' which will be situated opposite the west elevation of the Church.

7. Demolition & Construction Management Plan:

Page 27. Crane; drawing shows over-sailing of part of the Church yard and potential threat to the west side of the tower: The Guild Church Council will require formal agreements with regard to any proposals for over-sailing.

With Kind regards



Revd Ian Mobsby
Priest in Charge
Chair of the Guild Church Council,
Guild Church of St Mary Aldermary

Moot, the Church of St Mary Aldermary, Watling Street, City of London, EC4M 9BW

020 3239 6350 | info@moot.uk.net | moot.uk.net



ENGLISH HERITAGE
LONDON OFFICE

Mr Rob Chipperfield
Corporation of London
Department of Planning & Transportation
PO Box 270
Guildhall
LONDON
EC2P 2EJ

Direct Dial: 020 7973 3774
Direct Fax: 020 7973 3792

Our ref: **W: P00245871**

PLANNING & TRANSPORTATION		
PSDD	CFO	PPD
3 July 2013		
OM	09 JUL 2013	LTP
No		SSE
FILE	115817	PP
		DD

Dear Mr Chipperfield

Notifications under Circular 01/2001, Circular 08/2009 & T&CP (Development Management Procedure) Order 2010
39 - 53 CANNON STREET, 11 - 14 BOW LANE AND WATLING COURT, LONDON
Application No 13/00339/FULMAJ

Thank you for your letter of 21 June 2013 notifying English Heritage of the application for planning permission relating to the above site. Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion.

Recommendation

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

It is not necessary for us to be consulted again on this application. However, if you would like further advice, please contact us to explain your request. We can then let you know if we are able to help further and agree a timetable with you.

In returning the application to you without comment, English Heritage stresses that it is not expressing any views on the merits of the proposals which are the subject of the application.

Please note that this response relates to historic building and historic area matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST
Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

LONDON OFFICE

Yours sincerely



Michael Dunn
Principal Inspector of Historic Buildings and Areas
E-mail: michael.dunn@english-heritage.org.uk



1 WATERHOUSE SQUARE 138-142 HOLBORN LONDON EC1N 2ST

Telephone 020 7973 3000 Facsimile 020 7973 3001
www.english-heritage.org.uk

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All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in
the FOIA or EIR applies.*



CITY HERITAGE SOCIETY

Peter Luseombe, {Vice Chairman}
35 Eagle Court, Hermon Hill, London E11 1PD

City of London
Department of Planning & Transportation
The Guildhall,
London EC2 P2EJ

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	19 JUN 2013	LTP
OM		SSE
NO		PP
FILE		DD

15 08 2013

PO Box 270

Dear Sirs,

Planning Application 13/00339/FULMAJ

39-53 Cannon St. 11-14 Bow lane & Watling Court London EC4

And

13/00340/CAC 39-53 Cannon St. 11-14 Bow Lane & Watling Court London EC4

At a recent committee meeting of the City Heritage Society our attention was drawn to the proposal to demolish the existing building at 39-53 Cannon St. 11-14 Bow Lane and Watling Court and to erect a new building on the site.

While the existing building is not considered to be have great architectural merit it was felt that its replacement should enhance the setting of St Paul's Cathedral and improve the conservation area.

The existing building on its Cannon St. façade is expressed as two elements and this device reduces its apparent size and impact on the street. The proposed building is expressed as one unbroken unit increasing its apparent size and impact on the street and the view along Cannon Street of St Paul's.

The present building has three window wide bays divided by paired vertical stone clad features. This helps to break up the façade and, on the Bow Lane elevation, gives some relationship to the former house front widths. The proposed building has no such feature and comprises repetitive rectangular openings with little variation in a flat stone clad façade. This has a regrettable impact on Bow Lane. The short section of the proposed facade in Bow lane given a slightly different treatment does little to reduce the proposed building's impact on that street.

ACKNOWLEDGED

The existing building has a splayed corner on the Cannon St. Bow Lane junction which echoes the splayed corner of the Victorian building facing it while the proposed building's Cannon St. and Bow lane facades meet at a sharp angle which not only does not blend as well but emphasizes the greater height of the new building.

Vertically the present building is visually expressed as a two storey base with three storeys above. The proposed building rises unbroken from pavement level resulting in its appearing taller than the existing building.

The proposed building with its rectangular openings punched through its stone clad walls with only minor variations in size seems a poor response to this prominent site.

In view of the above we wish to object to the demolition of the existing building and to the proposals for the new building.

Yours Faithfully



Peter Luscombe [CHS Vice Chairman]

**CITY OF LONDON CONSERVATION AREA ADVISORY COMMITTEE
CASES – 11th JULY 2013 (Sheet 2)**

C.108 13/00563/FULL – 210 Bishopsgate, London EC2M 4NR

Bishopsgate Conservation Area/Bishopsgate Ward. Ward Club rep. Peter Luscombe.

Alteration to the existing shopfront and installation of an extract ductwork to rear alleyway.

13/00564/ADVT – 210 Bishopsgate, London EC2M 4NR

Bishopsgate Conservation Area/Bishopsgate Ward. Ward Club rep. Peter Luscombe.

Installation of 1No. internally illuminated fascia sign measuring 1.1m high by 7.7m wide at a height above ground level of 3.3m and 1No. internally illuminated projecting sign measuring 0.5m high by 0.8m wide at a height above ground level of 3.6m.

There was no objection to the projecting sign, but the Committee had strong objections to the detailing of the proposed shop-frontage and requested that the Officers obtain considerably more detail, particularly in relation to the junctions with the existing pilasters.

C.109 13/00339/FULMAJ – 39-53 Cannon Street, 11-14 Bow Lane and Watling Court, London EC4

Bow Lane Conservation Area/Cordwainer Ward. No Ward Club rep.

Demolition of the existing building and erection of a new 8 storey plus basement building for: (i) office (Class B1) use (9,778sq.m); (ii) retail (Class A1 & A3) use (753sq.m) and a single unit for a flexible use for either Class B1 or A1 purposes (200sq.m) at ground floor level, (iii) provision of a publicly accessible open space, (iv) a relocated subway entrance.

13/00340/CAC – 39-53 Cannon Street, 11-14 Bow Lane and Watling Court, London EC4

Bow Lane Conservation Area/Cordwainer Ward. No Ward Club rep.

Demolition of the existing building.

The Committee strongly objected to proposed elevational treatment, and in particular to the unbroken façade along Cannon Street. It also queried the status of public access to the internal courtyard to the rear of the adjoining public house. The Committee also requested that in view of the prominence of the development that matter should in future be dealt with as a Special Case.

C.110 13/00340/CAC – 87 Gracechurch Street, London EC3V 0AE

Leadenhall Market Conservation Area/Langbourn Ward. Ward Club rep. Norman Brooks.

Installation and display of internally illuminated fascia panel with fret cut lettering with halo illumination to the lettering only measuring 0.85m high by 8.23m wide at a height of 2.860m above ground floor level and one projecting sign with illumination to the lettering only measuring 0.64m high by 0.54m wide at a height of 3.177m above ground floor level.

There was no objection.

C.111 13/00560/ADVT – Golden Fleece, 9 Queen Street, London EC4N 1SP.

Bow Lane Conservation Area/Cordwainer Ward. No Ward Club rep.

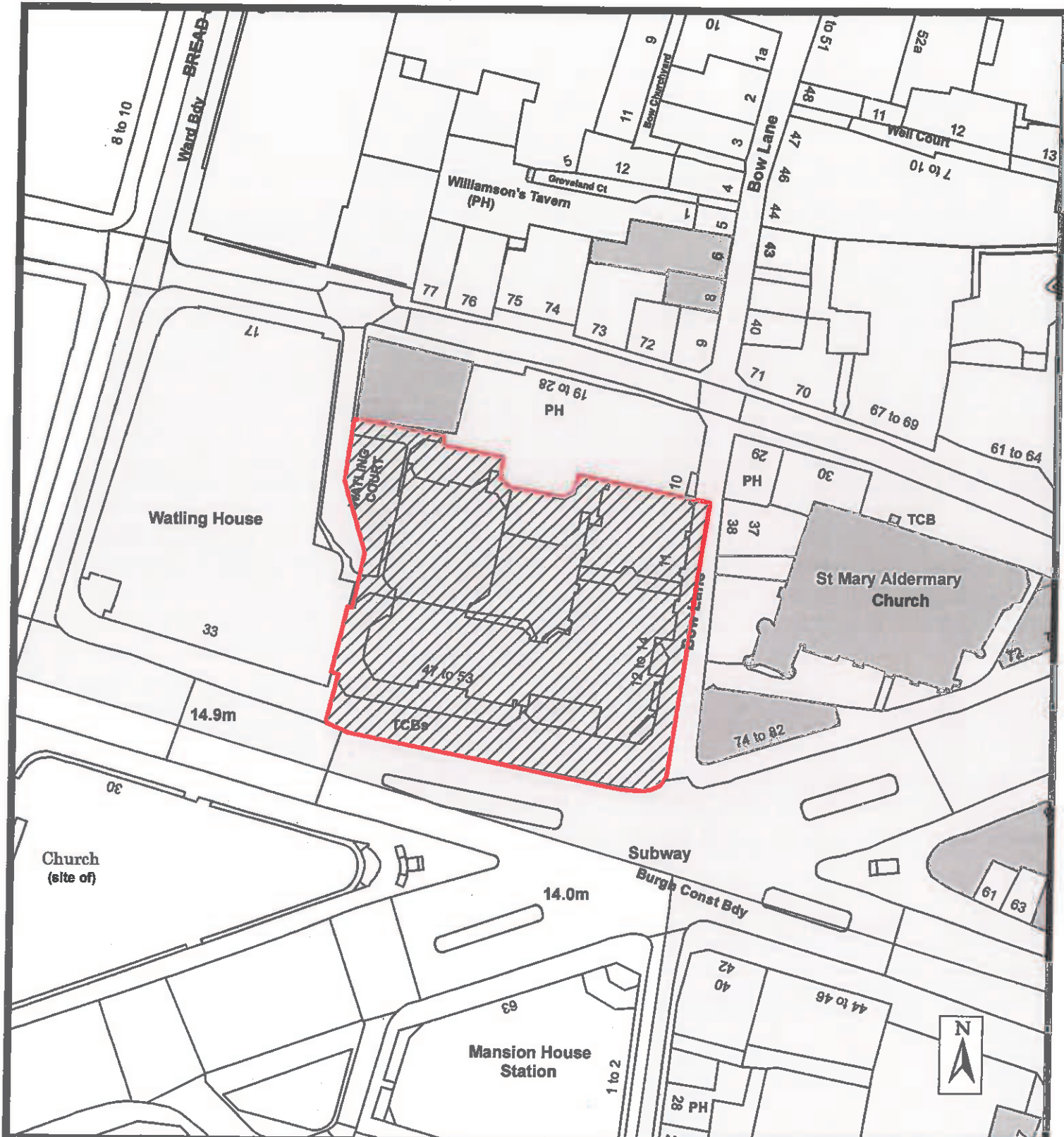
Installation and display of one externally illuminated projecting sign measuring 1.0m high by 0.9m wide at a height above ground of 2.275m.

Whilst the Committee had no objection in principle, it stated a strong preference for the ornament of the existing sign.

Agenda Item 5d

Committee:	Date:
Planning and Transportation	15 October 2013
Subject: 39 - 53 Cannon Street, 11 - 14 Bow Lane And Watling Court London EC4 Demolition of the existing building.	
Ward: Cordwainer	Public For Decision
Registered No: 13/00340/CAC	Registered on: 4 June 2013
Conservation Area: Bow Lane	Listed Building: No
<u>Summary</u>	
<p>Conservation area consent is sought to demolish the existing buildings at 39-53 Cannon Street, 11-14 Bow Lane and Watling Court. This application is dealt with in the report on the related planning application, numbered 13/00339/FULMAJ.</p>	
Recommendation	
<p>That conservation area consent be granted in accordance with the conditions set out on the attached schedule.</p>	

Site Location Plan



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ADDRESS:
39-53 Cannon Street, 11-14 Bow Lane & Watling Court, EC4

CASE No.
13/00339/FULMAJ

-  **SITE LOCATION**
-  **LISTED BUILDINGS**
-  **CONSERVATION AREA BOUNDARY**





Site

For Report see: 13/00339/FULMAJ.

Unitary Development Plan and Core Strategy Policies

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

ENV11 Preserve contribution to CA

To resist the demolition of buildings which make a positive contribution to the character or appearance of a conservation area and to encourage their sympathetic refurbishment.

SCHEDULE

APPLICATION: 13/00340/CAC

39 - 53 Cannon Street, 11 - 14 Bow Lane And Watling Court London EC4

Demolition of the existing building.

CONDITIONS

- 1** The works hereby permitted must be begun before the expiration of three years from the date of this consent.
REASON: To ensure compliance with the terms of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 2** The stability of the structure to remain must, throughout the period of demolition and reconstruction, be assured before any works of demolition begin, taking into account any rapid release of stress, weather protection, controlled shoring, strutting, stitching, reinforcement, ties or grouting as may occur or be necessary.
REASON: To ensure the stability of the structure to be retained in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 11, CS12.
- 3** The building(s) shall not be demolished (unless otherwise permitted by the Local Planning Authority in the circumstances identified in this condition) before a contract or series of contracts for the carrying out of substantial works of redevelopment have been made and planning permission has been granted for the redevelopment for which the contracts provide. Such contracts shall include the construction of all foundations, above ground framework and floor structures. Works of demolition may be permitted prior to the completion of the contract(s) if the Local Planning Authority is satisfied that the site is required for archaeological investigation and the developer has submitted evidence to show that development will proceed upon completion of the investigation.
REASON: In the interest of visual amenity and to ensure that the site is not left vacant indefinitely in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 13, CS12.
- 4** The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Plan, A 1150 EX 20 B10, 000, 010, 020, 030, 040, 050, 060, 070.

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.

Unitary Development Plan and Core Strategy Policies

CS10 Promote high quality environment
CS12 Conserve or enhance heritage assets
ENV11 Preserve contribution to CA

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Agenda Item 6

Committee(s):	Date(s):
Planning and Transportation	15 th October 2013
Subject: Response of the City Corporation to the Government's Consultation on Greater Flexibilities for Change of Use (August 2013) including Retail to Residential	Public
Report of: City Planning Officer	For Decision
<p style="text-align: center;"><u>Summary</u></p> <p>On the 6th August 2013 the Government's Department for Communities and Local Government published a consultation paper concerning proposed further reforms to the planning system. The proposals are intended to support economic growth and boost housing supply by the further relaxation of existing planning controls over changes of use.</p> <p>The main proposals would relax existing national planning controls over change of use from:-</p> <ul style="list-style-type: none"> i) shops or financial and professional services to housing, ii) shops to retail banks or building societies, iii) agricultural buildings to housing, iv) offices, hotels, housing, non-residential institutions, leisure and assembly uses to childcare nurseries, v) agricultural buildings up to 500 square metres to childcare nurseries. <p>The most significant of these proposals for the City is (i), the proposed relaxation of existing planning controls over change of use from shops (A1) or financial and professional services (A2) to housing. This proposal is qualified by certain exemptions and a promised alternative 'prior approval' process but it still presents a risk that without sufficient planning control new housing could be introduced to inappropriate parts of the City where it would adversely affect the City's business role.</p> <p>The City Corporation made the case earlier this year that a proposal for the relaxation of planning controls over change of use from offices to housing was inappropriate for the City. The Government accepted this argument and the City gained a local exemption from the national proposals. Although the latest proposals to relax planning controls over change of use from retail to housing would affect fewer sites than the earlier offices-to-housing proposals they still raise similar concerns for the City Corporation as they could weaken the City's primary business role. Therefore the City needs to respond in similar fashion by seeking changes to the proposals that would mitigate the potentially adverse effects.</p> <p>The consultation paper's other proposals also require further refinement to retain appropriate local control over the balance of uses and the amenity of existing and</p>	

proposed occupiers, in the public interest. The conversion of too many key shop units of whatever size to retail banks or building societies could lessen the City's attraction for comparison shopping. The introduction of childcare nurseries needs some local consideration to ensure reasonable amenity for neighbours and proposed occupiers. The conversion of agricultural buildings to housing or childcare nurseries could have traffic and other adverse amenity consequences for the open spaces managed by the City Corporation.

The City Corporation acknowledges the need to increase housing supply nationally, to support growth and to regenerate declining town centres and rural areas. However, the Government's latest proposals need refinement so that the proposed measures to increase housing supply do not have the unintended consequence of threatening existing economic activity and employment in vibrant commercial centres such as the City that are vital to the national economy. Therefore it is important that these national proposals are refined to provide scope for the local planning authority to deliver the national objectives in a way that is sensitive to local circumstances and local planning policy objectives as set out in the adopted local development plan.

The suggested response of the City Corporation to this consultation paper is set out as Appendix A to this report.

Recommendation

- That Appendix A should form the City Corporation's submission to the Secretary of State in response to this consultation paper.

Main Report

Background

1. The Government is concerned at the low level of housing completions nationally and has been implementing a range of measures to boost housing delivery and support growth. These measures included various changes to the planning system that took effect in May 2013. The Government considers that further changes are still required and the latest consultation paper proposes allowing further flexibilities between the planning 'Use Classes' to support change of use from retail and agricultural uses to residential. The Government is also taking the opportunity to propose further changes to national permitted development rights to facilitate the provision of space for retail banks or building societies and for childcare nurseries. The consultation paper is available on the internet at <https://www.gov.uk/government/consultations/greater-flexibilities-for-change-of-use>
2. Members will recall that the City Corporation applied for and gained a local exemption from the national changes that took effect in May 2013. This included a local exemption from the relaxation of planning controls over change of use from offices to housing. The Government accepted the City Corporation's argument that the uncontrolled spread of housing within the City would damage a

‘nationally significant area of economic activity’ and so granted a local exemption. The latest proposals will not remove that local exemption but could lessen its effect if they facilitate the uncontrolled spread of housing into inappropriate parts of the City that could weaken its primary business role.

Government Proposals to Further Relax Planning Controls over Change of Use to Residential

3. The Government’s Consultation Paper (Greater Flexibilities for Change of Use, August 2013) proposes further changes to the planning system nationally to boost housing delivery and support growth which it intends to operate from April 2014. There are five main proposals:-
 - i) To create permitted development rights to assist change of use and the associated physical works from an existing shop (A1) or financial and professional services (A2) up to 150 square metres to change to residential use (C3).
 - ii) To create permitted development rights to enable shop use (A1) of any size to change to a retail bank or building society (A2).
 - iii) To create permitted development rights to assist change of use and the associated physical works from existing buildings used for agricultural purposes up to 150 square metres to change to residential use (C3).
 - iv) To extend the existing permitted development rights for offices (B1), hotels (C1), residential (C2 and C2A), non-residential institutions (D1) and leisure and assembly (D2) to change use to a state-funded school, to also be able to change to nurseries providing childcare.
 - v) To create a permitted development right to allow a building used for agricultural purposes of up to 500 square metres to be used as a new state-funded school or nursery providing childcare.
4. The Government argues that ‘the changes proposed will help make better use of existing buildings, support rural communities and high streets, provide new housing and contribute to the provision of childcare for working families’. It accepts that some of the proposed changes would raise material planning considerations that need to be recognised and allowed for when bringing forward permitted development. Therefore it proposes that a ‘prior approval’ process should operate instead of a planning application process to ensure that the planning impact of any change of use will be mitigated. The prior approval process would normally consider a narrower range of matters as defined by the Government and would have a lower fee than the planning application process.
5. The Government’s proposal to allow permitted development from shops (A1) or financial and professional services (A2) to housing (C3) is headlined “creating new homes from old shops”. However the consultation paper accepts that granting additional national permitted development rights is a blunt instrument to achieve this objective as it does not distinguish between vacant or occupied

units, successful or struggling shops, vibrant or declining town centres. The resultant relaxation of planning control could have adverse consequences on existing vibrant shop units and town centres and therefore the Government is proposing a 'prior approval' process to enable these issues to be considered locally. It is inviting comments on how this process should operate to give local authorities some discretion to provide sufficiently robust protection for main town centres.

6. The consultation paper includes a series of consultation questions and the proposed response of the City Corporation set out in Appendix A is framed around these questions.

Potential Implications for the City Corporation

Retail to Residential

7. The most significant of these proposals for the City is the proposed relaxation of planning control over change of use from small shop (A1) or financial and professional services (A2) to housing. This proposal is qualified by certain exemptions and a promised 'prior approval' process which would mitigate its effect but could still create a risk that without sufficient local planning control new housing could be introduced to inappropriate parts of the City where it would adversely affect the City's business role.
8. The impact of this proposal is reduced by the intention that it would only apply to small units (150 square metres or less) outside conservation areas. Within the City there are approximately 300 small retail units (A1 or A2) outside conservation areas, representing about 23% of total retail stock. However most of these units form part of retail centres and the potential weakening of the existing retail pattern would justify consideration of such proposals by the 'prior approval' process. In addition it is unlikely that some of the units would be proposed for conversion to housing because they are kiosk retail units that are too small or are part of larger commercial estates where the introduction of housing would not be in the owners' interest.
9. Our estimate is that if the consultation paper's approach were implemented it could lead to proposals for change of use for less than 5% of existing retail units. Although a relatively small number it could be damaging if new housing were in inappropriate locations or it led to the loss of successful existing retail units. Therefore it is important that the City Corporation retains local discretion to apply local policies to ensure that such proposals would not adversely affect the City's business or shopping roles.
10. The consultation paper suggests that the prior approval process would take into account factors such as design implications, impact on the economic health of the town centre, provision of local services and local character. The City Corporation suggests that the 'economic health of the town centre' and the 'local character' criteria should be expanded beyond retailing consequences to include the effect on the local economy and employment as a whole. In the City's context this would include the potential damage to a 'nationally significant area of economic activity' such as the City resulting from the loss of retail and the

introduction of housing to inappropriate locations where office-based uses predominate. The Government recognised that this was a relevant consideration when it granted the City a local exemption from offices-to-housing permitted development and it would be logical and consistent for the same test to apply to retail-to-housing proposals. If the Government were to accept this suggestion the City would retain appropriate local discretion to use the prior approval process to consider both the retailing and the wider business implications of the proposed change.

Shops to Retail Banks or Building Societies

11. The consultation paper states that retail banks and building societies are suited to a high street location and that they now normally adopt a more retail-like approach to the design of their premises. Therefore they should be treated more favourably than other financial and professional services (A2) and be given permitted development rights to take over existing shop (A1) units. Without suitable planning controls this could lead to an over-representation or clustering of A2 units that could undermine the attraction of our principal shopping centres. A size limit is required to prevent large shop units being lost of which there are comparatively few in the City.

Other Uses to Childcare Nurseries

12. The consultation paper is proposing to expand an existing permitted development right relating to the provision of new state-funded schools to also facilitate changes of use to childcare nurseries. Private nursery provision in the City is encouraged in planning policy. It is not anticipated that this proposed change would lead to a significant increase in nurseries in the City. The prior approval requirements proposed are considered essential to ensure that amenity impacts are considered fully for both the nursery and surrounding occupiers.

Agricultural Buildings to Housing or Childcare Nurseries

13. The consultation paper is proposing these changes to boost housing delivery and support rural communities. They complement changes introduced in May 2013 that enabled agricultural buildings to be used for a range of commercial uses. The proposals would not affect the City but could have an adverse effect on open spaces managed by the City Corporation due to the increase in traffic resulting from such changes and new 'neighbour' issues. Therefore it is important that the proposed 'prior approval' process is established to ensure that siting, design, transport and highway impact, noise impact, contamination and flooding risks are taken into consideration.

Conclusions

14. The City Corporation acknowledges the need to increase housing supply nationally and to regenerate declining retail centres. The proposals may assist in some areas but need to be refined to ensure that they do not have the unintended consequence of threatening existing economic activity and employment in town centres and other places such as the City that are vital to the national economy.

15. The City Corporation has suggested refinements that will help provide scope for local planning authorities to deliver the national objectives in a way that is sensitive to local circumstances. These include refinements to the use of the 'prior approval' process as an alternative to the submission of a planning application. Prior approval fees of up to £172 are proposed but these are lower than current planning application fees and will result in reduced fee income for local planning authorities but no material reduction in the related work. The Government is urged to set prior approval fees at a higher level which reflects the actual cost of processing prior approval applications so that the prior approval process can work satisfactorily for all parties.

Background Papers:

Letter from the Department for Communities and Local Government confirming the grant of a local exemption for the City of London from national permitted development rights for change of use from office to residential. 10th May 2013.

▪ **Appendices**

- Appendix A: Suggested Response of the City of London Corporation to the CLG Consultation Paper

Contact:

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Appendix A: Suggested Response of the City Corporation to the Government's
Consultation Paper 'Greater Flexibilities for Change of Use' (August 2013)

Consultation Questions

Question 1: Do you agree there should be permitted development rights, as proposed, for shops (A1) and financial and professional services (A2) to change use to a dwelling house (C3) and to carry out building work connected with the change of use?

How do you think the prior approval requirement should be worded, in order to ensure that it is tightly defined and delivers maximum benefits?

Response:

1. The proposed relaxation of planning control over change of use from small shop (A1) or financial and professional services (A2) to housing is the most significant of the proposals in the consultation paper for the City. The proposal is qualified by certain exemptions and a promised 'prior approval' process which would mitigate its effect. It could still create a risk, however, that without sufficient local planning control new housing could be introduced to inappropriate parts of the City where it would adversely affect the City's business role. Therefore the City Corporation does not agree that the national proposal should apply in the City without further refinements that enable the potential effect on City businesses and employment to be taken into account.
2. The City Corporation made the case earlier this year that a proposal for the relaxation of planning controls over change of use from offices to housing was inappropriate for the City. The Government accepted this argument and the City gained a local exemption from the national proposals. The latest proposals to relax planning control over change of use from retail to housing raise similar concerns for the City to the earlier offices-to-housing proposals. Therefore the City Corporation is responding in similar fashion by seeking changes that would enable the City Corporation to apply local policies to mitigate the potentially adverse effects on the City's business and shopping roles.
3. The consultation paper suggests that the prior approval requirement process would take into account factors such as design implications, impact on the economic health of the town centre, provision of local services and local character. The City Corporation suggests the prior approval criteria should be expanded beyond the effects on the 'economic health of the town centre' and on 'local character' to include the effect on the local economy and employment as a whole. In the City's context this would include the potential damage to a 'nationally significant area of economic activity' such as the City resulting from the loss of retail and the introduction of housing to inappropriate locations where office-based uses predominate. A major element of such consideration would be the impact of new residential use in an established office location and the restrictions this could impose on new commercial development. Another consideration would be the loss of retail units on the retailing pattern in the City

which has been greatly improved in recent years to provide a complementary commercial role to the office-based economy.

4. The following detailed amendments are suggested to improve implementation of the proposals and to achieve maximum benefits for town centres:

1) Permitted development rights should not apply in designated town centres identified in an adopted Local Plan (local planning authorities can be encouraged to review the extent of such designations to ensure that they remain relevant). The current proposals require prior approval to consider the impact of the loss on the economic health of a town centre. In practice it is unlikely that the loss of a single retail unit will have an impact sufficient to jeopardise the economic health of a town centre as a whole and so this test is too high. A simple exemption for designated town centres would enable these to be protected where appropriate with the new permitted development rights giving a more flexible approach in lesser retail centres if the changes do not jeopardise the important local role of isolated retail units.

2) Permitted development rights should not apply to Listed Buildings as they are as important to local character as conservation areas that are to be exempt from the proposals.

3) The proposed approach is intended principally to facilitate the change of use of vacant or unviable retail units, but the permitted development proposals will not distinguish between occupied, viable units and empty or non-viable ones. This could result in the loss of existing viable retail uses to residential where residential values are higher. The prior approval process should include a requirement to submit evidence to demonstrate that the current retail use is unviable or the unit has been vacant for some time due to unsuccessful letting.

4) The prior approval considerations should be extended to consider issues of car parking and residential amenity.

5) Clarification is needed on the definition of a retail unit for the purposes of this policy. It should apply only to individual, freestanding retail units of less than 150 square metres and not to units within larger retail centres, or small units created from a sub-division of existing retail premises. The policy should also be limited to existing retail units and should not apply to new retail units created after the proposal has come into effect. Otherwise future retail expansion plans might be jeopardised by the changes.

Question 2: Do you agree there should be permitted development rights for retail units (A1) to change use to banks and building societies?

Response:

5. The proposal reflects the Government view that the nature of retail banks and building societies has changed recently and that their external appearance is now more similar to a shop (A1) unit than an office. This argument could equally apply to other uses within the current A2 Use Class (estate and employment agencies, professional services and betting shops), so it is difficult to see how a

distinction could be made in planning terms between retail banks, building societies and other A2 uses.

6. *The issue for town centres is not simply one of the design of the buildings, but the use. A2 units do not have the same characteristics as shops (A1) in terms of footfall and can still break up a shop frontage, exacerbated by the fact that many still have very different opening hours to A1 uses (shorter hours Monday – Saturday and rarely open on Sundays). Loss of a key prominent or large shop unit to a bank or building society could damage public perception of a street as a good comparison shopping destination. A unit size limitation could be one way of preventing such a loss.*
7. *Many town centres do have some A2 units within shopping frontages but the current UCO enables the extent and location of such units to be controlled, preventing a concentration of A2 uses in prime shopping frontages. This works well and there is no known evidence to suggest that retail banks and building societies are being disadvantaged by the current requirement for planning permission for change of use. The proposal seems at odds with recent evidence that the number of retail bank and building society branches is reducing as customers make use of phone or on-line banking. A Nottingham University Study, published in August 2013, showed that the number of retail bank and building society branches has reduced by 40% since 1989.*

Question 3: Do you agree there should be permitted development rights, as proposed, for existing buildings used for agricultural purposes to change use to a dwelling house (C3) and to carry out building work connected with the change of use?

Response:

8. *The proposals would not affect the City but could have an adverse effect on open spaces managed by the City Corporation due to the increase in traffic resulting from such changes and new 'neighbour' issues. Therefore it is important that the proposed 'prior approval' process is established to ensure that siting, design, transport and highway impact, noise impact, contamination and flooding risks are taken into consideration.*

Question 4: Do you agree that there should be permitted development rights, as proposed, to allow offices (B1), hotels (C1); residential institutions (C2); secure residential institutions (C2A) and assembly and leisure (D2) to change use to nurseries providing childcare, and to carry out building work connected with the change of use?

Response:

9. *This proposal would replicate existing permitted development rights that allow change of use of buildings to new state-funded schools. Private nursery provision in the City is encouraged in principle through planning policy. It is not anticipated that this proposed change will lead to a significant increase in nurseries in the City nor adversely affect the potential supply of sites and buildings suitable for office use. The prior approval requirements proposed are*

considered essential to ensure that the amenity impacts are considered fully for both the nursery and surrounding occupiers.

Question 5: Do you agree there should be permitted development rights, as proposed, for buildings used for agricultural purposes to change use to new state funded schools and nurseries providing childcare and to carry out building work connected with the change of use?

Response:

10. *The proposals would not affect the City itself but could have an indirect detrimental effect on open spaces managed by the City Corporation due to the increase in traffic resulting from such changes. Therefore it is important that the proposed 'prior approval' process is established to ensure that siting, design, transport and highway impact, noise impact, contamination and flooding risks are taken into consideration.*

Question 6: Do you have any comments and further evidence on the benefits and impact of our proposals set out in the consultation?

Response:

11. *The City Corporation has suggested refinements that will help provide scope for local planning authorities to deliver the national objectives in a way that is sensitive to local circumstances. These include refinements to the use of the 'prior approval' process to consider the implications of proposals that will no longer require the submission of a planning application. Prior approval fees of up to £172 are proposed but these are lower than current planning application fees and will result in reduced fee income for local planning authorities but no material reduction in the related work. The Government is urged to set prior approval fees at a higher level which reflects the actual cost of processing prior approval applications so that this increasingly important process can be funded and work satisfactorily for all parties.*

Committee(s):	Date(s):	Item no.
Planning & Transportation	15 October 2013	
Subject: Thames Tideway Tunnel Development Consent Order		Public
Report of: City Planning Officer		For Decision
<u>Summary</u>		
<p>An application by Thames Water for a development Consent Order under the Planning Act 2008 (as amended) to construct the Thames Tideway Tunnel was submitted to the Planning Inspectorate on 28 February 2013.</p> <p>The main impact would be at Blackfriars where the Sewer would intercept the Fleet Combined Sewer outfall within a structure to be constructed in the foreshore of the River west of Blackfriars Bridge. Key aspects of the project include:</p> <ul style="list-style-type: none"> • permanent relocation of Blackfriars Pier to the east of Blackfriars Bridge • interception of the Fleet Main CSO and connection of the northern low level sewer no1 to the main tunnel • creation of a new public realm and enhancement of the Riverside Walk in this area. • Construction of a new pier on the site of the former Chrysanthemum Pier, for the temporary relocation of HMS President. <p>The proposal would result in significant benefits to the ecology of the river and in principle is supported. However, it is not considered that all the issues identified by officers have been addressed sufficiently at this stage to allow the City to give the scheme its full support. Officers will continue to negotiate with Thames Water leading up to and throughout the examination to secure appropriate provisions in the Development Consent Order, requirements and agreements to address outstanding issues.</p> <p>The procedure invites the City, as Local Authority with the right to participate in the examination, to submit a Local Impact Report on or before the 4 November 2013.</p> <p>This report attaches the City's draft Local Impact Report for consideration and amendment, and should oral representations be necessary at the examination recommends that funding for Counsel is authorised.</p>		

Recommendations

I recommend that:

- (i) Subject to any amendments sought by Members, I be authorised to finalise and submit a Local Impact Report to the Planning Inspectorate by 4 November 2013 based on the draft Report attached to this report;
- (ii) I further recommend that The Director of the Built Environment and/or the City Planning Officer and/or the Comptroller and City Solicitor and/or City Surveyor be authorised to agree documentation and to respond to the Planning Inspectorate in respect of the submissions and statements required in order to comply with the requirements of the Development Consent Order procedure and that officers be authorised to continue discussions and negotiations with Thames Water in respect of the Statement of Common Ground, the DCO provisions and requirements, the written representations, and planning, property and asset protection agreements.
- (iii) A sum of up to £30,000 be authorised for the appointment of Counsel should oral representation be required.

Main Report

Background

- 1.0 The Thames Tideway Tunnel (TTT) is a major new sewer that will tackle the problem of overflows from the capital's Victorian sewers and will protect the River Thames from increasing pollution for at least the next 100 years. The Thames Tunnel will divert storm overflows from London's sewerage system by capturing them and transferring them to Beckton sewage works. This includes capture of sewage from the Fleet Combined Sewer Outflow (CSO) which currently discharges into the Thames at Blackfriars during periods of heavy rainfall.

Planning Act 2008

- 2.0 The Planning Act 2008, which received Royal Assent on 26 November 2008, provides a system for processing Nationally Significant transport, energy, water, waste water and waste infrastructure projects.
- 2.1 The Thames Tideway Tunnel was designated a Nationally Significant Infrastructure Project on 23 June 2012.
- 2.2 The Act requires that pre-application consultation is carried out with local authorities, local communities and stakeholders. This consultation is to ensure that local issues are taken into account and changes made

to the project to take account of these issues prior to the submission of the application to the Inspectorate for the grant of a Development Order.

- 2.3 In anticipation that the Tunnel would become a NSIP, Thames Water carried out two phases of consultation and one targeted consultation on their preferred scheme. The scheme has been further refined and redesigned as a result of consultation and meetings with local authorities and stakeholders.
- 2.4 Members will recall that they responded to the consultation under Section 48 of the Planning Act 2008 on the 9th October 2012.

Full details of the proposals can be found at <http://www.thamestunnelconsultation.co.uk/>

Proposals at Blackfriars

- 3.0 The "Project" is an application by Thames Water to the Secretary of State (examined by the Planning Inspectorate) for a Development Consent Order under the Planning Act 2008 (as amended) for powers to construct, operate, maintain and repair the Thames Tideway Tunnel.
- 3.1 The proposed NSIP works at Blackfriars Bridge Foreshore comprise the Blackfriars Bridge Foreshore Combined Sewer Outlet (CSO) drop shaft, which would have an internal diameter of 24m and a depth (to invert level) of 53 metres.
- 3.2 The associated development includes the works to intercept and divert flow from the Fleet Main CSO and connect the Low Level Sewer (North) to the Blackfriars Bridge Foreshore CSO drop shaft and into the main tunnel (east central) These works include construction of an interception chamber, CSO overflow structures, hydraulic structures, chambers with access covers, structures for air management plant and equipment and other structures to manage and intercept flow. In addition the works require the relocation of Blackfriars Millennium Pier and the temporary relocation of HMS President.
- 3.3 A full description of the proposed works is found in Schedule 1 of the draft Development Consent Order (DCO) and other submission documents, in particular the Planning Statement (PS) and the Design and Access Statement (DAS).
- 3.4 Since my last report the applicant has proposed changes to the project in the City which involve:
- i) Modification or demolition of Chrysanthemum Pier and the building of a temporary pier which necessitates further dredging and sheet piling than was originally proposed to accommodate HMS President during the construction period.

- ii) Modification to the permanent works required to relocate Blackfriars Millennium Pier which include lengthening the pier, more extensive dredging, piling and potentially a cofferdam because of a recently identified cooling water intake and outlet pipe in the location of the project works.

The Development Consent Order Process

- 4.0 The Inspectorate has accepted the application as valid and a preliminary meeting was held by them on 12 September 2013 to explain and set out the way in which the application is to be examined.
- 4.1 The Inspectorate has set out a time table for the examination which must be completed by Wednesday 12 March 2014 (Appendix 1). The time table requires local authorities' local impact reports and all interested parties' written representations to be submitted on or before 4 November 2013.
- 4.2 The examination may comprise open floor hearings, specific hearings on particular topics or relate to specific locations and compulsory acquisition hearing. At the preliminary meeting the lead examiner emphasised that the examination process is essentially a written process with hearings distilled down to outstanding issues or issues better dealt with orally. In case oral representation becomes necessary I recommend a budget is authorised for appointing Counsel in the sum of £ 30,000.

Local Impact Reports

- 5.0 A Local Impact Report is a written report giving details of the likely impact of the proposed development on the authority's area (or any part of its area.) There is no set format for a Local Impact Report. Advice Note One : Local Impact Reports (April 2012) published by Planning Inspectorate states that the content is a matter for the local authority concerned but it should cover topics considered relevant to the impact of the development on the local authority's area. It advised it should include an appraisal of the development's compliance with local policy and guidance but states that the report does not need to contain a balancing exercise between positive and negative local impacts. In coming to a decision on the application regard must be had to any Local Impact Report submitted by the deadline and local authorities are therefore strongly advised to prepare one.
- 5.1 Annexed to this report is the City's Draft Local Impact Report (Appendix 2). This document is still at draft stage and officers are working to prepare the final version to meet the examination timetable.

Statement of Common Ground

- 6.0 The local authorities and the applicant are encouraged to produce and agree a statement of common ground (SoCG) the purpose of which is to define the areas of agreement; areas where further work is required in order to reach agreement; and areas where no agreement can be reached. The aim is to ensure that the examination focuses on the material differences between the promoter and stakeholders. Thames Water have included a draft SoCG in the Draft DCO and officers are considering its content with a view to agreeing and making amendments to the wording in the light of on-going discussions with Thames Water.

Written Representations

- 7.0 The written representations set out the Local Authority's views on the project and should include areas of disagreement with the Statement of Common Ground and elaborate on the Local Impact Report.
- 7.1 The advice of the Inspectorate is that these should be focused and concise.

Requirements

- 8.0 The DCO, if granted, would be subject to requirements which are equivalent to planning conditions. The applicants have included draft requirements in their application which relate to both project wide and site specific issues. Officers are currently in discussions with Thames Water with a view to agreeing appropriate requirements.
- 8.1 A copy of the requirements proposed by the applicants is attached (Appendix 3.).

Section 106 Agreement

- 9.0 The DCO if granted would be subject to S.106 Agreements with the local authorities. Thames Water have provided draft heads of terms for an agreement relating to local training and employment issues and future maintenance of the public realm which are under consideration and are to be developed. Draft S.106 agreements have to be submitted to the Planning Inspectorate by 4th November with the deadline for submission of completed agreements being 12th February 2014.

Planning Policy

- 10.0 The development plan consists of the London Plan (adopted July 2011), the saved policies of the Unitary Development Plan and the Core Strategy adopted in September 2011. The relevant policies and an appraisal of the development's compliance with these policies are

set out in the draft Local Impact Report. Reference is also made to the emerging City of London Local Plan.

Community Strategy

11.0 The proposed Thames Tideway Tunnel project would support the following aims of the City of London's Community Strategy:

Protects, promotes and enhances our environment

To reduce our impact on climate change and how to improve the way we adapt to it.

- To protect and enhance the built environment of the City and its public realm.
- To conserve and enhance biodiversity.
- To continue to minimise noise, land and water pollution and improve air quality where this is possible.

City Occupiers

12.0 A number of occupiers, (including the City Surveyors' Corporate Property Group who manage the City's own buildings) have been notified by Thames Water that the route of the tunnel may need to go under their building/land or that the works may have an impact on their building. They have been given the opportunity to register as interested parties with the Inspectorate which allows them to participate in the examination process.

City's Assets and Infrastructure

13.0 The application plans indicate limits of land to be acquired or used. These areas primarily include City owned assets. Thames Water and City officers are in negotiations in respect of the acquisition or protection of these assets. Thames Water may have to enter into separate agreements in respect of these assets.

Powers and Exemptions

14.0 The draft Development Consent Order includes a number of statutory powers and exemptions which Thames Water wish to enjoy both during and after the construction of the Tunnel. Officers are currently in discussion with Thames Water to try to ensure that these powers and exemptions are appropriately limited. In particular, officers are seeking to ensure that planning permission is required for any subsequent development; that powers are only exercisable within carefully pre-defined areas; that legislation is not disapplied to a greater extent than necessary; and that powers and exemptions do not endure beyond the construction phase (thereby placing Thames Water outside the usual regime applicable to statutory undertakers) except where this is

rigorously justified and sufficient safeguards are put in place. Officers propose to make appropriate representations to the Planning Inspectorate if adequate assurances on these points are not forthcoming.

Next Steps

- 15.0 Officers will continue to develop the Local Impact Report, Written Representations, SoCG, the S.106 and other necessary agreements and submissions in the light of negotiations with the applicant and the timetable.

Conclusion

- 16.0 Officers will continue to develop the Local impact report to meet the November deadline, incorporating members' comments as appropriate.
- 16.1 The timetable and process has been set by the Inspectorate and the dead- lines for submissions and responses are relatively short and very strict.
- 16.2 There is in sufficient time to seek approval from Committee to provide the Inspectorate with the necessary responses. I therefore request that the Director of the Built Environment and/or the Comptroller and City Solicitor and/or the City Surveyor and/or I (i) continue to be authorised to prepare and submit the necessary documentation to the Inspectorate and to conclude and enter into the various agreements to meet the examination timetable, and (ii) that £30,000 be authorised for the appointment of Counsel should it be required. Reimbursement of Counsel's costs cannot be claimed from Thames Water under the Memorandum of Understanding entered into.
- 16.3 Officers will update the Committee on the progress of the Development Consent application later in the examination process.

Timetable for Examination of the Application

The Examining authority (ExA) is under a duty to complete the examination of the application by the end of the period of 6 months beginning with the day after the start day³⁵.

In addition to the timetable set out below please note that the ExA may at any time before the completion of its examination of an application or specified matters request additional information or written comments from an Interested Party, who must supply such information by the date and in the manner specified by the ExA³⁶.

Due Dates – submissions or publication may be made on or before the identified dates in the timetable (or any published revised timetable). The submission dates are those by which the Planning Inspectorate must receive submissions. Any late submissions may not be accepted or considered³⁷.

Late submissions prejudice all Parties and the delivery of a proper examination. It is in every Party's interests that all submission stages are followed and engaged with constructively. The costs guidance is drawn to every Party's attention and is available at the following address location:

<http://infrastructure.planningportal.gov.uk/legislation-and-advice/guidance>

Item	Matters	Due Dates
1	<p>Preliminary Meeting</p> <p>The Preliminary Meeting took place on Thursday 12 September 2013. The meeting was closed having dealt with all agenda items and any other relevant matters the ExA deemed necessary and relying on the submissions made and assurances and response given by the Interested Parties (including the Applicant).</p>	<p>Held on Thursday 12 September 2013 and completed</p>
2	<p>Deadline for receipt by the ExA of:</p> <p><input type="checkbox"/> Submission by the Applicant of the proposed changes. Such submissions to include all consequential changes of for example: Land Plans; the Book of Reference; Statement of Reasons and environmental information</p> <p><input type="checkbox"/> Submission by Applicant of all documents relating to the Applicant's proposed corrections and omissions to the application including all environmental</p>	<p>Monday 23 September 2013</p>

³⁵ s98 (1) Planning Act 2008 (as amended) (PA 2008)

³⁶ Rule 17 Examination Procedure Rules 2010 (EPR)

³⁷ Rules 10(8) and 17(3) EPR

	<p>information and other supporting information</p> <ul style="list-style-type: none"> <input type="checkbox"/> Statutory Parties (SP) written confirmation that they wish to be considered as an Interested Party (IP)³⁸ <input type="checkbox"/> Persons in certain categories with interests in land written request to the ExA to become an IP (using the prescribed form)³⁹ <input type="checkbox"/> Submission by any SP or IP of corrections and omissions in relation to a Relevant Representation or for a SP who wishes to be considered as an IP an initial submission about the application. This includes the initial submission details by IPs who advised in their Relevant Representation that additional information would be provided <input type="checkbox"/> Any representations relating to locations to view at or near the site and in the surrounding area that IPs consider are important and relevant for the ExA to better understand representations made or to see land and interests where there is no other opportunity to gain public access. In considering making a representation it should be kept in mind that the ExA has already undertaken unaccompanied site visits and is generally familiar with all sites within the application (to the extent practicable from publicly accessible locations) <p style="padding-left: 40px;">Please note: the site visit is not an opportunity to make representations to the ExA or engage directly with the ExA</p> <ul style="list-style-type: none"> <input type="checkbox"/> Notification of wish by IPs to make oral representations on the specific issue or issues being examined at an Issue Specific (IS) hearing, relating to the rationale for the selection of work sites and drive strategies⁴⁰ <input type="checkbox"/> Notification of wish to be heard at an open floor (OF) hearing by IPs⁴¹ and any representation about the potential location of such hearings <input type="checkbox"/> Notification of wish to be heard at a Compulsory Acquisition (CA) hearing by Affected Persons (APs)⁴² <input type="checkbox"/> Notification of wish by IPs to make oral representations on the specific issue or issues being examined at identified IS hearings, relating to the 	
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³⁸ s102 PA 2008

³⁹ s102A and s102B PA 2008 (This request must be made in the form set out in 102A(1)(a)to(d))

⁴⁰ s91 PA 2008 and Rule 8(1)(k) EPR

⁴¹ s93(1) PA 2008 and Rule 8(1)(f) and Rule 13(1) EPR

⁴² s92(2) PA 2008 and Rule 8(1)(f) and Rule 13(1) EPR



	draft development consent order (DCO), requirements, any s106 undertaking and related LIR matters ⁴³	
3	At the earliest practicable opportunity advertisement by the Applicant of the proposed changes as if they were an application the subject of Environmental Impact Assessment consistent with PA 2008 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (as amended)	
4	<p>Issue by the ExA of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Procedural timetable⁴⁴ <input type="checkbox"/> First written questions⁴⁵ <input type="checkbox"/> First request for Statements of Common Ground (SoCG) <input type="checkbox"/> Note of preliminary meeting⁴⁶ <p>Publication by the Planning Inspectorate of the Applicant's proposed changes⁴⁷</p>	On or before Thursday 26 September 2013
5	Availability of Applicant's proposed corrections/omissions and other IP or SP submissions for public inspection at notified locations ⁴⁸	On or before Thursday 3 October 2013
6	Any responses to the advertisement and any targeted engagement with stakeholders undertaken by the Applicant shall be provided to the Planning Inspectorate within 3 working days of the close of any period given for response to the advertisement. Once received these will be published on the Planning Inspectorate, National Infrastructure, Thames Tideway Tunnel project page of the Planning Portal website and taken into account as far as they are relevant in the consideration of any requests for affected persons to become an Interested Party in accordance with s102A and s102B and in matters relating to the application being examined	
7	Deadline for any written submissions on whether the Applicant's changes as submitted are substantial and whether they would amount to a different application. Any submissions should set out the reasoning for any	On or before Monday 7 October 2013

⁴³ s91 PA 2008 and Rule 8(1)(k) EPR

⁴⁴ Rule 8(1) and (2) EPR

⁴⁵ Rule 8(1)(b)(i) and (iii) EPR

⁴⁶ Rule 7(2) EPR

⁴⁷ Rule 21(1) EPR

⁴⁸ Rule 21(1) EPR



	response	
8	<p>The ExA's decision on whether the Applicant's proposed changes will be accepted will be notified to Parties by publication on the Planning Inspectorate, National Infrastructure, Thames Tideway Tunnel project page of the Planning Portal website</p> <p>Issue of final notification by the ExA of date, time and place for:</p> <ul style="list-style-type: none"> <input type="checkbox"/> OF hearings⁴⁹ <input type="checkbox"/> Three IS hearings⁵⁰ relating to the draft development consent order (DCO), requirements, any s106 undertaking and related LIR matters <input type="checkbox"/> CA hearings⁵¹ and Statutory Undertaker and special category land hearings <input type="checkbox"/> IS hearing relating to the rationale for the selection of work sites and drive strategies matters <input type="checkbox"/> Accompanied site visit to limited access sites 	<p>On or before Tuesday 15 October 2013</p> <p>It should be noted that agendas for each hearing will only be published on the Planning Inspectorate, National Infrastructure, Thames Tideway Tunnel project page of the Planning Portal website at least five calendar days before the hearing is due to take place. Detailed questions may also be published in the same manner to support the agendas at these identified hearings</p>
9	Accompanied site visit to limited access sites: Cremorne Wharf (to include the interior of the listed Lots Road Pumping Station); Beckton Sewage Treatment Works; Greenwich Pumping Station (to include the interior of the listed Pumping Station); Heathwall Pumping Station and Abbey Mills Pumping Station site	Tuesday 29 October 2013
10	<p>Deadline for receipt by the ExA of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Comments on Relevant Representations⁵² (RRs) 	Monday 4 November

⁴⁹ s93 PA 2008 and Rule 13(3)(a) EPR

⁵⁰ s91 Rule 13(3)(a) and Rule 8(1)(h)

⁵¹ s92 PA 2008 and Rule 13(3)(b) EPR

⁵² Rule 8(1)(c)(i) & (d)(i) and Rule 3(2)(b) EPR



	<ul style="list-style-type: none"> <input type="checkbox"/> For any RRs or initial submissions that exceeded 1500 words⁵³ a summary should be provided <input type="checkbox"/> Comments on any omissions, errata or supplementary information submitted for the 23 September deadline <input type="checkbox"/> Written Representations (WRs) by all IPs⁵⁴ (It is very important that all Parties submit their full written case and supporting evidence at this stage. All Parties are reminded that there is nothing to gain from holding information back⁵⁵ and that any representations to be heard at a hearing should be based on a Relevant or Written Representation⁵⁶) <input type="checkbox"/> Any summaries of WRs, for WRs that exceed 1500 words⁵⁷ <input type="checkbox"/> Local Impact Report (LIR) by all local authorities^{58 59} <input type="checkbox"/> Responses to ExA's first written questions⁶⁰ <input type="checkbox"/> SoCG requested on or before Thursday 26 September 2013 <input type="checkbox"/> Any draft s106 agreements or other agreements or programmes <input type="checkbox"/> Any submissions in relation to Statutory Undertakers' land (s127 pa 2008) and extinguishment of rights, and removal of apparatus, of Statutory Undertakers etc. (s138 pa 2008) <input type="checkbox"/> Any written confirmation required from the Crown in relation to s135 PA 2008 providing documentary confirmation that no interests are engaged and/or the Crown authority consents 	2013
11	Time period reserved for the IS hearing relating to the rationale for the selection of work sites and drive strategies matters ⁶¹	Monday 11 – Friday 15 November 2013

⁵³ Rule 8(1)(i) EPR

⁵⁴ Rule 8(1)(a)) and Rule 10(1)&(2) EPR

⁵⁵ Guidance for the examination of applications for development consent, Department for Communities and Local Government, 26 April 2013 and Awards of costs: examinations of applications for development consent orders – guidance, Department for Communities and Local Government, 12 July 2013

⁵⁶ Rule 14 EPR

⁵⁷ Rule 8(1)(i) EPR

⁵⁸ Rule 8(1)(j) EPR

⁵⁹ Notification is also hereby given under s60(2) PA 2008

⁶⁰ Rule 8(1)(b) EPR

⁶¹ Rule 8(1)(h) EPR



12	Time period reserved for any OF hearings	Tuesday 19 – Saturday 23 November 2013
13	Deadline for receipt by the ExA of: <input type="checkbox"/> Written summaries of the cases put orally at the hearings held on and between Monday 11 and Saturday 23 November 2013	Tuesday 26 November 2013
14	Time period reserved for the first session of the IS hearing on DCO, requirements, any s106 undertaking and related LIR matters ⁶²	Tuesday 26 and Wednesday 27 November 2013
15	Deadline for receipt by the ExA of: <input type="checkbox"/> Written summaries of the cases put orally at the hearings held on and between Tuesday 26 and Wednesday 27 November 2013 <input type="checkbox"/> Comments on WRs and responses to comments on RRs <input type="checkbox"/> Comments on LIRs <input type="checkbox"/> Comments on responses to first written questions and initial requested and first requested SoCG <input type="checkbox"/> Comments on any submissions in relation to Statutory Undertakers' land (s127 pa 2008) and extinguishment of rights, and removal of apparatus, of Statutory Undertakers etc. (s138 pa 2008)	Monday 2 December 2013
16	Time period reserved for any CA hearings	Thursday 28 – Friday 29 November, Tuesday 3 – Friday 6 December, Tuesday 10 – Friday 13 December and Tuesday 17 to Friday 20 December 2013

⁶² Rule 8(1)(h) EPR



17	<p>Issue by the ExA of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Second written questions <input type="checkbox"/> Second requested SoCG <p>Issue of final notification by the ExA of date, time and place for:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The accompanied site visit <p>In the event that the ExA decides during the progress of the examination that they are needed, any other:</p> <ul style="list-style-type: none"> <input type="checkbox"/> OF hearings⁶³ <input type="checkbox"/> IS hearings⁶⁴ <input type="checkbox"/> CA hearings⁶⁵ and Statutory Undertaker and special category land hearings 	On or before Thursday 19 December 2013
18	<p>Deadline for receipt by the ExA of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Written summaries of the cases put orally at the hearings held on and between Thursday 28 November and Friday 20 December 2013 	Monday 23 December 2013
19	<p>Deadline for receipt by the ExA of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Responses to ExA's second written questions⁶⁶ <input type="checkbox"/> Second requested SoCG <input type="checkbox"/> Any draft s106 agreements or other agreements or programmes 	Monday 13 January 2014
20	<p>Time period reserved for any CA hearings including but not limited to Statutory Undertaker and special category land, interests and apparatus</p>	Tuesday 14 – Friday 17 January 2014
21	<p>Deadline for receipt by the ExA of:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Any written summaries of the cases put orally at the hearings held on and between Tuesday 14 and Friday 17 January 2013 	Monday 20 January 2014
22	<p>Time period reserved for the second session of the IS hearing on DCO, requirements, any s106 undertaking</p>	Monday 20 – Tuesday 21

⁶³ s93 PA 2008 and Rule 13(3)(a) EPR

⁶⁴ s91 PA 2008 and Rule 13(3)(a) and Rule 8(1)(h)

⁶⁵ s92 PA 2008 and Rule 13(3)(b) EPR

⁶⁶ Rule 8(1)(b) EPR



	and related LIR matters ⁶⁷	January 2014
23	Publication by the ExA of any: Report on the Implications for European Sites (RIES) for consultation	Tuesday 21 January 2014
24	Time period reserved for any other IS or CA hearings (in the event that the ExA decides during the progress of the examination that they are needed)	Wednesday 22 – Tuesday 28 January 2014
25	Time period reserved for accompanied site visits	Wednesday 29 – Friday 31 January 2014
26	Deadline for receipt by the ExA of: <input type="checkbox"/> Comments on responses to second written questions and second requested SoCG <input type="checkbox"/> Written summaries of the cases put orally at any hearings held on and between Monday 20 and Tuesday 28 January 2014	Monday 3 February 2014
27	Time period reserved for any other OF, IS or CA hearings (in the event that the ExA decides during the progress of the examination that they are needed)	Monday 3 – Wednesday 5 February 2014
28	Time period reserved for the third session of the IS hearing on DCO, requirements, any s106 undertaking and related LIR matters ⁶⁸	Thursday 6 – Friday 7 February 2014
29	Deadline for receipt by the ExA of: <input type="checkbox"/> Written summaries of the cases put orally at any hearings held on and between Monday 3 and Friday 7 February 2014 <input type="checkbox"/> Any outstanding SoCG <input type="checkbox"/> Completed s106 and any other agreements or programmes to be taken into account by the ExA and Secretary of State <input type="checkbox"/> Any final written confirmation required from the Crown in relation to s135 PA 2008 providing documentary confirmation that no interests are engaged and/or the Crown authority consents	Wednesday 12 February 2014

⁶⁷ Rule 8(1)(h) EPR

⁶⁸ Rule 8(1)(h) EPR



	<input type="checkbox"/> Updated draft DCO <input type="checkbox"/> Consultation response to any RIES published by the ExA. In making a response IPs are asked to confirm whether they consider this understanding of the facts to be accurate or, if not, why not	
30	<p>Publication by the ExA of:</p> <input type="checkbox"/> Any outstanding submitted SoCG <input type="checkbox"/> Completed s106 and any other agreements or programmes <input type="checkbox"/> Updated draft DCO in the final form that the Applicant wishes it to be made <input type="checkbox"/> Responses to any RIES consultation. <p>Issue by the ExA of:</p> <input type="checkbox"/> Any request for additional information by the ExA <input type="checkbox"/> Request for comments on the published documentation	On or before Thursday 20 February 2014
31	<p>Deadline for receipt by the ExA of:</p> <input type="checkbox"/> Comments on any outstanding submitted SoCG <input type="checkbox"/> Comments on any submitted completed s106 and any other agreements to be taken into account by the ExA and Secretary of State <input type="checkbox"/> Comments on any updated draft DCO <input type="checkbox"/> Comments on any responses to RIES consultation <input type="checkbox"/> Any final written submissions by any IP or SP	Monday 3 March 2014
32	The ExA is under a duty to complete the examination of the application by the end of the period of 6 months beginning with the last day of the preliminary meeting ⁶⁹	Final date by which examination must be completed Wednesday 12 March 2014

⁶⁹ s98 PA 2008



Appendix 2

Local Impact Report

Site description and surroundings

The site and location is described in the Planning Statement Appendix Q Doc. Ref 7.01 of the Draft Development consent order as amended by the proposed minor amendments that were the subject of targeted consultation dated 15 July 2013.

The site comprises two sections from Temple Stairs to Blackfriars Rail Bridge incorporating the Victoria Embankment the Blackfriars Bridge westbound off-ramp and the existing Blackfriars Millennium Pier and the former pump house. The mooring for HMS President and the site of the Chrysanthemum pier lie to the west of the main site.

The site for the proposed relocated Millennium Pier lies to the east of Blackfriars Rail Bridge bounded by St. Paul's Walk which forms Part of the City Riverside walkway and is bounded to the North by White Lion Hill and the Blackfriars Underpass. The City of London Boys School lies to the East on the northern embankment with its elevated playground directly to the north on the roof of the Blackfriars Underpass.

The site is within and Whitefriars Conservation Area and provides the setting for the Temples Conservation Area and a number of designated and undesignated heritage assets as set out and described below.

Heritage assets

Victoria Embankment and its surroundings, including the Blackfriars, Whitefriars and Temples areas have a dense concentration of designated heritage assets including numerous Grade I, II* and II listed buildings, two conservation areas and two registered landscapes. The bridge, embankment retaining walls, parapet and lamp standards, as well as associated benches, and street furniture, as well as buildings fronting the river form an almost continuous stretch of grade II listed assets to two sides of the site. Non-designated heritage assets in the immediate vicinity of the site have been identified as 58 Victoria Embankment (Audit House), Blackfriars railway Bridge, the River Thames and its riverside.

Whitefriars Conservation Area

The site is within Whitefriars Conservation Area, which is characterised by the distinctive grid pattern of its streets and the consistent scale of its buildings, which are predominantly Victorian and Edwardian. The conservation area contains numerous listed buildings, including the bridge and associated structures, and imposing buildings fronting the river and New Bridge Street. The present formal grid layout of the Whitefriars area was created by the City Corporation in the 1880's following the construction of the Victoria Embankment. The Embankment, the new Blackfriars Bridge and the widening

of New Bridge Street, were linked with the creation of Queen Victoria Street, Holborn Viaduct, Ludgate Circus and Holborn Circus.

Temples Conservation Area

To the west of the site, Temples Conservation Area encompasses the buildings and open space of Inner and Middle Temple, an area of great historic and architectural importance in London. The Conservation Area contains a large concentration of Grade I, Grade II* and Grade II listed buildings, predominantly set back from the embankment but with significant buildings and features such as gate piers and the gate lodge fronting the river. Inner Temple Garden and Middle Temple Gardens, each a Grade II registered landscape, act as a backdrop to the Embankment and together with the mature trees and greenery within and outside their boundary railings form the City's most extensive and important green space.

East of the site

To the east of the site, beyond the listed bridge and associated structures, are predominantly modern commercial buildings alongside Blackfriars Station and unlisted railway bridge, and the Grade II* listed Blackfriars public house. Their scale is consistent with buildings in the conservation areas, largely due to the limitation of the St Paul's Heights Policy controls that are applicable in this area.

The LVMF also protects River Prospect views from the Millennium Bridge, Thames side at Tate Modern, from Blackfriars Bridge, Waterloo Bridge, and from Gabriel's Wharf. The development site would fall within the immediate foreground setting of St Paul's Cathedral in some of the above River Prospects. New development within River Prospects should preserve or enhance the composition of the existing view.

Listed Buildings and Structures

The development proposals have the potential to have an impact directly or on the settings of the following listed buildings, non-designated heritage assets, and registered landscapes:

Grade I listed building

St Paul's Cathedral

Grade II* listed building

Blackfriars Public House

Grade II Listed buildings

Blackfriars Bridge

Statue of Queen Victoria at approach to Blackfriars Bridge

K2 Telephone Kiosk at approach to Blackfriars Bridge

Drinking fountain at approach to Blackfriars Bridge

19 New Bridge Street

Unilever House

60 Victoria Embankment, former City of London School

Sion College and attached railings

9 Carmelite Street
2-4 Temple Ave – Telephone House
5 gate piers to Inner Temple Garden
Cattle trough outside Inner Temple Garden
4 gate piers to Middle Temple Lane
Lodge at entrance to Middle Temple Lane
Victoria Embankment Granite retaining wall with parapet and lampstands
Five seats with crouching camels
K2 Telephone kiosk by submarine war memorial
Police Call Box 10m east of memorial
Submarine War Memorial
Pair of griffins (dragons?) at City boundary

Likely non-designated heritage assets

Audit House, 58 Victoria Embankment (positive contribution to Whitefriars Conservation Area)
Blackfriars Railway Bridge ((Previously identified in Thames River Park report))
River Thames and riverside (Previously identified in Thames River Park report)
Temple Stairs

Grade II Registered landscapes

Inner Temple Garden
Middle Temple Garden

In addition, the London Plane trees lining either side of the road along Victoria Embankment are all protected within the conservation areas.

Views

The river frontage forms a valuable and distinctive part of the City skyline in views across the River, and from a significant distance along the River to east and west. The grid form of the streets located immediately to the north enables many views east/west, north/south, into, out of, within and through the area; of note are those across the River and west to the Temples and from Blackfriars and Waterloo Bridges.

The overall height of development across the site is controlled by both the City of London's St Paul's Heights, and the Mayor of London's London Views Management Framework (LVMF) policies which seek to protect views of St Paul's Cathedral. The height limitations imposed by these policies are unlikely to conflict with the proposed height of the flues associated with the development.

Details of the Proposals

The main impact would be at Blackfriars where the Sewer would intercept the Fleet Combined Sewer outfall within a structure to be constructed in the foreshore of the River west of Black friars Bridge. Key aspects of the project include:

- permanent relocation of Blackfriars Millennium Pier to the east of Blackfriars Bridge
- interception of the Fleet Main CSO and connection of the northern low level sewer no1 to the main tunnel
- creation of a new open space and enhancement of the Riverside Walk in this area.
- construction of a new pier on the site of the former Chrysanthemum Pier, for the temporary relocation of HMS President.

A full description of the proposed development can be found in Schedule 1 to the Draft DCO and further details of the temporary construction works and permanent operational structures are described in Sections Q.4.6 to Q.75 of The Planning Statement Doc. Ref: 7.01 Appendix Q.

Relevant Planning History

4673 - The mooring of a floating restaurant at Scantlin Pier, Thames Embankment (adjoining Blackfriars Bridge)

Permission Refused 7 May 1970

4673A - Installation of H.M.S. Andrew for exhibition purposes, Scantlin Pier Victoria Embankment

Permission Granted 12 June 1975

4371A - Use as educational centre open to the public for "Hands-on" experience for children, young people and those who care for them, in the fields of technology, environmental studies and the arts, plus ancillary uses of cafe, bookshop and administration, HMS President Victoria Embankment

Permission Granted 21 January 1986

4934 - Conversion of existing RNVR ship into training & re-training centre for those working with the socially disadvantaged, with ancillary facilities for administration, a restaurant and production of education & training materials, HMS Chrysanthemum Victoria Embankment

Permission Granted 21 January 1986

4793 B - To moor fully rigged Thames Barge for use as a restaurant/wine bar Scantlin Pier, Victoria Embankment

Permission Granted 13 December 1986

4371B Conversion of existing RNVR Ship into a training education & re-training centre for the young unemployed & disadvantaged as well as those working with the socially disadvantaged with ancillary facilities for administration meetings functions a restaurant and production of training material, HMS President Victoria Embankment

Granted 23 February 1988

4934A - Mooring of the Submarine Finwhale as replacement for HMS Chrysanthemum. To be used as an educational visitors centre illustrating the history of submersibles and the ecology of the River Thames. Former HMS Chrysanthemum mooring Victoria Embankment

Refused 24 May 1988

4934 B - Mooring of Vessel Ben My Chree as replacement for HMS Chrysanthemum. To be used as an education/training centre and conference centre with overnight accommodation for up to 100 persons and ancillary catering/administration facilities. Installation of new pontoon walkways. Former HMS Chrysanthemum mooring Victoria Embankment

Refused 14 June 1988

4673 D - New pier including pedestrian ramp between the Victoria Embankment and the City Riverside Walkway. Scantlin Pier Victoria Embankment

Permission Granted 12 March 1999

5006 A – Dated 10 April 2000 - Redevelopment of existing buildings to provide a new building which extends over Upper Thames Street a realigned Puddle Dock and is arranged on sub-basement, basement, ground and five upper floors together with associated access, parking, servicing and landscaping. The proposed building to contain predominantly offices (B1) with an area at ground and basement for conference centre, fitness suite, events, nightclub, retail and/or restaurant uses (A1,A3, D1) (6 storeys 27,397sq.m). This application is accompanied by Environmental Impact Statement. 2 Puddle Dock and Mermaid Theatre

Pending Decision this application is unlikely to be pursued.

5006 B - Redevelopment of Number 2 Puddle Dock and Mermaid Theatre to provide a new building which extends over Upper Thames Street and a realigned Puddle Dock and is arranged on basement, ground and five upper floors together with associated access, parking, servicing and landscaping for predominantly Class B1 office use with a Class A1/A3 retail unit on the ground floor and a separate class A1/A3 retail unit at the north eastern corner of a realigned Puddle Dock (6 storeys, 26,416sq.metres). 2 Puddle Dock and Mermaid Theatre

Granted 19 November 2003 Permission Expired

09/00321/FULEIA - Erection of a new building to provide a seven storey hotel (Class C1) 26,990sq.m. 2 Puddle Dock and Mermaid Theatre

Dated 27 July 2010.

Awaiting S.106 This application is unlikely to be pursued

Construction of pedestrian access ramp between Paul's Walk and Victoria Embankment footway.

Listed Building Consent Granted 27 November 2003

Policy

Thames Tideway Tunnel – Local Impacts Report - Sept 2013

The Infrastructure Planning Commission's Advice Note 1 on Local Impacts Reports (April 2012) advises that LIRs should contain an appraisal of the relationship and relevance of the policies to the proposals. It also states that it will assist the Examining Authority to have the local authority's appraisal of the proposed development's compliance with local policy and guidance.

This section identifies the relevant regional and local policies and assesses whether the Blackfriars Bridge Foreshore site and associated works comply with policy.

Policy context

The **National Policy Statement for Waste Water** will be used by the Planning Inspectorate as the primary basis for deciding this development consent application.

The **National Planning Policy Framework** sets out the national planning policies for England and how they are expected to be applied. Account may also need to be taken of the emerging **National Planning Practice Guidance**, issued by DCLG for comment on 23rd August 2013

The relevant regional policies regarding the proposals are contained in the **London Plan 2011**.

The relevant local policies and designations are contained in the **City of London Core Strategy 2011** and saved policies from the **City of London Unitary Development Plan 2002**. Further guidance is included in supplementary planning guidance **City of London Riverside Appraisal of the Thames Policy Area in the City of London 2002**, the **Protected Views Supplementary Planning Document 2012** and the **Temples and Whitefriars Conservation Area Character Summaries**.

Account should also be taken of emerging planning policy in the City, in the form of the emerging **City of London Local Plan**, which is due to reach publication stage in Dec 2013/Jan 2014.

Regional Policies and their relevance to the proposal

The London Plan 2011 sets out the London Mayor's strategic planning policy for London. The following London Plan policies are relevant to this proposal:

London Plan 2011 Policy 5.10 Urban Greening

This policy requires the incorporation of greening into development including in the public realm. A new area of public realm will be developed in the Thames foreshore at Blackfriars

London Plan 2011 Policy 5.12 Flood Risk Management

The Blackfriars Bridge foreshore site and relocation sites are within the river and surface water flood risk areas therefore development must be suitable for this location and must protect the flood defences throughout construction and operational phases

London Plan 2011 Policy 5.13 Sustainable Drainage

The Blackfriars Bridge foreshore site and relocation sites are within the City's surface water flood risk area. SuDS should be installed to reduce the impact of rain water run-off into the combined drainage network in this area.

London Plan 2011 Policy 5.14 Water Quality and Waste Water Infrastructure

This policy requires that adequate waste water infrastructure is provided for development and states that the Thames Tideway tunnel should be supported in principle.

London Plan 2011 Policy 5.15 Water use and supply

This policy promotes water conservation including the use of rainwater harvesting to conserve water in this area of water stress.

London Plan 2011 Policy 6.3 Assessing effects of development on transport capacity

This policy requires transport assessments, travel plans, construction logistics and delivery/servicing plans associated with development

London Plan 2011 Policy 6.10 Walking

Policy 6.10 promotes an improvement in the pedestrian environment and a requirement for completion of strategic walking routes including the Thames Path, which runs through the Blackfriars site and pier relocation site.

London Plan 2011 Policy 6.11 Smoothing traffic flow and tackling congestion

This policy includes the promotion of the use of river transport

London Plan 2011 Policy 6.14 Freight

Promotes the use of waterways for freight movement

London Plan 2011 Policy 7.5 Public Realm

The Blackfriars Bridge Foreshore site will result in the creation of a new area of public realm which should be designed in line with Policy 7.5 which requires the provision of high quality design, social infrastructure such as toilets and seating and connection with the "Blue Ribbon" network.

London Plan 2011 Policy 7.8 Heritage Assets and Archaeology

The Blackfriars Bridge foreshore site is adjacent to the Temples and Whitefriars Conservation Areas and includes numerous listed structures including Blackfriars

Bridge and the Embankment river wall. Excavations within the foreshore will be subject to an archaeological assessment and any archaeological remains or artefacts found should be made available for public display.

London Plan 2011 Policy 7.11 London View Management Framework (LVMF)

Parts of the site fall within the LVMF protected vista viewing corridors and wider setting consultation area. The site is also within several river prospect views which are protected for the juxtaposition of elements including river frontages and key landmarks.

London Plan 2011 Policy 7.14 Improving Air Quality

The Blackfriars site is within an air quality management area for nitrogen dioxide and particulates. Policy 7.14 requires that developers minimise exposure to poor air quality, and reduce emissions associated with construction.

London Plan 2011 Policy 7.15 Reducing noise and enhancing soundscapes

This policy requires the minimisation of noise impacts from development and the separation of new noise sensitive uses from sources of noise. The Blackfriars Bridge site is affected by traffic noise from Victoria Embankment.

London Plan 2011 Policy 7.18 Protecting local open space and addressing local deficiency

This policy supports the creation of new open space in areas of deficiency. The City has a target to provide 0.06 hectares of open space per 1000 weekday daytime population.

London Plan 2011 Policy 7.19 Biodiversity and access to nature

The River Thames is a Site of Metropolitan Importance for Nature Conservation which is strongly protected by this policy which also aims to enhance opportunities for biodiversity.

London Plan 2011 Policy 7.24 The Blue Ribbon Network

This policy prioritises water space and the land alongside it for river related uses. Refers to the Thames River Basin Management Plan which aims to improve the ecological status of the Thames

London Plan 2011 Policy 7.25 Increasing the use of the Blue Ribbon Network for passengers and tourism

This policy requires the protection or re-provision of facilities for passenger transport. The Blackfriars Millennium Pier is located at the proposed Blackfriars Bridge Foreshore site and will need to be relocated.

London Plan 2011 Policy 7.26 Increasing use of the Blue Ribbon Network for freight transport

This policy requires that development proposals close to navigable waterways maximise their use for transport of bulk materials particularly during construction and demolition phases. The Blackfriars Bridge site is adjacent to the navigation channels of the River Thames.

London Plan 2011 Policy 7.27 Blue Ribbon Network: Supporting infrastructure and recreational use

This policy requires the protection and improvement of recreational infrastructure including, access points (steps), riverside paths, moorings and jetties. The Blackfriars site includes a riverside path and mooring for HMS President

London Plan 2011 Policy 7.28 Restoration of the Blue Ribbon Network

This policy requires that development and structures in the water space must have a river related use. This proposal creates a new structure in the water space.

London Plan 2011 Policy 7.29 The River Thames

This policy requires that development in the Thames Policy Area conforms to the relevant Riverside Strategy.

Local Policies and their relevance to the proposal

The following local policies are relevant to this proposal:

Local Core Strategy 2011 Policy CS 9 Thames and the Riverside

This policy sets out the City's intentions for the Thames Riverside within the City. It includes:

- ensuring that development on the riverside contributes to the aims of the Riverside Enhancement Strategy
- supporting the construction of the Thames Tideway Tunnel
- Promoting functional uses of the river for transport, navigation and recreation

The Blackfriars Bridge Foreshore site and the pier relocation site will both impact on the riverside walk and therefore must be in compliance with the Riverside Walk Enhancement Strategy. As a riverside development site, every opportunity for river transport of waste and construction materials should be realised. River transport, navigation and recreation issues will be impacted particularly by the relocation of Blackfriars Pier.

Local Core Strategy 2011 Policy CS2 Utilities Infrastructure

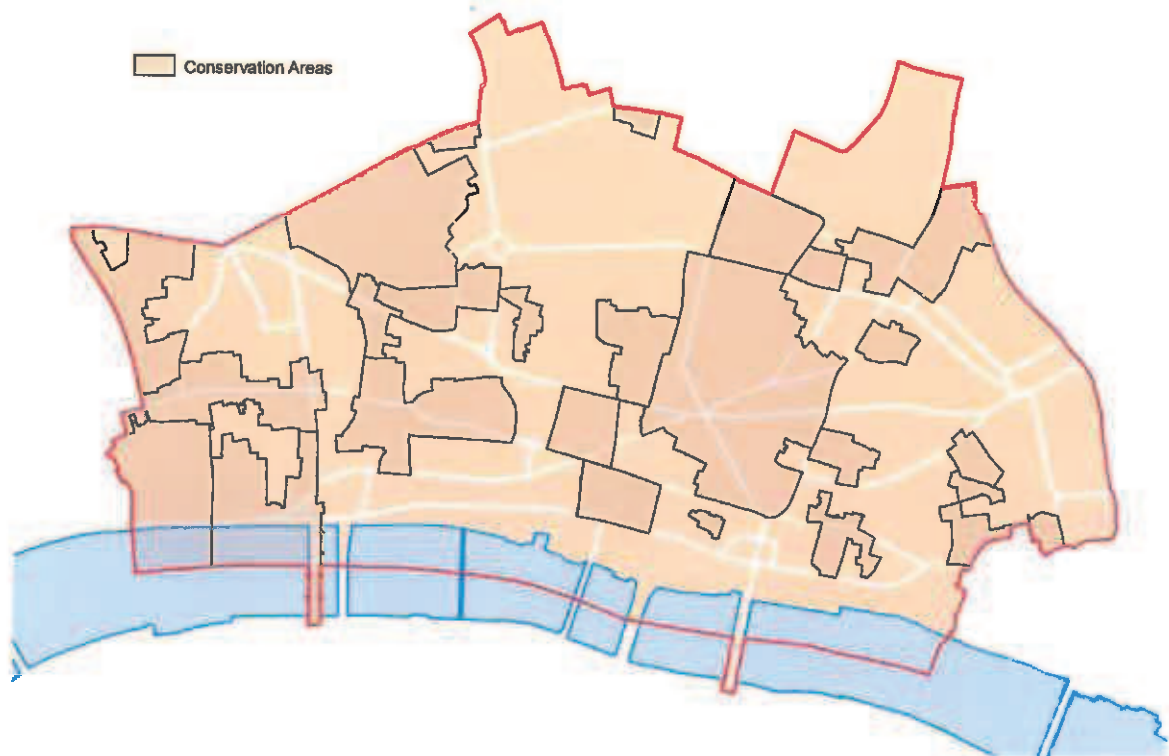
Requires the co-ordinated provision of necessary utility infrastructure, including sewerage infrastructure, for the City's projected growth and requires that infrastructure providers minimise disruption during major infrastructure upgrades. This project contributes to improvements in sewerage infrastructure for the City and beyond. These Blackfriars Bridge Foreshore site is adjacent to a main traffic route through London and close to the Blackfriars Bridge junction and Blackfriars Bridge Station. The Pier relocation site is close to Blackfriars Bridge Station and adjacent to the Riverside Walk. Disruption to traffic and pedestrian movement in the area must be minimised during the construction phase.

Local Core Strategy 2011 Policy CS10 Design

Policy CS10 sets out the design requirements for City development requiring high quality public realm in keeping with the surroundings providing an inclusive and attractive environment. As a key new area of public realm in a prominent location over the River Thames it is important that this site conforms to the city's rigorous design standards.

Local Core Strategy 2011 Policy CS12 Historic Environment

This policy sets out the requirements for protection and enhancement of the historic environment including conservation areas, listed buildings and structures and archaeological assets. The site falls within the Whitefriars Conservation Area and includes several listed structures.



Local Core Strategy 2011 Policy CS13 Protected Views

Policy CS 13 protects strategic and local views of St Paul's Cathedral, the Tower of London and the Monument. Also protects the setting of the Tower of London World Heritage Site. The Blackfriars site and pier relocation site fall within the St Paul's Heights Policy Area and Monument Views and Setting area. Parts of the Blackfriars site are in the London View Management Framework Protected Vistas Viewing Corridors and Protected Vista Assessment Area.

The protected view policies which may be impacted upon by this proposal are:

- St. Paul's Heights policy area
- Mayor's London View Management Framework Linear View 8A.1 Westminster Pier to St. Paul's Cathedral
- Mayor's London View Management Framework Linear View 9A.1 King Henry's Mound, Richmond Park to St. Paul's Cathedral
- Mayor's London View Management Framework River Prospect 11A: London Bridge upstream
- Mayor's London View Management Framework River Prospect 12A: Southwark Bridge upstream
- Mayor's London View Management Framework River Prospect 13A: Millennium Bridge
- Mayor's London View Management Framework River Prospect 13B: Thames side at Tate Modern
- Mayor's London View Management Framework River Prospect 14A: Blackfriars Bridge upstream
- Mayor's London View Management Framework River Prospect 15B: Waterloo Bridge downstream
- Mayor's London View Management Framework River Prospect 16B: The South Bank – Gabriel's Wharf viewing platform

- Mayor's London View Management Framework River Prospect 17B: Golden Jubilee / Hungerford Footbridges: downstream
- Monument View Four: West to Waterloo Bridge and Victoria Embankment

For further advice and guidance, please refer to the City of London Protected Views Supplementary Planning Document and the Mayor of London's London View Management Framework Supplementary Planning Guidance.



Local Core Strategy 2011 Policy CS15 Sustainable Development and Climate Change

This policy sets out the requirements for sustainable development and environmental protection including air quality, noise & light pollution and biodiversity enhancement. The construction phase of this development has the potential to cause deterioration in local air quality and noise. The final design should provide opportunities to enhance biodiversity and minimise light pollution minimising sky glow and illumination of the river environment.

Local Core Strategy 2011 Policy CS16 Public Transport Streets and Walkways

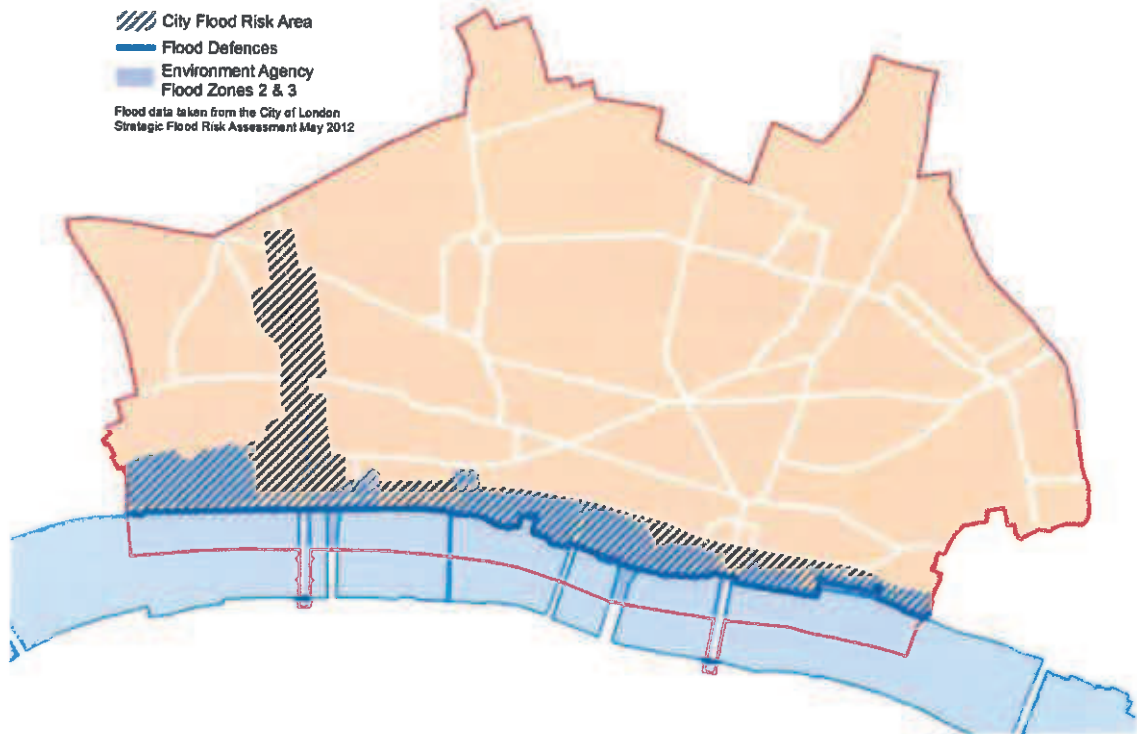
This policy includes the requirement to improve conditions for walking and cycling and minimise congestion and reduce vehicle emissions. The Blackfriars Bridge Foreshore site and Pier relocation site will both impact on the riverside walk and therefore affect conditions for walking.

Local Core Strategy 2011 Policy CS17 Waste

Policy CS17 promotes the use of waterways for the transport of waste and construction materials. Large volumes of waste and construction materials will be generated by this project and maximum possible use of the River Thames for their transport is required for compliance with this policy.

Local Core Strategy 2011 Policy CS18 Flood Risk

This policy aims to ensure that the City remains at low risk from all types of flooding. The relevant policy designation is the Core Strategy Flood Risk Area as shown on the Proposals Map. The Blackfriars Bridge Foreshore Site and the pier relocation site both fall within the Flood Risk Area and are susceptible to fluvial flood risk through breach or overtopping of the flood defences and to surface water /sewer flood risk through overloading of the combined sewer network in the area.



Local Core Strategy 2011 Policy CS 19 Open Spaces and Recreation

This policy encourages improved access to open space aiming to increase the amount and quality of open space and green infrastructure while enhancing biodiversity. It also identifies that the River Thames is a site of Metropolitan Importance for Nature Conservation (SMINC). The Blackfriars Bridge Foreshore site and the pier relocation site both fall within the River Thames and will affect the SMINC.

Saved UDP Policy 2002 - ENV8 Street scene

Seeks to promote and ensure high standards in the layout design, surface treatment and landscaping of open spaces and streets. The significant new area of public realm which is being created by this proposal will need to conform to the City's high design standards.

Saved UDP Policy 2002 - UTIL 2 New facilities for utilities and infrastructure services

This policy sets out the criteria for consideration of new utility infrastructure and requires mitigation for any adverse impacts.

Saved UDP Policy 2002 - TRANS 7 Retention of pedestrian routes

This policy promotes the retention and improvement of pedestrian routes and crossings, public rights of way and the City Walkway network

Saved UDP Policy 2002 – ENV 11 Development in conservation areas

ENV 11 requires the sympathetic refurbishment of buildings which make a positive contribution to a conservation area. The Temples and Whitefriars conservation areas are relevant to this site.

Saved UDP Policy 2002 – ARC 1 Requirement for assessment and evaluation of sites of archaeological potential

Requires archaeological assessment of development sites including the impact of the proposed development

Saved UDP Policy 2002 – ARC 2 Preservation in situ of ancient monuments and archaeological remains

Requires preservation in situ and permanent public display of ancient monuments or remains.

Saved UDP Policy 2002 – ARC 3 Recording of ancient monuments and archaeological remains

Requires proper investigation recording and publication of the results of an archaeological investigation.

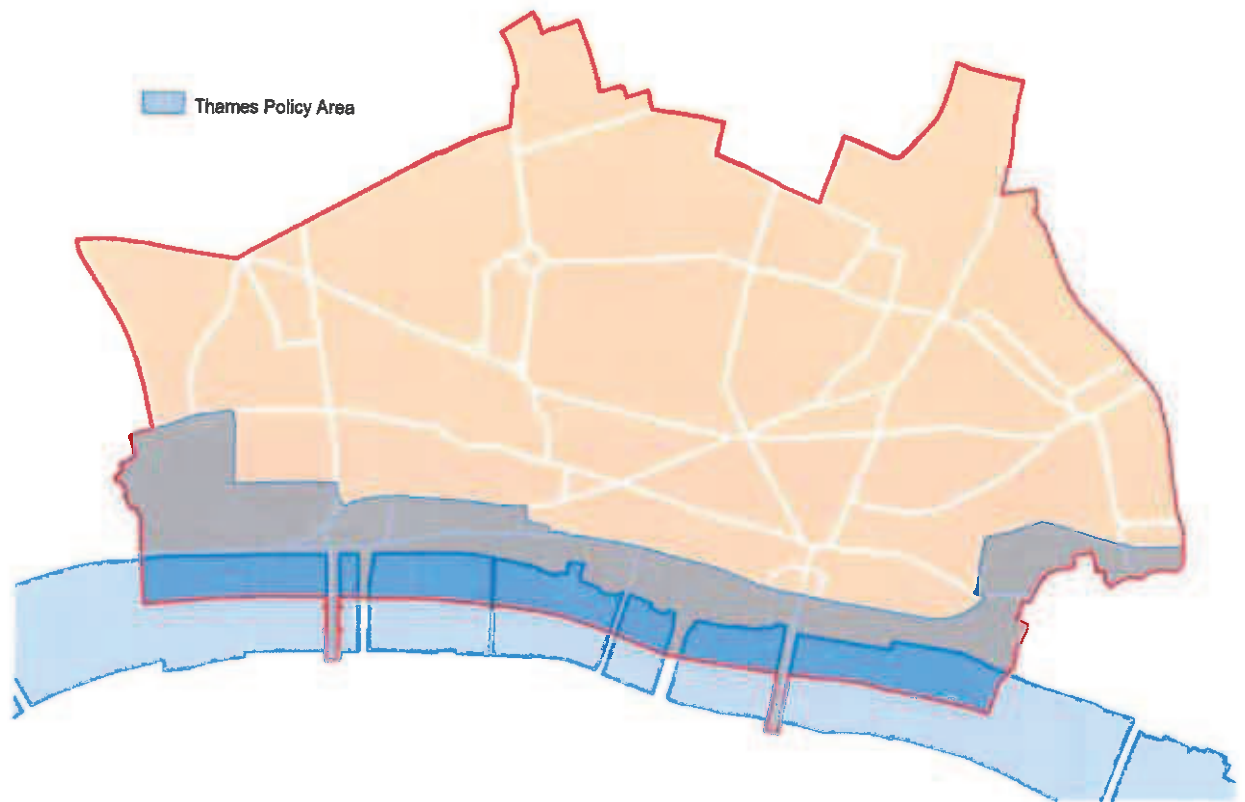
Additional Guidance

Supplementary Planning Guidance City of London Riverside Appraisal of the Thames Policy Area in the City of London 2002

This supplementary Planning Guidance identifies the characteristics of the Thames, and its setting, in the City which development within the Thames Policy Area should recognise, respect and enhance. It provides guidance as to what should be included in Design Statements. The aims of the guidance are to enhance the environmental quality, character and views of and across the River Thames, encourage more public activity and improve access between the City's riverside and its hinterland, encouraging greater access to the river and increase transport use of the river.

This SPD includes an area character analysis of each section of the riverside. The relevant areas are Area A Temple Pier to Blackfriars Road Bridge and part of Area B Blackfriars Rail Bridge to Southwark Bridge. The important features of these areas are identified and should be respected and enhanced by this development.

The Blackfriars site and pier relocation site are both within the Thames Policy Area.

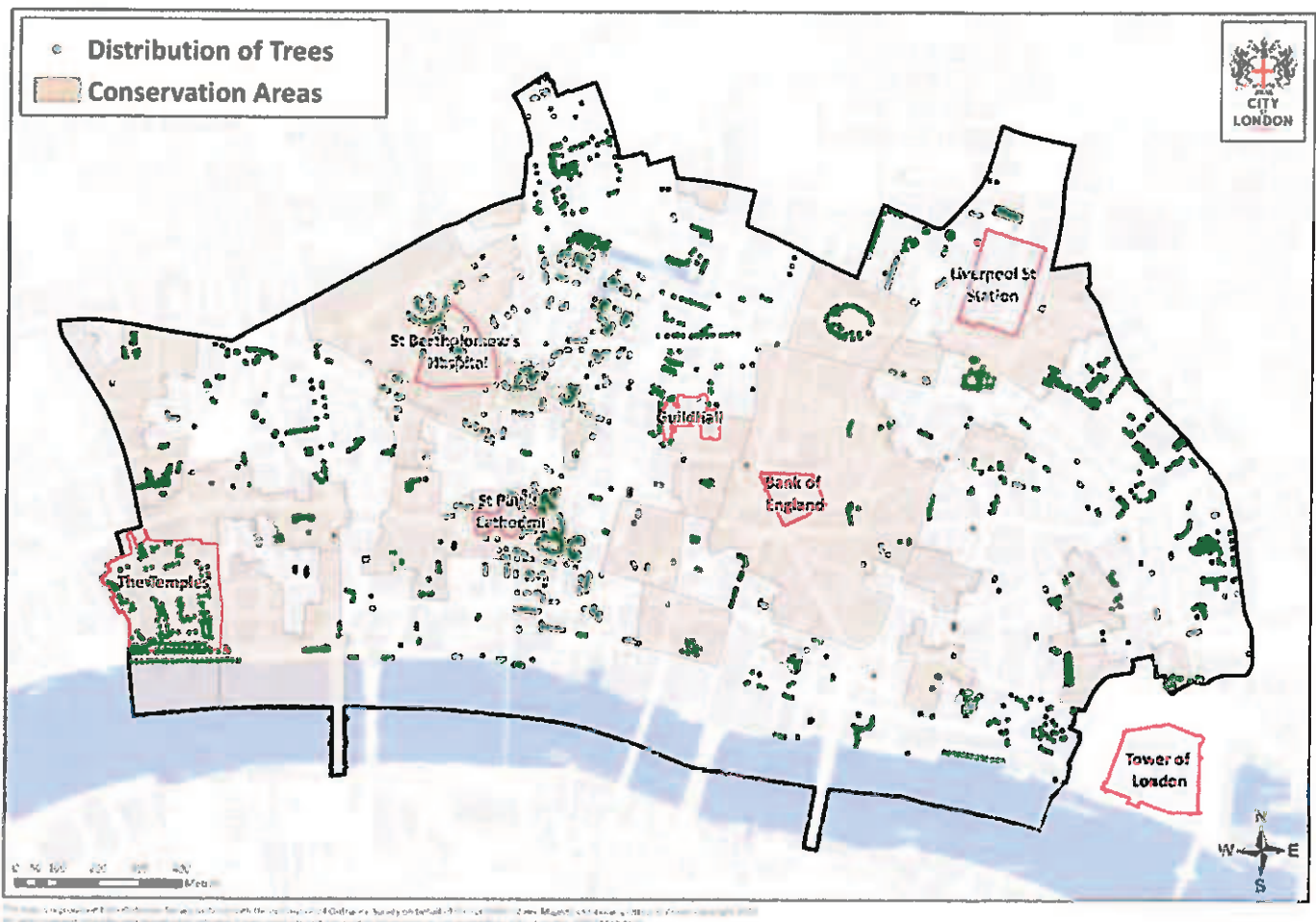


City of London Protected Views Supplementary Planning Document 2012

Views of St. Paul's Cathedral, the Monument, the Tower of London World Heritage Site and other historic landmarks and skyline features are protected and managed by planning policies in the City's Local Development Framework (LDF) Core Strategy 2011 and the Mayor's London Plan 2011. The purpose of this Supplementary Planning Document is to provide further guidance to the public and developers on the operation of these view protection policies in the City of London

City of London Tree Strategy Supplementary Planning Document 2012

This document provides guidance on the protection of trees in the City. Numerous mature trees are located close to the Blackfriars site and their protection is important during the construction phase.



Temples Conservation Area Character Summary

This document identifies the key characteristics of the Temples conservation area and particular planning considerations.

Whitefriars Conservation Area Character Summary

This document identifies the key characteristics of the Whitefriars conservation area and particular planning considerations

Draft Local Plan

The City Corporation is currently preparing the City of London Local Plan in accordance with the National Planning Policy Framework. The Local Plan will incorporate the Core Strategy with minor alterations and updating along with a suite of Development Management policies which will provide further guidance on the application of the Core Strategy's vision and objectives through the Development Management process.

The draft Local Plan has been prepared with the benefit of up-to-date evidence and a sustainability appraisal which examined the social, environmental and economic impacts of the implementation of the plan. It has undergone two rounds of public consultation which has informed the draft Publication version. A further consultation on the Publication version is scheduled for Dec 2013 – Feb 2014 prior to a public examination. Once adopted the Local Plan policies will supersede the remaining saved UDP policies.

The latest published version of the draft Local Plan can be viewed at:

<http://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/local-development-framework/Pages/Local%20Plan.aspx>

Proposed development's compliance with regional and local policy and guidance

Table 1 shows the proposed development's compliance with regional and local policy, giving an indication of the main documents within the application where details of compliance can be found.

Policy	Requirements	Development's Compliance with policy	Application Document Reference	Mitigation required
London Plan Policies				
5.10 Urban Greening	Requires urban greening including in the public realm	√	Environmental Statement Generic Design Principles Section 3.1-3.6 and section 4.15 site specific design principles for Blackfriars Bridge Foreshore	To continue discussion & negotiations with relevant parties to ensure compliance with policy
5.12 B&C Flood Risk Management	Development to remain safe from flooding	√	Environmental Statement 6.2.18 Blackfriars Bridge Foreshore Site Assessment Section 15 Water resources – Flood Risk	To continue discussion & negotiations with relevant parties to ensure compliance with policy
5.12 D Flood Risk Management	Development to protect flood defences	√	Environmental Statement Generic Design Objectives Section 3.3 IRVR 02 – all new flood defences will provide at least the same level of flood protection as existing	To continue discussion & negotiations with relevant parties to ensure compliance with policy
5.13 Sustainable drainage	Development to incorporate SuDS to reduce rainwater run-off into combined	√	Environmental Statement Generic Design Objectives Section 3.6	Apply drainage hierarchy & install SuDS

	sewer		SDRN01 and SDRN02 SuDS development will comply with national SuDS standards and at foreshore sites appropriate surface run off should discharge into river	
5.14 Water Quality and Waste Water Infrastructure	Provision of waste water infrastructure and support for Thames Tideway tunnel	√	Draft Development Consent Order Schedule 1 Authorised Project Work No 17a & 17b Blackfriars Bridge Foreshore	
5.15 Water use and supply	Promotes water conservation including rainwater harvesting	?	No reference to rainwater harvesting although SuDS are promoted and could encompass rainwater harvesting. Environmental Statement Generic Design Principles section 3.6 Site Drainage Principles SDRN 01 and SDRN 02	Rainwater harvesting should be considered for public toilet flushing
6.3 Assessing effects of development on transport capacity	This policy requires transport assessments, travel plans, construction logistics and delivery/ servicing plans	?	Transport Assessment Doc ref 7.10.15 Blackfriars Bridge Foreshore	To continue discussion & negotiations with relevant parties to ensure compliance with policy
6.10 Walking	Promotes walking and completion of the Thames Path	√	Environmental Statement Generic Design Principles Section 3.1-3.6 and section 4.15 site specific design principles for	To continue discussion & negotiations with relevant parties to ensure compliance with policy

			Blackfriars Bridge Foreshore	
6.11 Smoothing traffic flow and relieving congestion	Promotes use of waterways for transport as one of a series of measures	?	Transport Assessment Ref 7.10 promotes river transport at the Blackfriars Bridge site. Code of Construction practice requires that a River Transport Management Plan should be developed for the Blackfriars Bridge site – this plan is not yet finalised	To continue discussion & negotiations with relevant parties to ensure compliance with policy
6.14 Freight	Promotes the use of waterways for freight movement	?	Transport Assessment Ref 7.10 promotes river transport at the Blackfriars Bridge site. Code of Construction practice requires that a River Transport Management Plan should be developed for the Blackfriars Bridge site – this plan is not yet finalised	To continue discussion & negotiations with relevant parties to ensure compliance with policy
7.5 Public Realm	Advises on design of public realm, inclusion of social infrastructure and connection with the "Blue Ribbon" network	√	Environmental Statement Generic Design Principles Section 3.1-3.6 and section 4.15 site specific design principles for Blackfriars Bridge Foreshore	To continue discussion & negotiations with relevant parties to ensure compliance with policy
7.8 Heritage Assets and Archaeology	Requires protection of heritage assets and their settings and the preservation & display of	√	Heritage Statement Code of Construction Practice Section 12 Historic	To continue discussion & negotiations with relevant parties to ensure compliance

	archaeological artefacts		Environment Environmental Statement Generic Design Principles Section 3.2 Heritage Design Principles	with policy
7.11 London View Management Framework	Requires protection of strategic views and river prospects. Developers must demonstrate the impact of their development on these views	√	Design Principles ref 7.17 Site specific design principles BLABF.17 Blackfriars Bridge Design & Access Statement 7.04 identifies relevant river prospect views. Design objectives include protection of views (paragraph 20.4.4a)	
7.14 Improving air quality	Requires minimisation of exposure to poor air quality, and reduction in emissions associated with construction	?	Code of Construction Practice requires that a River Transport Management Plan be developed for the Blackfriars site – this Plan is not yet finalised.6.2.18 Vol18 Section 4 Air Quality and odour Air handling issue / potential for odours from vent pipe	Maximise use of the River for transport of construction materials and waste. Continue discussions with the City Corporation and the PLA regarding river transport. Comply with City Code of Construction Practice for Construction and Demolition to minimise air quality impacts during construction phase.

				To minimise any nuisance from odour the vent should be to the maximum design height or otherwise as high as practicable subject to heritage issues.]
7.15 Reducing noise and enhancing soundscapes	Requires minimisation of noise impacts of development and separation of noise sensitive uses from noise sources	√ ?	Environmental Statement 6.2.01 Vol. 1 – Appendix A Code of Construction Practice Section 6 Noise and vibration Design does not separate new open space from road noise.	
7.18 Protecting local open space and addressing local deficiency	Supports the provision of new open space	√	Draft Development Consent Order Schedule 1 Authorised Project Work No 17a & 17b Blackfriars Bridge Foreshore	To continue discussion & negotiations with relevant parties to ensure compliance with policy
7.19 Biodiversity and access to nature	Provides strong protection for Sites of Metropolitan Importance for Nature Conservation and promotes enhancement of biodiversity	? √	Environmental Statement 6.2.18 Section 5 Ecology aquatic - Shows several minor adverse impacts and moderate adverse impact through loss of intertidal habitat Section 6 Ecology terrestrial No significant effects	To continue discussion & negotiations with relevant parties to ensure compliance with policy
7.24 Blue Ribbon network	Prioritises water-space and land alongside it for river related	√	Environmental Statement 6.2.18 Section 5 Ecology	

	uses. Encourages improvement in the ecological status of the River Thames		aquatic Operation of the Thames Tideway Tunnel will result in reduced discharge of sewage into the River Thames, improving its ecological status.	
7.25 Increasing the use of the Blue Ribbon network for passengers and tourism	Requires protection or relocation of passenger transport infrastructure	√	Draft Development Consent Order Schedule 1 Authorised Project Work No 17b (i) Blackfriars Bridge Foreshore	
7.26 Increasing the use of the Blue Ribbon network for freight transport	Requires use of navigable waterways for the transport of bulk materials particularly during construction and demolition phases.	?	Transport Assessment Ref 7.10 promotes river transport at the Blackfriars Bridge site. Code of Construction practice requires that a River Transport Management Plan should be developed for the Blackfriars Bridge site – this plan is not yet finalised	To continue discussion & negotiations with relevant parties to ensure compliance with policy
7.27 Blue Ribbon network Supporting infrastructure and recreational use	Requires protection and improvement of recreational infrastructure	?	The Thames path is being reinstated through the site and HMS President will be relocated. Uncertainty about the final route, status and maintenance of the public realm and Thames path	To continue discussion & negotiations with relevant parties to ensure compliance with policy
7.28 Restoration of the Blue Ribbon	Requires development and structures in the	√	Environmental Statement 6.2.18 Section	

	<p>or over the river except for structures which require a riverside location for river related uses.</p> <p>(iv)Encourages use of river for transport of construction materials and waste</p>	<p>√</p> <p>?</p>	<p>requires retention of the pier but the emerging Local Plan policy allows for relocation of the pier.</p> <p>(iii)Draft Development Consent Order Schedule 1 Authorised Project Work No 17a and 17b are works which require a river location to improve river water quality.</p> <p>(iv)Transport Assessment Ref 7.10 promotes river transport at the Blackfriars Bridge site. Code of Construction practice requires that a River Transport Management Plan should be developed for the Blackfriars Bridge site – this plan is not yet finalised</p>	
CS 2 Utilities Infrastructure	<p>Requires provision of infrastructure, including sewerage to support the City's growth and</p> <p>minimisation of disruption associated with its construction</p> <p>Promotes the provision and use of pipe subways</p>	<p>√</p> <p>?</p> <p>?</p>	<p>Draft Development Consent Order Schedule 1 Authorised Project Work No 17a and 17b are works which require a river location to improve river water quality.</p> <p>Transport Assessment Ref 7.10</p>	<p>To continue discussion & negotiations with relevant parties to ensure compliance with policy</p>

CS10 Design	Sets out the design requirements for development in the City	√	Design and Access Statement Blackfriars Bridge Foreshore Doc Ref 7.04 Part 2 provides details of the designs for the Blackfriars Bridge site and pier relocation site	To continue discussion & negotiations with relevant parties to ensure compliance with policy
CS12 Historic Environment	Safeguards the City's listed buildings and their settings, conservation areas and archaeological assets	√	Heritage Statement Appendix J Blackfriars Bridge provides details of protection of historic assets.	
CS 13 Protected Views	Protects strategic and local views of St Paul's Cathedral, the Tower of London and the Monument and the setting of the Tower World Heritage Site	√	Design Principles ref 7.17 Site specific design principles BLABF.17 Blackfriars Bridge Design & Access Statement 7.04 identifies relevant river prospect views. Design objectives include protection of views (paragraph 20.4.4a)	
CS15 Sustainable Development and Climate Change	Sets out requirements for sustainable development including air quality, noise and light pollution and biodiversity enhancement	?	Uncertainty over use road rather than river transport – impacts on air quality. 6.2.18 Vol18 Section 4 Air Quality and odour Air handling issue / potential for	Continue discussions with City Corporation and Port of London Authority regarding use of river transport Continue discussions with City

			<p>odours from vent pipe</p> <p>Environmental Statement 6.2.01 Vol. 1 – Appendix A Code of Construction Practice Section 6 Noise and vibration Design does not separate new open space from road noise.</p> <p>Environmental Statement 6.2.18 Section 5 Ecology aquatic - Shows several minor adverse impacts and moderate adverse impact through loss of intertidal habitat Section 6 Ecology terrestrial No significant effects</p>	<p>Corporation regarding mitigation for odour issues</p> <p>Continue discussions with City Corporation regarding construction impacts and design Noise to be limited in the vicinity of the City of London Boys' School during school hours.</p> <p>Continue discussions with Environment Agency</p>
CS 16 Public Transport Streets and Walkways	<p>Requires the improvement of conditions for walking and cycling,</p> <p>Requires minimisation of congestion and reduction of vehicle emissions</p>	<p>√</p> <p>?</p>	<p>Design and Access Statement Blackfriars Bridge Foreshore Doc Ref 7.04 Part 2 provides details of the designs for the Blackfriars Bridge site and pier relocation site. Includes improved walking conditions – cycling is not permitted on the riverside.</p>	<p>Continue discussions with City Corporation regarding final designs - discussions about the future status and maintenance arrangements for the public realm are on-going with a view to these matters being dealt with by agreement (e.g. s.106 obligations.) Continue discussions with the City Corporation</p>

			Code of Construction practice requires that a River Transport Management Plan should be developed for the Blackfriars Bridge site – this plan is not yet finalised	regarding ownership, status and maintenance of the replacement stairs and new lift to/from Blackfriars Bridge. To continue discussion & negotiations with relevant parties to ensure compliance with policy
CS 17 Waste	Promotes the use of the river for the transport of waste and construction materials	?	Code of Construction practice requires that a River Transport Management Plan should be developed for the Blackfriars Bridge site – this plan is not yet finalised	To continue discussion & negotiations with relevant parties to ensure compliance with policy
CS 18 Flood Risk	This policy aims to ensure that the City remains at low risk of flooding from all sources	√	Environmental Statement 6.2.18 Blackfriars Bridge Foreshore Site Assessment Section 15 Water resources – Flood Risk demonstrates the approach to flood risk at this site including flood defence raising in line with TE2100 requirements Design & Access Statement Doc Ref 7.04 part 2 Blackfriars Bridge Foreshore	

			includes details of designs to be used to reduce rainwater run off	
Saved UDP 2002 Policies				
ENV8 Street Scene	Seeks high quality design of open spaces and streets	√	Design & Access Statement Doc Ref 7.04 part 2 Blackfriars Bridge Foreshore	Continue discussions with the City Corporation regarding final designs.
UTIL 2 New facilities for utilities and infrastructure services	Sets criteria for new utility infrastructure and requires mitigation for adverse impacts	√	Draft Development Consent Order Schedule 1 Authorised Project Work No 17a and 17b will provide necessary infrastructure to prevent sewerage outflows into Thames	Continue discussions to resolve outstanding issues regarding final designs and mitigation for adverse impacts
TRANS 7 Retention of pedestrian routes and public rights of way	Requires retention of pedestrian routes and public right of way	?	Design & Access Statement Doc Ref 7.04 part 2 Blackfriars Bridge Foreshore. Replacement route is identified as a permissive path not as a public right of way. Public rights of way are likely to have accrued over the existing stairs.	Continue discussions with the City Corporation regarding status, route and final designs of replacement pedestrian path and status of replacement stairs and new pedestrian lift.
ENV 11 Development in conservation areas	Requires the sympathetic refurbishment of buildings which contribute to conservation area	?	Heritage Statement Appendix J Blackfriars Bridge provides details of protection of historic assets.	
ARC1 Assessment and evaluation	Requires archaeological assessment and	?	Appendix J Blackfriars Bridge provides	

of sites of archaeological potential	evaluation		details of protection of historic assets.	
ARC 2 Preservation in situ of ancient monuments and archaeological remains	Requires in situ preservation and public display of archaeological assets	?	Appendix J Blackfriars Bridge provides details of protection of historic assets.	
ARC 3 Recording of ancient monuments and archaeological remains	Requires investigation, recording and publication of archaeological assets	?	Appendix J Blackfriars Bridge provides details of protection of historic assets.	
City of London Supplementary Planning Guidance				
Riverside Appraisal of the Thames Policy Area in the City of London	Identifies characteristics of the Thames and its setting which development within the Thames Policy Area should recognise, respect and enhance.	√	Design & Access Statement Doc Ref 7.04 part 2 Blackfriars Bridge Foreshore	To continue discussion & negotiations with relevant parties to ensure compliance with policy
Protected Views SPD	Provides guidance on the application of views protection policies	√	Design Principles ref 7.17 Site specific design principles BLABF.17 Blackfriars Bridge Design & Access Statement 7.04 identifies relevant river prospect views. Design objectives include protection of views (paragraph 20.4.4a)	
Temples conservation area character summary	Identifies key characteristics of Temples conservation area	?	Heritage Statement Appendix J Blackfriars Bridge provides	

			details of protection of historic assets.	
Whitefriars conservation area character summary	Identifies key characteristics of Whitefriars conservation area	?	Heritage Statement Appendix J Blackfriars Bridge provides details of protection of historic assets.	

IMPACT OF DEVELOPMENT CONSENT ORDER PROVISIONS

The breadth of powers in the draft DCO, which include powers and exemptions of unlimited duration beyond the construction stage such as the disapplication and exclusion of general and local statutory provisions post-construction of the project and powers of excessive geographical scope, will have a potentially disruptive impact on the City of London unless the City Corporation is able to regulate and coordinate activities, such as street works and works affecting city walkways, for the benefit of the public. To mitigate this impact it is considered that the DCO should be amended to limit disapplication and exclusion of legislation, and the scope of some of the powers, to the period of construction only and in the case of street works to streets identified in the DCO. The effect would be that the undertaker would be treated in the same way as any other undertaker post-construction unless there is justification for special treatment, with the City Corporation able to exercise its statutory functions in the usual manner to regulate works which take place following construction, for the benefit of its area.

The DCO powers to carry out remedial and protective works to City Corporation land/assets post-construction (e.g. in connection with "maintenance") amount to a permanent interference with City Corporation land/assets and should be limited to the construction period only.

The works permitted by the DCO impact on a number of assets in the City of London owned and/or maintained by the City Corporation in one or other capacity, such as the listed Blackfriars Bridge. To safeguard these assets and, in the case of the replacement stairs and new lift, to provide for their future maintenance for public use, it is considered that protective and additional provisions for the City Corporation should be added to the DCO and/or asset protection agreements.

DCO POWERS

Topic

Impact- positive/neutral/Mitigation/comment/negative

Maintenance – the definition: Art 2 of the DCO	The width of the definition of 'maintenance' in the DCO could allow almost unlimited scope for further works to the project to be carried out at any point in the future without the need for any further planning permission	Amend the DCO to limit the definition of 'maintain' to the normal sense of the word and make clear that it does not include fresh development within the meaning of the Planning Acts
Street works; art. 10 of the DCO – identification of streets	Art 10 powers apply to streets which have not been specified. Normal consents should apply to unspecified streets. Conversely, Paul's Walk east of Blackfriars Bridge should be specified as it will be affected by street works	Delete or amend the provisions relating to unspecified streets
Street works; art. 10 of the DCO – powers to remove, replace or reposition apparatus	The CoL as pipe subway authority requires such apparatus to be repositioned or placed in a pipe subway if it is taken from a pipe subway	Suitable amendments to art 10. Requirement sought (see Annex.)
Street works; art. 10 of the DCO – powers beyond construction	The powers conferred by art. 10 continue beyond the period of construction and will place the undertaker in a more favourable position than that of other statutory undertakers	Limit the powers to the period of construction
Power to alter layout etc. of streets; art. 11 of the DCO	It is unclear whether the Art 11(2) powers apply to streets which have not been specified and in addition apply after the period of construction.	Clarify the powers and limit them to the period of construction; apply the New Roads and Street Works Act 1991 in line with art 10(4). Building of ramp on Paul's Walk should require the CoL's consent.
Traffic regulation: Art. 18 of the DCO	The powers conferred by art. 18 continue beyond the period of construction. It is unclear why the power to regulate traffic will be required for the operation of the project. The width of powers is not supported by precedents cited by TWUL.	Limit the powers to the period of construction
Protective work to buildings and structures: Art. 20 of the DCO	<ol style="list-style-type: none"> 1. The art. 20 power applies to the 'River wall and adjoining structures.' It is not clear what is encompassed by 'adjoining structures' as the power generally relates to 'buildings.' 2. The land which can be entered for the purpose of carrying out protective works is not clearly defined 3. There is no time-limit to the exercise of these powers 4. It is not clear that the CoL will have the same rights to compensation as apply under the general law 	<ol style="list-style-type: none"> 1. Identify the adjoining structures 2 & 3. Limit the power to land within the Order limits and for a period of time reasonable for completion of the project 4. Express provision that common law rights are preserved
Remedial work to buildings, or apparatus or equipment: Art. 21 of the DCO	1. Remedial and protective works can be carried out to unspecified buildings outside and inside the Order limits and access can be had to land outside the Order limits for the carrying out of	Removal or substantial amendment of the provision

	works 2. It is not clear that the CoL will have the same rights to compensation as apply under the general law	
Compulsory acquisition of land: Art. 27 of the DCO	1. The powers for compulsory purchase become limited to the "subsoil" if the undertaker takes temporary possession of the land. This makes it difficult to know exactly which land can and will be acquired 2. The compensation provisions for loss of rights over acquired land is limited to rights of way only	Further information as to the proposed "access" land and the "acquisition" land at all levels and clarification as to the meaning of "subsoil"
Compulsory acquisition of rights: Art. 28 of the DCO	1. In relation to the river wall, the right is to "alter and maintain" but there is no further detail as to what these rights will be or the provisions as to maintenance of the altered wall 2. The compensation provisions for loss of rights is limited to rights of way only	Further information as to the proposed new rights required
Power to override easements and other rights: Art. 31 of the DCO	Among other things this article operates to remove CoL land's right of support from the project land indefinitely and restricts the CoL's common law and other remedies for interference with easements and other land rights	Limit the power to the period of construction and add provisions for the protection of COL retained land
Temporary use of land for carrying out the authorised project: Art. 34 of the DCO	1. Permanent parts of the project may remain on CoL land following completion (e.g. support for the new embankment bolted into the river wall and the substructure of the lift) 2. The time-limit for possession of CoL land is not adequately defined to produce a clear end date 3. Access land may be acquired at subsoil level only – implications for CoL retained land at surface level and above. 4. It is not clear that the compensation provisions are adequate	More information is required in relation to points 1 and 3. Amendments to the DCO to address points 1 to 4.
Temporary use of land for maintaining the authorised project: Art. 35 of the DCO	1. The land over which art 35 powers can be exercised is undefined which will create difficulties for the management of COL land. 2. The term "maintaining" is widely drawn so the potential disruption to COL land is substantial. 3. The CoL is not satisfied the compensation provisions are adequate	It would be preferable if the undertaker simply exercised its powers elsewhere in the DCO to acquire the rights over adjoining land it needs for maintenance or consider acquiring that land. Alternatively the powers need to be curtailed as to area, duration and purpose and the compensation provisions expanded.
Rights under or over streets and city walkways: Art. 47 of the DCO	The COL would prefer that appropriations of airspace and subsoil is properly documented with appropriate plans; otherwise there will be uncertainty as to the land ownership	Appropriate amendments to the article or rights required to be acquired through acquisition of the freehold or defined rights granted over specified freehold
Application, disapplication and modification of legislative provisions: Art. 55 and Part I of	The provisions of this article should not apply beyond the period of construction	Appropriate amendments to the article to limit the duration of the disapplication etc.

Schedule 19 of the DCO			
Amendment of local legislation: Art. 56 and Part II of Schedule 19 of the DCO	The provisions of this article should not apply beyond the period of construction		Appropriate amendments to the article to limit the duration of the exclusion etc.
Draft DCO – general comment	Further scrutiny of the DCO and how the CoL's various objections and observations are disposed of may lead to other issues arising and the need for further provision and impact assessment		On-going discussions with the undertaker
Disapplication of powers: temporary	The project proposes to disapply a number of Highway Authority statutory powers during construction to facilitate the works, meaning that the CoL and TfL will have fewer ways to control operations.	The DCO should be amended to ensure the undertaker is not to act unreasonably, a separate consents process and a method of appeal (e.g. a complaints commissioner) is required [to minimise disruption to highways and assist in coordination of highway works.]	This has worked with Crossrail provided the undertaker acts reasonably and in co-operation with the Highway Authority. However, Crossrail's process requires a significant amount of staff resource on both sides, and the consent process cannot easily cope with requirements at short notice.
Disapplication of powers: permanent	<p>The DCO proposes to disapply a number of Highway Authority statutory powers beyond construction to facilitate future maintenance, meaning that the CoL and TfL will have fewer ways to control activities.</p> <p>The DCO excludes local legislation inconsistent with the carrying out of the project. Anything done on the new foreshore structure in exercise of DCO powers would be outside the reach of local legislation.</p>	<p>If disapplication is allowed, the DCO should be amended to ensure that the undertaker is required not to act unreasonably, and to provide for a separate consents process and a method of appeal is required.</p> <p>If disapplication of local legislation is allowed post-construction the DCO should be amended to ensure exclusion is confined to identified cases of genuine inconsistency where the legislation would prevent work from being carried out</p>	CoL has objected to the permanent loss of its ability to control works. It could mean no authority to control future works in respect of disruption to the network, road & footway closures, illegal parking, highway damage, streetworks excavations, site hoardings etc. which may affect its ability to carry out its statutory functions such as its network management/highway authority functions.

IMPACT ON TRAFFIC, HIGHWAYS, CITY WALKWAYS AND RIVERSIDE WALK

The construction activities will put additional pressure on the local road network and will need to be coordinated in cooperation with the City Corporation, TfL and Westminster City Council to minimise disruption. To reduce traffic impact and its environmental effects maximum possible use of the River is sought to transport materials. The City Corporation should be consulted on the proposed Transport Strategy Agreement and any derogations from it as these could have an impact on the City's roads.

The proposals involve creation of a new embankment accessible to the public which is welcomed as there is a shortage of public space in the area. The soft landscaping will promote biodiversity. However, the future status and maintenance of the embankment and the route and nature of the public access are the subject of discussion with Thames Water. It is important that the design of the embankment is of a high standard in this important location and that the hard and soft landscaping is maintained to a high standard in the future to further public enjoyment of the area. Further design discussions are welcomed, plus the City Corporation seeks consultation on a detailed works plan prior to the removal or replacement of existing trees.

The application includes the permanent stopping up of part of Paul's Walk west of Blackfriars Bridge which forms part of the Thames Path, and its replacement with a permissive path which does not afford the public the right of way currently enjoyed. To protect public rights the City Corporation seeks a replacement public right of way over the new embankment or declaration of city walkway and discussions with Thames Water will continue. This accords with the City Corporation's policy over the years to achieve a continuous riverside walkway through the City of London for the benefit of the public. The temporary route which is to be provided prior to the closure of the existing route, and which is secured by requirement BLABF 8, will need to be well signed and publicised to encourage pedestrian to use it as a safe alternative. The part of Paul's Walk proposed to be stopped up currently provides public access to the WCs which are to be retained and access to the basement rifle range. A replacement public right of way or city walkway will ensure continued public access to these facilities.

The proposed riverside access to the relocated Blackfriars pier will involve construction of a ramp and stairs on the public footpath which will obstruct the footpath and impinge on an area of newly landscaped riverside walkway reducing the space available for pedestrians in this location. Proposed emergency access at this location via an unlocked gate raises public safety issues which need to be resolved.

The works include replacement of the existing stairs (over which public rights are likely to have been acquired) attached to Blackfriars Bridge (east and

west) together with a new lift. These proposals will have a positive impact as the new stairs will replace existing ones which are in poor condition and the lift will provide new disabled access to the riverside. The status, future ownership and maintenance of these facilities are still subject to discussion with Thames Water.

Table 2 Impacts on Traffic, Highways, City Walkways and Riverside Walk

Topic	Impact-positive/neutral/negative	Mitigation	Comment
WIDER TRAFFIC IMPACT			
Slip road closure from Blackfriars Bridge N/B into Vic Embankment W/B for site access & construction	Local traffic diversion via Southwark Bridge or Fleet St / Aldwych	Advance modelling to confirm impact. Publicity. Diversions will be signed	Extra pressure on local road network. What is the cycling diversion and how will this be signed & managed?
Cycle super highway ambitions of TfL	Lorries may have to turn through / across separated cycle lanes to access site.	Site requirements need to be considered during TfL design process	Site will not just impact east / west cycle superhighway along Vic Embankment. Slip road would have been key interchange with north / south route along New Bridge St / Blackfriars Bridge.
Additional construction traffic on City & TfL streets in general	Site requirements will potentially cause additional road safety, environmental and highway maintenance issues.	Assessments required to demonstrate sufficient mitigation measures are in place. Maximum possible use of the river should be made to transport materials to reduce additional construction traffic and its effects. The CoL should be consulted on the proposed Transport Strategy Agreement and derogations from it as these could have impact on the City's road network.	Has impact of fully operational Blackfriars Station been built in?
Cumulative impact of deliveries to Blackfriars & Victoria Embankment sites	Combined traffic impact from two sites located near one other	Modelling required from TfL to demonstrate cumulative impact will not be disruptive	
SITE ACTIVITIES			
Co-ordination of activities between Blackfriars & Victoria Embankment sites	There may be conflicting demands between the two sites in terms of traffic management, road closures, temporary works etc.	Planning required across the two sites so they are managed in parallel.	How will their works be co-ordinated between sites & with CoL, TfL and WCC? Conflicts need to be identified & managed.
Victoria Embankment is a regular route for special events	Construction activities need to be co-ordinated with major events	Co-ordination required with CoL, WCC and TfL Event Planning teams.	Proposal mentions co-operation with London Marathon, but

			many more events use the Embankment (eg Lord Mayor's Show), or result in restricted access due to closures of Parliament Sq.
Co-ordination of activities between site and other construction activities in the area	<i>Construction activities need to be co-ordinated with other site activities</i>	Co-ordination required with CoL, WCC and TfL Traffic Mgt & Highway teams.	Possible site activities in the area include Baynard House (marine licence) and the Mayor's proposal for a new Thames footbridge at Victoria Embankment.
SITE SET-UP			
Closure of south f/w of Victoria Embankment & the riverside walkway	<i>Lengthy pedestrian diversion required. Requirement BLABF 8 requires the route of the temporary diversion as shown on the Access Plan (unless otherwise agreed with the LPA) to be in place prior to the closure of the existing route. Closure of existing route will harm the pedestrian environment in this area.</i>	Publicity, signage. Significant pedestrian management required and limit damage to area. The CoL proposes mitigation by the Undertaker through investment in public space elsewhere on the riverside/local area.	Experience at other major sites suggests pedestrians are unwilling to take long diversions and appear to be happy to accept the risk of walking past sites where no footway is provided. Also, will sufficient access be available for the disabled along this pedestrian diversion?
When the slip road closes to site lorries for construction, lorry access required from Vic Embankment	<i>HGV access over the pipe subway structure will be required, which will load the underground structure.</i>	Potential strengthening of pipe subway required.	Approval in principle required.
Lorry holding areas	<i>None so far proposed in the City</i>		A project of this size may require lorry holding areas, but to be clear, these must not be accommodated in the Square Mile, either on City or TfL roads.
When the slip road closes to site lorries for construction, lorries will turn left into site from Vic Embankment	<i>Safety of left turning HGVs, and likely conflict with cyclists.</i>	Road Safety Campaign, driver training, best practice measures for vehicles	Road Danger Reduction is a priority outcome for DBE Business Plan.
DISPLACEMENTS			
On-street loading bay shown in White Lion Hill	<i>CoL do not intend maintaining White Lion Hill in the long-term as a highway structure</i>	Consider alternative location	White Lion Hill may close as part of future Mermaid / Baynard She redevelopment
Coach bays will be relocated from the slip road	<i>Parking will be temporarily relocated</i>	Advance discussions required with coach bay users	
Relocation of Blackfriars Pier: Pedestrian diversion	<i>Pedestrian access point relocated. Requirement PW7 requires works to be carried out in accordance with the</i>	Publicity, signage	Will there be sufficient space for passengers on the Riverside

	Design Principles (BLABF.02 of which specifies that the Thames Path east of the Fleet main sewer shall be a minimum width of 3m) unless the LPA agrees otherwise		walkway, and how will they reach this point?
Relocation of Blackfriars Pier: Riverside access	Access required through or over riverside wall, with potential consequences for the fluvial defences and / or disabled access. The COL has public safety concerns about the proposed unlocked gate at this dangerous road junction where pedestrian access is currently unavailable. (See below.)	Appropriate detailed design. Emergency access needs to be secured subject to resolving the public safety issues raised. The proposed ramp and stairs will obstruct the highway. As this part of Paul's Walk will be affected by street works it needs to be identified in Schedule 4 of the DCO.	<i>If ramps are provided, will this affect current Streetscene plans & the space available for other pedestrians using Pauls Walk?</i>
HIGHWAYS/CITY WALKWAY			
Stairs on the east and west side of Blackfriars Bridge – demolition and reinstatement	The position of both sets of stairs will change following demolition and reinstatement. Therefore a stopping-up or diversion order will be required before they are demolished and rebuilt.	A provision in the DCO authorising/requiring stopping-up/diversion of the stairs.	Future ownership and maintenance of the new stairs (and lift) is still to be settled. One proposal is for the reinstated stairs to be vested in the Bridge House Estates (private charity) of which the CoL is trustee, and maintained with the remainder of the bridge from the trust fund under Blackfriars Bridge Act 1863. In order to preserve this option, it would be preferable for the stairs to be stopped up rather than diverted. The DCO would need to make provision for application of the 1863 Act to the new stairs (and lift).
Stairs on the west side of Blackfriars Bridge - altered position.	The reinstated west stairs will descend on to private land (the new embankment) rather than the existing public footpath.	Provision of a public pedestrian right of way from the base of the new stairs to the highway acceptable to the CoL or city walkway subject to the City of London (Various Powers) Act 1967 as amended which governs city walkway not being excluded for future maintenance works as it adequately provides for restrictions/closure of access for up to 3 months to enable such works to	Permanent loss of a public right of way is not acceptable without an adequate replacement. For many years the CoL has sought to secure public rights of access adjacent to the River.

		proceed.	
Paul's Walk west of Blackfriars Bridge – loss of public pedestrian highway.	The DCO provides for the stopping up of Paul's Walk west of Blackfriars Bridge. However, there is no provision for an alternative permanent public pedestrian right of way.	Provision of a permanent replacement public right of way acceptable to the CoL or city walkway with the caveat stated above.	The CoL seeks a replacement public right of way over the new foreshore and/or city walkway to secure public access rights over the new embankment. Discussions as to status and route will be progressed. It is not clear why the design necessitates the placement of permanent above ground structures on Paul's Walk.
Paul's Walk west of Blackfriars Bridge – loss of access to structures. Paul's Walk west of Blackfriars Bridge – service media	Stopping up Paul's Walk (west) will result in loss of public/private pedestrian access to ladies and gents WCs, the basement rifle range and the undercroft area below Victoria Embankment. It is not clear whether the route of the services for the ladies and gents WCs and the basement rifle range will be altered and/or remain on CoL owned land.	Provision of a permanent alternative right of way is acceptable to the CoL. All existing services to be retained/reinstated and easements granted if necessary over non-CoL land.	
City Walkway east of Blackfriars Bridge – new pedestrian lift.	The new lift is more convenient for disabled travellers using Blackfriars Station than the existing ramp down from Victoria Embankment.		Future ownership and maintenance arrangements for the new lift are still to be settled. One proposal is for the lift to be vested in Bridge House Estates and maintained with the remainder of the Bridge (as detailed above in relation to the new stairs). The DCO would need to make provision for this by applying the Blackfriars Bridge Act 1863 to the new lift.
Stairs at Scantlin Pier	The stairs descend from Victoria Embankment to Paul's Walk. A stopping up order will be required before they are demolished.	The DCO needs to authorise/require stopping up before demolition.	The City Corporation has not yet declared the pier surplus to requirements which will be subject to committee decision.
New gate in Upper Thames Street highway wall – emergency access to	There is a significant difference in levels between Paul's Walk (east) and Upper Thames Street at this point.	Details required to show sufficient space available for vehicular access/turning.	

new pier			
New gate in Upper Thames Street highway wall – pedestrian safety.	It is unclear who will control the gate and what measures are proposed to ensure the public do not cross from Paul's Walk to this dangerous part of Upper Thames Street.	Details and proposals required.	
RIVERSIDE WALK IMPACT			
Creation of new public realm	<ul style="list-style-type: none"> New public realm created in an area where there is a shortage Creation of new public realm is in keeping with the objectives of the City's Riverside walk enhancement strategy 	Requirement BLABF 5 requires any permanent above ground structures which accord with the Design Principles to be approved by the CoL in consultation with English Heritage; the development to be carried out in accordance with the approved details.	Design needs further refining (e.g. seating, kiosk, water feature, lighting, planting, finishes). The undertaker should consult the City's Environmental Enhancement Team as it develops.
Addition of new connections to Riverside Walk	<ul style="list-style-type: none"> New disabled access to the riverside via lift New staircases to replace existing ones that are in a poor condition is in keeping with the objectives of the City's Riverside walk enhancement strategy 		Design needs further refining (e.g. finishes). The Undertaker should consult the Environmental Enhancement Team as it develops.
Proposed re-location of Blackfriars Pier	<ul style="list-style-type: none"> Proposal will eat into existing walkway and newly landscaped space at Paul's Walk which is not acceptable 	<ul style="list-style-type: none"> Develop alternative design that does not impinge on the walkway, or, Provide adequate mitigation in this area – this could include exploring the opportunity to enhance pedestrian (ramped) access to White Lion Hill 	Design discussion welcomed in relation to mitigation in this area
Width of Walkway unclear from plans	Potentially narrow walkway proposed adjacent to flyover section. This needs to be clarified through overlay of existing and proposed plans to ensure that walkway is adequate width	Walkway needs to be of sufficient width. The Design Principles specify a minimum width of 3m and requirement PW7 requires works to be carried out in accordance with the Design Principles.	Request plan overlay asap
Public right of way to be maintained	Proposed status of proposed area of land is unclear. Public right of way must be maintained	<ul style="list-style-type: none"> City Walkway or public highway preferred. 	

IMPACT ON UTILITIES INFRASTRUCTURE (PIPE SUBWAYS)

The pipe subway network in the City of London is an important utilities infrastructure belonging to and maintained by the City Corporation. Where there is an existing pipe subway in a street the City Corporation is able to insist on apparatus being placed in it rather than in the street, which reduces the need for disruptive street works. The project works in the City will necessitate removal/ alteration/rebuilding of a section of existing pipe subway and temporary relocation of the apparatus within it. To prevent detrimental impact on the City of London it is imperative that the affected section of pipe subway is reinstated (with the Undertaker reimbursing the City Corporation's costs for inspecting pipe subway works), that any new or existing apparatus is placed in it and that the City Corporation's statutory powers in respect of pipe subways continue to apply to the new pipe subway constructed by the undertaker.

The City Corporation considers that additional DCO provisions and requirements are necessary to address the above issues and safeguard this essential infrastructure.

Table 3 Impact on Pipe Subway

PIPE SUBWAY			
Access issues caused by three pipe subway access points falling within site boundary	Access for CoL likely to be unavailable at these locations, resulting in much longer distances to pipe subway access points and a change in risk register requirements for confined spaces.	Site to maintain CoL & utility access to pipe subway through site boundary, and / or review risk assessments. Consult utilities. Should we seek a requirement?	How will utility repairs within the remaining pipe subway be facilitated, & new equipment installed?
Security issues caused by pipe subway access points falling within site boundary	Site personnel may be able to directly access the pipe subway network from their site, thereby bypassing secure access controls.	Project to agree protocols with CoL and City Police	
Construction access required to low level sewer through the pipe subway, requiring part demolition of the pipe subway	Utility diversions will be required, which will mean further network disruption during the enabling works. It is not yet clear where these diversions will go (in the highway or into other pipe subways), and how extensive they will be in terms of duration & traffic impact. [Strengthening of pipe subways will be required to meet vehicular loading requirements.]	Additional work needs to be undertaken to scope the work and estimate the programme & impact, in consultation with the utilities. <i>Alternative construction methodologies should also be considered</i>	Location B (in the slip road) is preferable to Location A (on Victoria Embankment). We agree that the disruption caused by the utility diversions from Location A would have been substantially worse than from Location B. In fact, we believe the construction of the Victoria Embankment itself would have prevented the Location A option.
Reinstatement of	CoL will require reinstatement of the	Appropriate detailed design and	

the pipe subway following completion	pipe subway after construction in order to ensure connectivity between the pipe subways is maintained in the long-term.	assurances by the project. A requirement is sought requiring reinstatement of the affected pipe subways in accordance with details to be submitted to and approved by the CoL.	
		A permanent interruption in the pipe subway network between the Pauls Walk & Victoria Embankment pipe subways is unacceptable. New DCO provisions are sought to ensure the CoL's existing statutory powers in respect of pipe subways apply to any reinstated or new pipe subways provided in the course of the project. Reimbursement of the CoL's inspection costs by the Undertaker is required.	
Returning diverted plant to the pipe subway	Pipe subways provide access to utility plant without the need to excavate the highway, so if plant is left in the highway that was once in the pipe subway, it will be more disruptive to maintain in the long-term.	Assurances by the project & consultation with utilities. A requirement is sought to ensure reinstatement of utilities apparatus in the pipe subway once the pipe subways have reinstated.	Will plant diverted under Option B be returned to the pipe subway after construction?

IMPACT OF RELOCATED BLACKFRIARS PIER AND PROPOSED AMENDMENTS AFFECTING THE PIER

The construction of the relocated pier will necessitate dredging and sheet piling, and the amended proposals for the pier involve additional dredging, piling and a further cofferdam. The impact of these additional works need to be fully evaluated and appropriate mitigation measures put in place to protect Blackfriars Bridge, pipe subways and other assets. The City of London Boys' School has written to the City Corporation expressing concerns about the potential impact of these works on the School. The City Corporation shares these concerns and seeks evaluation of the likely impacts on the School with mitigation measures put in place such that piling works and other works causing noise and vibration are carried out outside the operational hours of the School. An additional requirement is sought to address the City Corporation's concerns.

Table 4 Relocation of Blackfriars Pier

Relocation of Blackfriars Pier - effect on City of London Boys' School	The City of London Boys' School has written to the CoL expressing their concerns about the potential noise and vibration impact on the School during piling works and the impact on the School of increased footfall in the area and noise from acceleration of boats outside the School. These	Detailed analysis specific to these issues is required to assess the likely impact on the School and to agree mitigation to respect operational hours of the School and public examination periods. The CoL seeks an assurance that piling works and	Additional requirement required
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	concerns are shared by the CoL	other works causing noise or vibration are conducted during School holidays or out of normal School hours.	
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Noise, Air Quality, Dust, Emissions.

The Draft Development Consent Order states that measures to control the impacts on the amenity of local occupiers, the public and sensitive receptors caused by construction are included in the Code of Construction Practice parts A and B and the Environmental Statement includes proposed measures to mitigate the impacts of construction to ensure all reasonable steps would be taken to minimise detrimental impacts on noise, air quality, dust emissions and odour. The Environmental Statement has identified the nearby sensitive receptors, the closest of which are the City of London Boys' School and residents in the London Borough of Southwark. The CoCP states that the working hours would be site specific and would be agreed under Part B of the CoCP. City has requested that the infrastructure provider complies with the City's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. The City Corporation further requests that a requirement be attached to the DCO requiring that a scheme for protecting residents, commercial occupiers and the City of London School for Boys (see Table 4), from noise, dust and other environmental effects shall be submitted to and approved in writing by the local planning authority prior to any works of demolition takes place on site and that a similar requirement be attached in respect of construction.

Table 5 Noise, Air Quality and Emissions

Effects of Deconstruction and Construction	Noise, vibration and odour affecting occupiers both sides of the River including residents, businesses, schools and transport providers.	Further information is required on how noise, vibration and odour from demolition and construction works will be monitored and controlled. Detailed analysis specific to the site and surroundings is needed of likely impacts and the mitigation measures that will be required to minimise these impacts.	Additional requirements sought. Construction to be subject to agreements with the City under S. 60 of the Control of Pollution Act 1974.
Proposed amendments to the design of Blackfriars Pier, including the lengthening of the pier, increased dredged area, and insertion of a coffer dam in the	The proposed changes would result in increased dredging and the effects of scour. The introduction of sheet piling would impact on the river wall and would add to impacts of noise and vibration during construction, particularly in respect of the effects on the City of London School	A careful assessment of the impacts of the changes on scour and the river wall would be required prior to construction and the scheme should be adjusted to take account of the findings. The construction activities must be subject to	The change would result in additional impacts of scour, noise and vibration particularly in relation to the installation of sheet piling.

river channel associated with a B.T. cooling water tunnel	for Boys	requirements requiring strict compliance with the timing of activities in order to minimise impact on the activities of the boys' school and the amenities of other sensitive receptors	
STATUTORY NUISANCE			
Defence to proceedings in respect of statutory nuisance	The exemption in art 7 of the DCO potentially applies to all nuisances not just to noise and is wider than the Model Provisions. The CoL is particularly concerned about nuisance from odours.	Appropriate drafting in the DCO is required to make clear that the defence only applies to noise.	The Statement in respect of Statutory Nuisance offers a plain assurance that the project will not give rise to any potential nuisance other than through noise.

Impact on Riverside Assets

The proposed works would have impacts on a variety of assets and structures located on the riverside some of which are designated and undesignated heritage assets and include some/all of which are in the City's ownership. The impacts on these assets and structures are set out in Table 6.

Table 6 Impact on Riverside Assets.

RIVERSIDE IMPACT			
Removal of riverside lion heads	These may have a structural implication for the riverside wall.	Appropriate detailed design. The CoL seeks an amendment to requirement BLABF 12 to require details of works to remove, store and reinstate the lion mooring rings in locations on the Embankment to be agreed with the local planning authority prior to the works being carried out.	
Sheet piling works in the river	Possible vibration impact of piling in close proximity to the pipe subway east of Blackfriars Bridge & near current location of HMS President. Proposed amendments	Appropriate method statements & detailed design The impact of these additional works in the river needs to be evaluated by TWUL to assess appropriate	BLABF 16 requires the PLA to approve a detailed method statement before works in the river commence. Requirement 22 requires a scheme for monitoring/remediation of effect of structure

	to the project involve additional dredging, piling and a further cofferdam.	mitigation measures to protect assets from any adverse impact.	with regard to scour/accretion to be approved by the PLA. A requirement also requires works to be carried out in accordance with the CoCP unless otherwise agreed by the LPA.
Sturgeons on riverside wall	Sturgeon lighting units need to be removed and returned at completion	Agreement required between CoL and project. Draft requirement BLABF 12 requires details of works to remove and reinstate the lamps to be submitted to the LPA for approval and the works to be carried out in accordance with the approved details. A further requirement requires works to be carried out in accordance with the Design Principles which state that festoon lighting to Victoria Embankment shall be reinstated as far as possible.	Lighting units are listed but in poor condition. Likely will need restoration before reinstallation (at project's expense?).
Fluvial impact of works & scheme	Environment Agency need to be satisfied with fluvial impact	Engagement with EA.	Assessment of temp works & permanent scheme in accordance with Sustainable Design & Construction Supplementary Planning Guidance (London Plan 2011)
Fire hydrants	The site footprint will isolate a number of fire hydrants.	Liaison with the CoL required.	CoL owns the fire hydrants in the City.
Lifebelts	A number of lifebelt points lie within the site boundary.	Risk assessment required, & possible alternative fixings.	
Removal of the Old Pump House	The Old Pump House is not presently used for CoL operational activities but has not been declared surplus to CoL requirements (which will be subject to committee authority.)		

Post Construction

Topic	Impact – positive/neutral/negative	Mitigation	Comment
Ecology/Environment			
Interception of the Fleet CSO and connection of the northern low level sewer no1 to the main tunnel. The sewer and associated drop shaft would divert and capture storm overflows from the Fleet Sewer CSO	The tunnel would significantly reduce the outfalls from the Fleet CSO. The provision of this infrastructure would contribute to the wider objective of cleaning up the River Thames.		Concern is raised that the requirements will not give Local Authorities sufficient powers to ensure that the impact on the local environment is not significantly harmed.
General impact of the proposals on the local environment.	The Infrastructure and structures necessary would have a significant impact on the townscape, historic environment, use of highways and the pedestrian environment and total infrastructure and assets.	Sufficient powers to be given to the Local Planning Authority by the requirements and the associated agreements to ensure that the proposal would be implemented to the required standards	The benefits of reducing outfalls must not be to the detriment of the local Environment and City Assets. [See comment below]
Design, Landscape and Visual Impact			
The new embankment to be built in an area significant of important visual interest and amenity with the settings of very significant Listed Buildings	The embankment would impact on important views of the Blackfriars foreshore and the adjacent designated heritage assets in close proximity	Careful control and consideration must be given during the discharge of the requirements to ensure that the design and materials are of the highest quality and appropriate to this site of Local and National importance	Concern is raised that the requirements would give insufficient control to the Local Planning Authority to ensure that the design of the embankment and associated structures are of an appropriate quality. Concern is further raised that the project would be implemented by an infrastructure provider and not Thames Tideway Tunnel

The visual impact of the features and structure on the new embankment	The appearance of the proposed additional structures, kiosks, equipment housings and hoardings etc. could adversely affect the appearance of the foreshore and views from and to the embankment. The proximity of the site to the river would mean that structures and surfaces would be subject to a considerably higher degree of weathering than experienced in other localities.	The structures must be designed and constructed to a high standard and the materials and finishes must be of a quality able to withstand the local conditions.	Concern is raised that the quality of design and materials would be compromised to reduce costs and would not be sufficient to withstand the specific weathering conditions of this environment
Ventilation columns on the new embankment and the single column to intercept odour from the connection chamber with the Fleet Street sewer	The proposals give little indication at this stage of the design of the columns particularly as they indicate a range between 4-8 metres in height. The columns could have a significant impact on views and the settings of the designated heritage assets	The height of the columns should be kept to a minimum and designed to an appropriate standard to accord with this important setting and locality.	Concern is raised that the column would be designed and constructed to a generic standard that would not be appropriate to this important locality. , BLABF6 deals with design approval of the columns.
Relocation of Blackfriars Pier			
Construction of the pier and landward facilities	The landward construction of the pier and facilities to achieve access would be difficult due to changes in levels and the presence of structures including the river wall, pipe subway and the heat exchange pipes for Baynard House.	A careful and detailed survey and analysis of the existing structures must be undertaken before works commence. Suitable and robust requirements must be in place to ensure that the important infrastructure and assets are not harmed. The detailed knowledge of City Officers is essential to the understanding of these	An additional requirement is sought to deal with this concern.

Access to Blackfriars Pier			
The pier would require access to be provided from a narrow section of the riverside walk	Result in pedestrian congestion of the City Riverside walkway and conflict with the St Paul's walk environment enhancement scheme. Conflict between passengers and walkway	Design the proposed access to minimise impact and provide adequate width of walkway to allow for safe pedestrian movement. The	The area is subject to considerable pedestrian activity by City workers, tourists, runners and those using

	users.	introduction of lift and stairs between the walkway and street level would be essential in order to provide step free access and ensure the congestion on the walkway is minimised. A robust management regime for the lift and stairs must be put in place	Blackfriars Station. This activity would be increased with the use of the pier from those embarking, disembarking and waiting. The City is concerned that the proposed disapplication and exclusion of its powers in relation to the walkways and the stairs to the bridge would leave it powerless to manage these impacts. The maintenance and management requirements for the lift and stairs have still to be agreed with Thames Tideway Tunnel and are not included within the DCO or requirements.
Design and Appearance of the Blackfriars Pier and Chrysanthemum Pier			
Relocation of the Blackfriars Pier	The relocated Blackfriars Pier would be sited in a prominent location adjacent to the City Riverside walkway which has been subject to enhancement to encourage use of the walkway for sitting and recreation. Structures on the pier and at the pier head could impede and obstruct views to and from the walkway particularly at high tide	A sensitively designed pier and pier head which minimises its visual impact must be subject to requirements requiring the submission and approval of design details by the Local Planning Authority	The design and appearance of the relocated Blackfriars Pier is still to be finalised. Care must be taken to ensure that its visual impact is appropriate to this prominent location. BLABF 10 requires the detailed design (which is to accord with the Design Principles) to be approved by the

			LPA.
New Piers	There is potential for the Port Health authority (and the City of London Police) to have mooring fights at the new pier and to have emergency access to the foreshore and to assist in their statutory functions.		
Design Specification and future Maintenance of the New Open Space			
Future maintenance of newly constructed space	Large area of space constructed & available to the public will create a future maintenance liability for the surface, structure, cleansing & lighting. It is vital that future maintenance responsibilities are agreed to ensure maintenance to a high standard in this prominent location.	The CoL seeks either TWUL retains maintenance responsibilities, or agrees to lay out the land as suitable for city walkway by agreement with the CoL, with the CoL maintaining the surface provided it receives sufficient funding from TWUL with no exclusion of local legislation. Future maintenance arrangements are still under discussion with the undertaker with a view to being secured by agreement between the parties pursuant to s.106 TCPA 1990 and City of London (Various Powers) Act 1967.	If city walkway is to be provided the space will need to be laid by agreement with the CoL as suitable for city walkway in accordance with the city walkway specification and Riverside Walkway Strategy.
Declaration of new space	The status of the new public realm and public access arrangements are still subject to discussion with the undertaker.	Agreement required between CoL and TWUL.	Note the on-going TfL / CoL dispute regarding land ownership on TLRN.
Permanent vehicle access arrangements from Victoria Embankment for maintenance	This will require vehicle access across the footway as well as over the pipe subway, which will load the underground structure.	Potential strengthening of pipe subway required. Suitable materials needed for vehicle crossover.	Approval in principle required.
Materials used to construct new space	The new space must be designed to suit the	Use of CoL Streetscene	

	City's standard specification or city walkway specification (depending on the outcome of discussions).	manual or city walkway specification as appropriate.	
Method and adequacy of construction for new space	The new space must be designed and constructed to a sufficient high standard to ensure the CoL does not suffer from future unexpected maintenance liabilities. Subject to agreement, the CoL would only be prepared to assume maintenance of the surface only, not the underlying structure and drainage.	Construction inspection by CoL is required (at project cost), as well as design approval in respect of future maintenance liabilities. Requirement BLABF 5 requires the design of permanent above ground structures to be approved by the CoL in consultation with English Heritage. However, the CoL is concerned that there is insufficient scope for significant changes to be made and is continuing a dialogue with TWUL in this regard.	[A parallel could be the process for approval & inspection of the Crossrail pipe subway in Liverpool St.]
Levels & drainage of new space	The new space must be designed to ensure adequate surface water runoff.	Appropriate detailed design & consultation with CoL and TfL. Requirement BLABF 24 requires drainage details to be approved by the CoL in consultation with the Environment Agency and constructed in accordance with submitted details. This should be amended to require construction in accordance with "approved" details.	TWUL propose to include SUDs on site to reduce possibility of surface water flooding. Rainwater harvesting to supply the WC flushing Water for the public toilets or for landscape watering should also be provided. Assessment of temp works & permanent scheme must be in accordance with Sustainable Design & Construction Supplementary

			<i>Planning Guidance (London Plan 2011).</i>
Introduction of a new soft landscaping scheme	<p>1. This will be a welcomed piece of additional green space for people to enjoy. The introduction of tree, shrub and herbaceous planting will also assist with increasing biodiversity for the area.</p> <p>2. The introduction of a new landscaping area will generate a significant cost for on-going maintenance. Issues are:</p> <ul style="list-style-type: none"> • watering • physical access for the maintenance team. 	<p>Requirement BLABF 14 requires landscaping details to be approved by the CoL and the development to be carried out in accordance with the approved details.</p> <p>CoL, City Gardens would need to assess the area and cost accordingly were they to agree to take on maintenance.</p> <p>Specialist contractor to install irrigation system to water trees and all green infrastructure. Payment for water will need to be considered.</p> <p>A small tool store (minimum 2m x 3m) to be included to support the maintenance. Parking for a transit van to carry away green waste and or to bring in equipment to carry out tree or landscaping work</p>	The Undertaker should discuss the hard and soft landscaping design with the CoL to address potential working at height and other issues.
Water Feature	A water feature should be avoided unless responsibility for long term maintenance has been clarified.		
The Riverside Walk and associated planting appear to fall within the footprint of the land to be acquired	Given that the area along here is being reinstated following National Rail's works, the impact of the TW work would seem counter-productive	Any re-landscaping/planting to follow the same design principles and concepts of the current Riverside Walkway	The Riverside Walk and associated planting appear to fall within the footprint of the land to be acquired
Skateboarding	If the space is declared	If declared city	

	city walkway skateboarding would be a breach of the city walkway byelaws	walkway measures should be included to design this out, although this will be challenging given the proposed extensive hard landscaping, which will inevitably be attractive to skaters	
Potential creation of commercial units under flyover and the kiosk.	Is in keeping with the objectives of the City's Riverside walk enhancement strategy. This opportunity needs to be explored with the City Surveyor at an early stage so that the opportunity is not missed. The City Surveyor has stated that they would not want to take on the units.	n/a	The area will be much busier with the new public space and so commercial units/art studios may be viable as well as possible storage use in connection with maintenance of new public realm. Thames water have suggested that income from the kiosk could pay for the maintenance of the public realm. Concerns are raised that this would not be a reliable source of income.
Relocation of HMS President and Construction of Chrysanthemum Pier			
Construction of the Chrysanthemum Pier and relocation of HMS President	The temporary relocation of HMS President would require construction works that would result in a greater impact that that proposed by the new pier granted planning permission to Crown River causes. In the absence of the permitted pier the temporary pier could require the removal of the existing piles, insertion of new piles,	Submission and approval of a detailed method statement and construction plan to ensure that the ecology of the foreshore and the stability of the heritage asset is not compromised must be submitted to and approved by the Local Planning Authority and	The uncertainty of the possible solutions to the temporary solutions for the relocation of the HMS president is cause for concern and robust requirements and asset protection agreements must be in place

	<p>construction of a pier structure and access and dredging to accommodate HMS President. Sheet piling to prevent movement of foreshore deposits and a reduction of bed levels. Demolition of the pier at the ends of the construction phase removal of all piling back filling to ensure the stability of the river wall and foreshore. The relocated HMS President would have an impact on the visual appearance of this part of the listed embankment. [</p>	<p>English Heritage. The installation of sheet piling and new piers would create additional noise and vibration within the area.</p>	<p>to safeguard the ecology of the river and the important heritage assets</p>
<p>The Construction of a permanent replacement for the Chrysanthemum Pier which would be able to provide a temporary mooring for HMS President</p>	<p>The proposals would require a new means of access over the listed river wall and construction of a river piled wall and dredging to accommodate the relocated vessel. [RED]</p>	<p>A sensitively designed pier and pier head which minimises its visual impact must be subject to requirements requiring the submission and approval of design details by the Local Planning Authority</p>	<p>An extant Planning permission exists for a new pier however this would not be sufficient to accommodate the larger HMS President.</p>
<p>New Piers</p>	<p>There is potential for the Port Health authority (and the City of London Police) to have mooring rights at the new pier and to have emergency access to the foreshore to assist in their statutory functions.</p>		<p>Details to be discussed with the CoL. There is presently little mooring space within the City of London.</p>
<p>COMPULSORY PURCHASE</p>			
<p>Pipe subway</p>	<p>The DCO contains compulsory purchase powers that affect the pipe subway. The CoL objects to the loss of ownership of the pipe subway which forms part of vital utilities infrastructure in the City of London.</p>	<p>Exclude the pipe subway in the Book of Reference</p>	<p>CoL requires that the altered/reinstated pipe subway remains vested in the CoL for access and maintenance</p>
<p>The riverside wall</p>	<p>The project will involve breaking into and using the CoL listed riverside wall as a support structure for the new embankment. The CoL will have no practical</p>	<p>The CoL requires the undertaker to acquire the affected part of the riverside wall or that the CoL be relieved from any</p>	<p>The undertaker presently has no power to compulsorily acquire the river wall</p>

	means of access to repair or reinforce the wall following completion	obligation to maintain the river wall	
ASSET PROTECTION			
Works to or affecting CoL land	The Undertaker is given power to enter CoL land and take temporary possession of it, and carry out works for the project and its future "maintenance", including protective works, without acquiring the land compulsorily	Appropriate provision to address issues of standard of design and construction of works and materials; insurance; security; and safety; warranties; provision and approval of drawings; access; control and supervision; abandonment of the project; and compensation.	The CoL objects to the undertaker being empowered to do works to CoL land that the CoL cannot control and could expose the CoL to claims and losses.
POST-CONSTRUCTION			
New pedestrian lift	The future maintenance liability is likely to fall on the CoL in some capacity	Proposal that the liability be borne by the highway authority or the Bridge House Estates; commuted sum required to cover CoL costs for a fixed term	It is not yet confirmed that the Bridge House Estates charitable trustee can or is willing to take on this responsibility
Declaration of new pedestrian lift	The lift will be positioned on what is presently City Walkway; it is unclear what the status of the new lift will be	Agreement required between CoL and the project	
Stairs on the east and west side of Blackfriars Bridge – future maintenance	It is proposed that the new stairs be maintained as pedestrian highway. An alternative is that maintenance liability be transferred to the Bridge House Estates	Dedication, or provision in the DCO to bring the new stairs under the maintenance regime for the Blackfriars Bridge contained in the Blackfriars Bridge Act 1863	The consent of the Bridge House Estates will be required to accept future liability to maintain and any charity issues addressed.
Stairs on the west and east side of Blackfriars Bridge - ownership	The reinstated stairs will partially oversail the river outside the CoL's registered title	Agreement to re-dedicate (if stopped-up) or transfer the land to the CoL as highway authority/trustees of the Bridge House Estates as appropriate	The Bridge House Estates will not accept any liability to maintain divorced from ownership
Regulation and maintenance of the pipe subway following	Part of the pipe subway lies under Paul's Walk, which it is proposed will	Specific provision within the DCO to ensure that the	CoL must be able to exercise the powers etc.

completion	be stopped-up west of Blackfriars Bridge. The subway is regulated by local legislation which may not apply to the altered/reinstated subway if it is no longer under a street.	local legislation applies to the altered/reinstated pipe subway notwithstanding that it is no longer under a street	under the local legislation in relation to the altered/reinstated pipe subway.
Ownership of the pipe subway following completion	It is also unclear whether the route of the pipe subway will be varied to an extent that takes the subway outside of the CoL's land ownership or otherwise divests the CoL of ownership.	Confirmation that the works will reinstate the existing pipe and will not alter the route of the pipe and specific provision in the DCO that the altered/reinstated pipe subway will vest in the CoL.	CoL requires that the altered/reinstated pipe subway is vested in the CoL.
Rights over project land	Certain CoL land/assets may need rights over the project land, for example for access and support	Agreement between CoL and the project/ appropriate provision in the DCO	
Future maintenance/repair/rebuild of the five bridges across the Thames	Maintenance/repair/rebuild costs may be increased as a consequence of measures required to protect the tunnel/new embankment	CoL would require those additional costs to be met by the undertaker	

IMPACT OF REQUIREMENTS

The DCO draft general requirements and those specific to the Blackfriars Bridge Foreshore site are necessary to mitigate the impacts of the project in the City of London. However, the City Corporation considers that a number of additional site specific requirements, together with some amendments to the draft requirements, are necessary to make provision for matters including (i) reinstatement of pipe subways and apparatus, (ii) submission and approval of method statements and (iii) submission and approval of schemes for monitoring and remediation of effects of construction of piers.

SOCIO-ECONOMIC IMPACT

The new embankment has the potential to provide an attractive, high quality area of new public realm next to the river. The replacement stairs and new lift to/from Blackfriars Bridge will further enhance the enjoyment of residents, workers and visitors to this part of riverside. During construction the public's enjoyment of the Riverside Walk will be adversely affected by the temporary route diversion which will divert them away from the river and the environmental effects associated with the works.

The construction of the tunnel and associated works has the potential to provide an opportunity for employment, skills and training for residents in the City of London and its immediate neighbouring boroughs in line with the Core Strategy CS22 which seeks to promote opportunities for training and improving residents' skills. The City seeks S106 planning obligations with regard to training, employment and procurement.

Socio-economic impact			
Socio-economic impact	<p>The project will provide employment, skills and training opportunities. To ensure residents of the City and its immediate neighbouring boroughs benefit from these opportunities the CoL seeks submission to it of a Training and Employment Skills Plan for approval and for a commitment to ensure some level of employment from the City's seven neighbouring boroughs including those within project worksites located in them. The City also seeks a Local Procurement Strategy to be developed in consultation with the City; these obligations are sought to be secured through S16 obligations.</p>		

SCHEDULE 3
REQUIREMENTS

Interpretation

1. – (1) Where under any of the requirements the approval or agreement of the discharging authority or another person is required, that approval or agreement must be given in writing.
- (2) Where any requirement provides that the authorised project is to be carried out in accordance with a document or the details approved by the discharging authority, the document or approved details shall be taken to include any amendments or revised documents or plans that may subsequently be approved or agreed by the discharging authority.
- (3) Where any requirement specifies “unless otherwise approved” or “unless otherwise agreed” by the discharging authority or requires the applicant to demonstrate the existence of exceptional circumstances such approval shall not be given or exceptional circumstances agreed except in relation to minor or immaterial changes where it has been demonstrated to the satisfaction of the discharging authority that the subject matter of the approval sought or the undertaker’s proposed response to exceptional circumstances is unlikely to give rise to any materially new or materially different environmental effects from those assessed in the Environmental Statement.
- (4) Where any requirement refers to a document or plan, that document or plan shall be taken to be the version certified by the Secretary of State pursuant to the provisions of this Order.
- (5) Where site specified requirements specify ‘commencement of development’ they refer to the commencement of development on that site only.

Project-wide requirements

2. The table below sets out the requirements for the Project as a whole –

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Interpretation/definitions	PW1	<p>In this Schedule:-</p> <p>“Air Management Plan” means the document with reference number 7.14;</p> <p>“Approved plans” means those drawings listed at part 4 of schedule 2 to the DCO;</p> <p>“CoCP Part A” means the Code of Construction Practice Part A : General Requirements (document reference number 7.19) as amended or varied by the CoCP Part B for each site;</p> <p>“CoCP Part B” means the Code of Construction Practice Part B : Site Specific Requirements (document reference number 7.19);</p> <p>“Design Principles” means the document with reference number 7.17;</p> <p>“Draft Project Framework Travel Plan” means the document with reference number 7.11;</p> <p>“Heritage Statement” means the document with reference number 5.3.</p>
Time Limits	PW2	The authorised development must be commenced within 5 years of the date of this Order.

<i>Title</i>	<i>Ref</i>	<i>Text</i>																								
Phasing of authorised development – Project-wide	PW3	The proposed construction phasing of the authorised project setting out the sequence of works along the route of the Thames Tideway Tunnel will be sent to the local planning authorities for information, prior to the commencement of development.																								
Phasing of authorised development – Site Specific	PW4	<p>Prior to the commencement of development of each of the work numbers 2 to 27, the proposed phasing of the authorised project on the site shall be submitted to the local planning authority for information.</p> <p>Insofar as there are revisions to the construction phasing, they shall be submitted to the local planning authority for information only on an annual basis.</p>																								
Drive strategy	PW5	<p>The tunnelling works that form part of the authorised development shall be driven in the directions as set out below:-</p> <table border="1"> <thead> <tr> <th>Work number</th> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr> <td>1a</td> <td>Carnwath Road Riverside</td> <td>Action Storm tanks</td> </tr> <tr> <td>1b</td> <td>Kirtling Street</td> <td>Carnwath Road Riverside</td> </tr> <tr> <td>1c</td> <td>Kirtling Street</td> <td>Chambers Wharf</td> </tr> <tr> <td>1d</td> <td>Chambers Wharf</td> <td>Abbey Mills Pumping Station</td> </tr> <tr> <td>7</td> <td>Dormay Street</td> <td>King George's Park</td> </tr> <tr> <td>7</td> <td>Dormay Street</td> <td>Carnwath Road Riverside</td> </tr> <tr> <td>20</td> <td>Greenwich Pumping Station</td> <td>Chambers Wharf</td> </tr> </tbody> </table>	Work number	From	To	1a	Carnwath Road Riverside	Action Storm tanks	1b	Kirtling Street	Carnwath Road Riverside	1c	Kirtling Street	Chambers Wharf	1d	Chambers Wharf	Abbey Mills Pumping Station	7	Dormay Street	King George's Park	7	Dormay Street	Carnwath Road Riverside	20	Greenwich Pumping Station	Chambers Wharf
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CoCP Part A	PW6	The works to construct the Thames Tideway Tunnel will be carried out in accordance with the <i>Code of Construction Practice (Part A)</i> subject to site specific amendments through the approval of a revised <i>Code of Construction Practice (Part B)</i> , unless otherwise agreed by the relevant local planning authority.																								
Designed Principles	PW7	The works to construct the Thames Tideway Tunnel will be carried out in accordance with the Design Principles unless otherwise approved in writing by the relevant local planning authority.																								
Air Management Plan	PW8	The authorised development shall be operated and maintained in accordance with the Air Management Plan, unless otherwise approved in writing with the Greater London Authority in consultation with the local planning authorities.																								

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Monitoring of listed buildings and structures	PW9	Prior to undertaking works to fix monitoring equipment to any listed building or structure the instrumentation will be temporarily attached in accordance with the principles set out in [section 3.7 of] the Heritage Statement unless otherwise approved in writing by the local planning authority in consultation with English Heritage.
Built Heritage	PW10	<p>1) Prior to demolition or removal of the built heritage assets set out in appendix C of the Overarching Archaeological Written Scheme of Investigation (WSI) a Site Specific Archaeological WSI (which shall accord with the Overarching Archaeological WSI) setting out how the asset shall be recorded shall be submitted to and approved in writing by the relevant local planning authority in consultation with English Heritage.</p> <p>2) The works to record the built heritage asset shall be undertaken in accordance with the Site Specific Archaeological WSI unless otherwise approved in writing by the relevant local planning authority.</p>

THE FOLLOWING IS AN EXTRACT FROM SCHEDULE 3 OF THE DRAFT DCO LIMITED TO THE SITE SPECIFIC REQUIREMENTS IN SECTION 16 (VICTORIA EMBANKMENT FORESHORE) AND 17 (BLACKFRIARS BRIDGE FORESHORE)

Site specific requirements

Blackfriars Bridge Foreshore

17. The table below sets out the specific requirements for the Blackfriars Bridge Foreshore site –

<i>Title</i>	<i>Ref</i>	<i>Text</i>
CoCP Part B	BLABF1	The authorised development shall be carried out in accordance with the CoCP Part B, unless otherwise approved in writing by local planning authority.
Location of permanent works (River walls)	BLABF2	(1) The maximum extent of the permanent river wall will be constructed such that it does not extend beyond the alignment set out in the Site Works Parameter Plan. (2) Should the alignment be less than the maximum extent shown on the Site Works Parameter Plan the details of the amended alignment shall be submitted and approved in writing by the local planning authority in consultation with the Port of London Authority and the Environment Agency.
Location of permanent works (moorings & piers)	BLABF3	The replacement mooring and Blackfriars Millennium Pier will be constructed in the locations shown on the Proposed Site Features plan unless otherwise approved in writing by the local planning authority in consultation with the Port of London Authority and the Environment Agency.
Detailed design approval River wall and Terraces	BLABF4	1) Before the commencement of development of the new river wall and terraces the detailed design (including external appearance and samples of materials) which shall accord with the Design principles for this site and the Site Works Parameter Plan shall be submitted to and approved in writing by the local planning authority. 2) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Detailed design approval for permanent above ground structures	BLABF5	<p>1) Prior to the commencement of construction of any permanent above ground structure, the design (including external appearance and materials) which shall accord with the design principles for this site and the Site Works Parameter Plan shall be submitted to and approved in writing by the local planning authority in consultation with English Heritage.</p> <p>2) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>
Detailed design approval For signature ventilation columns	BLABF6	<p>1) Prior to the commencement of construction of the signature ventilation columns details of the external appearance and materials which shall accord with the ventilation column drawings (section 29 of the Book of Plans) shall be submitted to and approved in writing by the local planning authority.</p> <p>2) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>
Demolition of existing Blackfriars Millennium Pier	BLABF7	The replacement for the Blackfriars Millennium Pier shall be provided prior to the existing Blackfriars Millennium Pier being taken out of service unless otherwise agreed with Transport for London.
Thames Path (temporary diversion)	BLABF8	<p>The temporary diversion of the Thames Path shall be as shown on the Access plan unless otherwise agreed with the local planning authority.</p> <p>The route of the temporary division shall be in place prior to the closure of the existing route.</p>
Thames Path (permanent lift and stairs)	BLABF9	The new lift and stairs to the east of Blackfriars Bridge shall be operational prior to the temporary closure of the Thames Path unless otherwise agreed with the local planning authority.

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Detailed design approval of permanent river structures (moorings & piers)	BLABF10	<p>1) Before the commencement of construction of the new mooring and Blackfriars Millennium Pier the detailed design (including external appearance and materials) which shall accord with the design principles for this site and the Site Works Parameter Plan shall be submitted to and approved in writing by the local planning authority.</p> <p>2) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>
Details of works to Listed Buildings	BLABF11	<p>1) Before commencement of any works to the listed embankment wall and Blackfriars Bridge the details of those works in accordance with the design principles for this site and the maximum temporary and permanent extent of loss of listed buildings/structures shall be submitted to and approved in writing by the local planning authority in consultation with English Heritage</p> <p>2) The details provided shall include the following:</p> <ul style="list-style-type: none"> i. Detailed drawings of a scale between 1:5 and 1:50 showing all fixings to the listed embankment wall and Blackfriars Bridge ii. Detailed elevations of a scale between 1:50 and 1:100 iii. Method Statement including engineer's drawings iv. Samples of Materials <p>3) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Protective works to Listed Buildings	BLABF12	<p>1) Before commencement of the works to listed embankment wall and Blackfriars Bridge details of the following shall be submitted to and approved in writing by the local planning authority in connection with English Heritage:</p> <ul style="list-style-type: none"> i. works to protect the listed fabric during construction; and ii. works to remove, store and reinstate listed benches and sturgeon lamp standards and any York stone paving and any stone removed from the listed embankment wall. <p>2) Materials of heritage significance in (ii) above Shall be re-used in accordance with the principles set out in section 3.6 of the Heritage Statement.</p> <p>3) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>
Repair works to Listed Buildings	BLABF13	<p>1) Prior to the completion of the works to listed embankment wall or Blackfriars Bridge details of works to restore the listed fabric including materials shall be submitted to and approved in writing by the local planning authority.</p> <p>2) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Landscaping	BLABF14	<p>1) Before commencing construction of the permanent above ground structures, details of the permanent landscaping for this site shall be submitted to and approved in writing by the local planning authority in consultation with English Heritage. Such details shall be in accordance with the Landscape Plan and the design principles for this site.</p> <p>2) The landscaping details in paragraph 1 above must, unless otherwise agreed by the local planning authority, include details of all proposed hard and soft landscaping works, including:</p> <ul style="list-style-type: none"> a) location, number, species, size and planting density of any proposed planting; b) cultivation, importing of materials and other operations to ensure plant establishment; c) proposed finished ground levels; d) hard surfacing materials; e) position, widths, levels and finishes of the city walkway; f) minor structures such as furniture, refuse or other storage units, signs and lighting; g) retained historic landscape features and proposals for restoration where relevant; h) implementation timetables for all landscaping works; and i) details of fencing/enclosures <p>3) The authorised development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>

Landscaping (continued)	BLABF14	<p>Replacement tress</p> <p>4) If within a period of [five years] from the date of the planting of any tree, that tree, or any tree planted in replacement for it, is uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.</p>
Temporary Works Platform	BLABF15	<p>1) The temporary works platform provided for constructed of Work No. 17 will be constructed on the alignment of its maximum extent as set out in the Site Works Parameter Plan.</p> <p>2) The maximum extent of the temporary works platform to be provided shall not extend beyond the maximum extent shown on the Site Works Parameter Plan.</p> <p>3) Should the alignment be less than the maximum extent shown on the Site Works Parameter Plan the details of the proposed structure(s) (including additional lengths of cofferdam, temporary decking areas and pontoons) are submitted to and approved in writing by the Port of London Authority in consultation with the Environment Agency) prior to commencing construction of the temporary works platform.</p>
Works in the river	BLABF16	<p>(1) Works in the river shall not commence until a detailed Method Statement and Navigational Risk Assessment has been submitted to and approved in writing by the Port of London Authority.</p> <p>(2) The works shall be undertaken in accordance with the approved details unless otherwise approved in writing by the Port of London Authority.</p>

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Contaminated land	BLABF17	<p>(1) Site specified remediation strategy</p> <p>Remediation works shall not be commenced until a site specific remediation strategy, in accordance with the CoCP Part A, has been submitted to and approved in writing by the local planning authority, in consultation with the Environment Agency.</p> <p>The remediation works on this site shall be carried out in accordance with the site specific remediation strategy.</p> <p>(2) Unexpected contamination</p> <p>If in undertaking any works on this site, contamination not previously identified is found to be present at the site, then unless otherwise agreed by the local planning authority, no further development or works shall be carried out in the part of the site in which the contamination has been submitted to and approved in writing by the relevant local planning authority, in consultation with the Environment Agency. The remediation works on this site shall be carried out in accordance with that remediation strategy.</p>
Archaeological works	BLABF18	<p>1) Prior to undertaking any excavation a Site Specific Archaeological Written Scheme of Investigation (WSI) (which shall accord with the Overarching Archaeological WSI) shall be submitted to and approved in writing by the local planning authority in consultation with English Heritage.</p> <p>2) The archaeological works shall be undertaken in accordance with the Site Specific Archaeological WSI and carried out by a suitably qualified person or body.</p>
Construction Traffic Management Plan	BLABF19	<p>1) Work no. 17a shall not commence until a traffic management plan (which shall accord with the CoCP) shall be submitted to and approved in writing by the local planning authority in consultation with Transport for London.</p> <p>2) The development will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.</p>

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Travel Plan	BLABF20	<p>1) Work no.17a shall not commence until a site-specific construction workforce travel plan in accordance with the Draft Project Framework Travel Plan has been submitted to and approved in writing by the local planning authority.</p> <p>2) The approved travel plan(s) shall be implemented from the commencement of development of work no. 17a and shall continue to be in place for the duration of the construction works, unless otherwise approved in writing by the local planning authority.</p>
Specification of accesses (operational and construction)	BLABF21	<p>1) Before alterations are made to any existing access or any new access is provided, details of the design of such alterations or new accesses shall be submitted to and approved in writing by the local highway authority and any such works shall be completed prior to the commencement of their use.</p> <p>2) The works will be carried out in accordance with the approved details unless otherwise approved in writing by the highway authority.</p>
Scour and Accretion Protection (Construction)	BLABF22	<p>1) Prior to the construction of the temporary works platform a scheme for monitoring and remediation of the effect of the structure with regard to scour and accretion including regular reporting shall be submitted to and approved by the Port of London Authority.</p> <p>2) The agreed monitoring and scour and accretion protection measures shall be implemented in accordance with the agreed schemes and maintained during the construction of the works unless otherwise agreed with the Port of London Authority.</p>
Scour and Accretion Protection (Operation)	BLABF23	<p>1) Prior to the removal of the temporary works platform a scheme for monitoring and remediation of the effect of the permanent foreshore structure with regard to scour and accretion including regular monitoring shall be submitted to and approved by the Port of London Authority.</p> <p>2) The agreed monitoring and scour, and accretion protection measures shall be implemented and maintained in accordance with the agreed schemes unless otherwise agreed with the Port of London Authority.</p>

<i>Title</i>	<i>Ref</i>	<i>Text</i>
Surface water damage And new flood protection	BLABF24	1) Prior to the commencement of the permanent above ground structure written details of the surface and foul water drainage system (including means of pollution control and written details including how the scheme shall be maintained and managed after completion) in accordance with the design principles for this site shall be submitted to and approved in writing by the local planning authority, in consultation with the Environment Agency, and completed prior to use of the tunnel.
Lighting – operational phase	BLABF25	1) Prior to the commencement of the use of the Tunnel details of the operational lighting in accordance with the Design principles for this site shall be submitted to and approved in writing by the local planning authority. 2) The works will be carried out in accordance with the approved details unless otherwise approved in writing by the local planning authority.

Thames Tideway Tunnel



Indicative proposals

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Agenda Item 8

Committee:	Date:
Planning and Transportation	15 October 2013
Subject: Local Implementation Plan Delivery Plan, Revised Targets and Annual Spending Submission and Programme of Investment 2014/15–2016/17	Public
Report of: The Director of the Built Environment	For Decision
Summary	
<p>This report presents the draft Local Implementation Plan delivery plan, revised targets and annual spending submission for 2014/15 to 2016/17 and seeks approval to submit them to Transport for London as required. This work should secure the continuation of funding from Transport for London in these financial years in order to assist the City Corporation in delivering the Mayor’s Transport Strategy in the City.</p>	
Recommendations	
<p>I recommend that your Committee:—</p>	
<ol style="list-style-type: none">1. Approve submission of the Local Implementation Plan delivery plan, revised targets and annual spending submission and programme of investment to Transport for London.2. Delegate to the Director of the Built Environment authority to make any changes to the Local Implementation Plan delivery plan, revised targets and annual spending submission and programme of investment that are non material or that are required by Transport for London in order achieve a submission that is acceptable to them; provided that no change presents any policy implication for the City Corporation.	

Main Report

Background

1. On 10 January 2012 the Deputy Mayor for Transport, under the delegated authority of the Mayor of London, approved a new local implementation plan for the City of London under section 146(2) of the Greater London Authority Act 1999 (“the Act”). The City Corporation’s local implementation plan is its plan containing its proposals for the implementation of the Mayor of London’s transport strategy in the City, as required by section 145(1) of the Act.

Current Position

2. Transport for London, on behalf of the Mayor of London, now requires the City to prepare and submit for his approval:—
 - A local implementation plan delivery plan for 2014/15–2016/17;
 - Revised interim targets for six transport indicators that the Mayor has selected, setting out projected progress by 2016 or 2016/17 towards the target dates (generally 2020 or 2020/21);
 - An annual spending submission for 2014/15 and a programme of investment for 2014/15–2016/17.
3. Drafts of these three documents are appended to this report as Appendices 1–3.

Proposal

4. It is proposed that your Committee approves submission of the Local Implementation Plan delivery plan, revised targets and annual spending submission and programme of investment to Transport for London; and delegates to the Director of the Built Environment authority to make any changes to the Local Implementation Plan delivery plan, revised targets and annual spending submission and programme of investment that are non material or that are required by Transport for London in order achieve a submission that is acceptable to them; provided that no change presents any policy implication for the City Corporation.

Corporate and Strategic Implications

5. Approval of these required documents by Transport for London will secure the funding that the Mayor makes available to the City for transportation works and projects and will therefore allow the works set out to proceed. This will assist in achieving the corporate goals around the City's transport, environment and economy and City workers' and residents' quality of life.

Conclusion

6. Submission of these documents to Transport for London is a requirement of the Mayor that will serve to bring significant funding into the City.

Appendices

- Appendix 1: local implementation plan delivery plan for 2014/15–2016/17
- Appendix 2: revised interim targets setting out projected progress by 2016 or 2016/17
- Appendix 3: annual spending submission for 2014/15 and a programme of investment for 2014/15–2016/17

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City of London 2014/15–2016/17 Delivery Plan

1: Introduction

Delivery Plan Purpose

1. This delivery plan sets out the seven programmes that will serve to meet the transport objectives set out in chapter 2 of the City of London Local Implementation Plan 2011.

Delivery Plan Scope

2. The Local Implementation Plan presents programme-level information. The scope and nature of the projects within each programme is identified in the “outline projects dossier” sub-sections of this delivery plan. Individual projects are separately identified only when they are major projects (in the traffic management programme and the streets as places programme) that are likely to cost £1 million or more.

2: Funding and Risk Management

Local Implementation Plan Funding

3. Funding for the Local Implementation Plan will come from a variety of sources. Principal among these will be:—
 - The City Corporation’s consolidated local authority fund, which is known as the **City Fund**.
 - The account of the City Corporation’s income and expenditure in respect of parking places on the highway, pursuant to section 55(1) of the Road Traffic Regulation Act 1984. This is referred to as the City Corporation’s **on-street parking account**.
 - The **Bridge House Estates**, which is a private fund for which the City Corporation is the sole trustee. This fund is used for the maintenance and renewal of the five City Thames bridges (Blackfriars Bridge, the Millennium Bridge, Southwark Bridge, London Bridge and Tower Bridge) at no cost to the public.
 - Funding from developers via the **community infrastructure levy**. This may include contributions from the City Corporation acting in a private capacity as a developer.
 - **Planning obligations** providing funding from developers pursuant to section 106 of the Town and Country Planning Act 1990. This may include contributions from the City Corporation acting in a private

capacity as a developer. Planning obligation funding is being largely replaced by funding from the community infrastructure levy.

- **Voluntary contributions** from City businesses and other stakeholders who want to see enhancements and improvements to particular streets or areas, around their premises or elsewhere in the City. This may include contributions from the City Corporation acting in a private capacity as a landowner or a developer.
- Contributions from City businesses and other stakeholders who wish to have **on-street security projects** implemented around their premises. The City Corporation only permits projects to enhance private security to occupy public highways and other parts of the public realm when the beneficiaries pay for benefits to the public that are of at least an equivalent value.
- **Major schemes grants** from Transport for London. These grants are made following a competitive bidding process.
- **Corridors, neighbourhoods and supporting measures grants** from Transport for London. These grants are based on a predetermined funding formula.
- **Local transport grants** from Transport for London. These grants are a set amount, currently £100 000 per annum.
- **Maintenance grants** from Transport for London for principal road renewal. The size of these grants is based upon pre-determined criteria of engineering need.
- **Maintenance grants** from Transport for London for bridge assessment and strengthening. The size of these grants is based upon pre-determined criteria of engineering need.
- **Other grants from Transport for London** for specific purposes. These are grants to support projects that build upon Mayoral initiatives such as the Central London bike grid and the cycle hire scheme.

Funding Risks

4. Delivery of the City Corporation's transport programmes and projects is dependent upon funding from these sources being available. If funding for the Local Implementation Plan from a particular source is not available, or is not available at the time that it is needed and was anticipated to be available, the City Corporation will seek to utilise funding from other sources. This delay in or absence of anticipated funding is particularly likely to be the case with community infrastructure levy and planning obligation funding as this funding is dependent upon consented developments being implemented. This is outside the City

Corporation's control and inevitably some developments will not proceed.

5. When it is not possible to utilise funding from other sources, projects may have to be delayed or, occasionally, closed prematurely or removed from the relevant programme.

Other Risks

6. Other risks may impact on delivery of the City Corporation's transport programmes and projects. These risks can be numerous and are usually individual to particular programmes and projects. Chief among them is failure to obtain approval from Transport for London for the exercise of Highways Act or Road Traffic Regulation Act powers that affect or are likely to affect a Greater London Authority road or a strategic road. The City has a far greater proportion of its road network that is managed by Transport for London than any of the London boroughs and a far greater proportion of its streets that are designated as strategic roads than any of the London boroughs. This is therefore a significant risk, as virtually all significant on-street projects in the City affect Greater London Authority roads and/or strategic roads.

Programme and Project Risk Management

7. The City Corporation considers that, because the Local Implementation Plan sets out programme-level information, the delay to or premature closure or removal of any individual project is unlikely to compromise the coherence of the Local Implementation Plan as a whole or the achievement of the objectives set out in chapter 2 of the plan. Nevertheless, this assumption will be reviewed if projects do need to be delayed, closed prematurely or removed, particularly when the project concerned is a major scheme.
8. If it is the case that a delay to or premature closure or removal of a project is likely to compromise the coherence of the Local Implementation Plan as a whole or the achievement of the transport objectives, the City Corporation will consider whether it should exercise its power under section 148(1) of the Greater London Authority Act 1999 to formally revise the plan. The City Corporation would only decide whether or not to formally revise the plan prior to the Mayor revising his Transport Strategy after consulting Transport for London about this course of action.
9. To manage **programme risks** appropriately, the City Corporation uses programme risk management strategies for each of the seven programmes set out in the Local Implementation Plan. These risk management strategies identify the risks to the programme that a delay to or premature closure or removal of individual projects would present.

10. To manage **project risks** appropriately, the City Corporation's project management processes involve the production, updating and use of:—
 - a project risk management strategy to set out the specific risk management techniques and standards to be applied to the project and the responsibilities for achieving effective project risk management; and
 - a project risk register to record identified risks relating to the project, including their status and history.
11. The City Corporation uses ProjectVision to manage its programmes and projects. This is a software system that provides tools that assist programme managers and project managers to manage their programmes and projects in a way that is compliant with industry best practice.

3: Major Schemes

Major Schemes in 2014/15–2016/17

12. The *following* major schemes will be developed and/or implemented in the three-year period from 2014/15 to 2016/17:—
 - **Aldgate highway changes and public realm improvements project:** This scheme will involve removal of the gyratory system to complement the removal of the adjacent Whitechapel High Street gyratory system by Transport for London in order to create a new public square at the southern end of Houndsditch between Sir John Cass's Foundation Primary School and the Church of Saint Botolph without Aldgate. It is currently being designed and consulted upon. Construction is scheduled to take place in 2014/15–2016/17 and post-scheme monitoring in 2017/18.
 - **Fleet Street area:** This scheme will enhance the Fleet Street area, one of the City's most important retail areas and most important conservation areas with many listed buildings and historic visitor attractions. It seeks to address the crowding and poor casualty record in the area and to boost the local economy and retail offer. The allocation of road space on Fleet Street between pedestrians and vehicles will be reviewed. Provision for crossing Fleet Street will be enhanced through additional informal crossing points (pedestrian refuges) and provision for crossing the side streets will be enhanced through raising the carriageway to footway level across the side streets. Design and consultation is scheduled to take place in 2014/15–2015/16; construction in 2015/16–2016/17; and post-scheme monitoring in 2017/18.

- **Bank area:** This scheme will be the major project involved in implementing the Bank Area Strategy, which seeks to address the crowding and poor casualty record in the Bank area, particularly in and around Bank junction itself (Threadneedle Street/Cornhill/Lombard Street/Mansion House Street/Prince's Street). There are proposals for intensification of the Bank area and the eastern City cluster to the east. Together with the upgrading of Bank station, this will significantly further increase street activity. While these developments are all highly desirable, the net effects will include increased crowding and increased road dangers unless this growth is appropriately planned for and accommodated, partly through street redesign. Design and consultation is scheduled to take place in 2014/15–2016/17; construction in 2017/18–2018/19; and post-scheme monitoring in 2019/20.
- **Museum of London gyratory:** This scheme aims to remove the gyratory located between Saint Paul's Cathedral and the Museum of London and reintroduce two-way traffic which will reduce traffic speeds and facilitate the creation of legible, accessible and comfortable links on foot and by cycle. The nature of the one-way system encourages higher traffic speeds, which is at odds with the City's aspiration to reduce road dangers. The scheme will reconnect the City's prime visitor location around Saint Paul's Cathedral and the Millennium Bridge to other City visitor attractions, particularly the Barbican Centre (Europe's largest multi-arts venue) and the Museum of London to the north and the Cheapside retail area (the City's and London's historic high street) to the east. Design and consultation is scheduled to take place in 2015/16–2017/18; construction in 2018/19–2019/20; and post-scheme monitoring in 2020/21.

Table 1 below sets out the phasing of these schemes during the three years of this delivery plan (2014/15–2016/17).

Table 1: Major Schemes 2014/15–2016/17			
Major Scheme/Phase	2014/15	2015/16	2016/17
Aldgate highway changes and public realm improvements project			
<i>design and consultation</i>			
<i>construction</i>			
Fleet Street area			
<i>design and consultation</i>			
<i>construction</i>			
Bank area			
<i>feasibility</i>			
<i>design and consultation</i>			
Museum of London gyratory			
<i>feasibility</i>			
<i>design and consultation</i>			

Major Schemes beyond 2016/17

13. The City is also considering major schemes for likely development and implementation beyond 2016/17 and these are set out in this Delivery Plan as one or more of these major schemes may be brought forward if one or more of the major schemes planned for 2014/15–2016/17 cannot take place as scheduled for whatever reason.

- Liverpool Street area:** This scheme will enhance the street environment of the City's major railway terminus and one of its principal gateways, Liverpool Street station. The already often crowded nature of the area will be exacerbated (particularly after the opening of Crossrail) without interventions to plan for and accommodate growth, including through street redesign. It also seeks to provide better links between the station and the key visitor attractions of the Barbican Centre and the Museum of London to the west and Spitalfields Market and Brick Lane to the east. Legible, accessible and comfortable links on foot and by cycle will be key. The scheme will address those streets and locations that currently function poorly and provide a poor quality public realm for such a key City place and many visitors' first experience of London. Footways will be widened, street clutter reduced, additional informal

pedestrian crossings provided and additional street trees and other soft landscaping included where possible. Transport for London's involvement will be critical in addressing the area's key street, Bishopsgate, so as to reduce road dangers and severance, improve the quality of the public realm and provide better conditions for pedestrians, cyclists and train, Underground, bus and coach passengers.

- **The eastern City cluster:** This scheme will enhance the street environment of the City's prime growth area, the eastern City cluster that is the location of most of the City's tall buildings such as Tower 42, the Heron Tower, 30 Saint Mary Axe and 122 Leadenhall Street. It will serve to cope with this substantial growth in the number of street users while also improving quality and area-wide coherence. It will also provide as many quieter, restful places and green spaces for workers and visitors as possible in such a dense environment.

14. Additional major schemes may be added to this schedule for consideration and prioritisation as new needs arise and new opportunities are identified.

4: Road Danger Reduction Programme

Programme Approach

15. As the City Corporation is planning for substantial increases in the numbers of pedestrians and cyclists during this plan period, the total exposure levels of those most likely to suffer serious or fatal injuries in the event of a collision will increase. As a result, reducing the number of road traffic casualties in the City remains the key priority of this Delivery Plan.

Outline Projects Dossier

16. The road danger reduction programme will include, but not necessarily be limited to:—
 - Developing and strengthening our road danger reduction partnership with the City of London Police, Transport for London and others.
 - Road safety audits of key schemes.
 - Road danger reduction measures including motor vehicle speed reductions where motor vehicle speeds are a factor or a potential factor in the frequency of collisions or the severity of casualties.

- Cycle training and advanced cycle training provided by the City Corporation's Road Safety Team and contractor Cycling Training UK.
- City Corporation road danger reduction campaigns including speeding, winter driving, Christmas drink driving, pedestrians exiting railway stations and tourists at Saint Paul's Cathedral and Tower Bridge.
- European Traffic Police Network (TISPOL) road danger reduction campaigns including speeding, drink driving, drug driving and seatbelts.
- Road safety, cycling and pedestrian training at the City's schools (the Charterhouse Square School, the City of London School, the City of London School for Girls, Saint Paul's Cathedral School and Sir John Cass's Foundation Primary School), including Family Day, Happy Feet, City Citizen and the road safety theatre show.
- Road danger reduction exhibitions at City businesses, including in multi-tenanted buildings.
- Presentations on safer cycling, including to City residents.
- Road danger reduction training, including the Exchanging Places swaps for lorry drivers and cyclists and the light goods vehicle/cycle training course.
- Assessments of City Corporation drivers.
- Educative enforcement of road traffic offences by the City of London Police.
- Publicity about road danger reduction at City Corporation events including the Lord Mayor's Show, the City's Bike Week events, the City Green Day and the City Corporation's Bicycle User Group meetings.
- Publicity about road danger reduction in the City at third-party events including Brake child road safety week, the Caring Driver event, the Condor Cycles cycle exhibition, the cycle hire safety day, the Cycle Show, the Dowgate Fire Station safety event, the London Marathon, the London Nocturne, the Race for Life and the London Sky Ride.
- Participation in Transport for London road danger reduction campaigns including bus advertising.
- Road testing of new City Corporation vehicles, including new electric vehicles for the City's schools.

Delivery and Link to the Transport Objectives

17. The road danger reduction programme will be delivered by the City Corporation and partner organisations. It will serve to deliver objective:—
- LIP 2011.3: To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.

Mayor's Transport Strategy Implementation Plan

18. The road danger reduction programme will assist in delivering the following schemes in the Mayor's Transport Strategy Implementation Plan:—
- **139: Encourage further implementation of average speed camera technology**
Continue trials and technology development
 - **140: Investigation of merits of 20 mph zone or zones**
Assess contribution of 20 mph zone or zones in central London ... to MTS goals including safety, air quality, CO₂ and congestion benefits

5: Cycling Revolution Programme

Programme Approach

19. The City Corporation shares the Mayor's vision that London would greatly benefit from having many more people cycling, more often, for longer distances, particularly when replacing journeys that are currently made by other modes.
20. The City Corporation considers that there is the potential for at least 10% of journeys to and from the City to be made by cycle. This is particularly so given the implementation of the cycle hire scheme, its ongoing expansion and the intended expansion of its scope to cater for a proportion of the after-rail market through the provision of larger docking stations at or in the vicinity of railway stations. The implementation of three cycle "superhighways" leading to the City and the proposed implementation of the remaining superhighways into Central London, plus the large expansion of private and public cycle parking in the City will further assist this growth.
21. Achieving this step-change increase in cycling will be essential if the transport objectives set out in chapter 2 of the Local Implementation Plan are to be met. No other mode of travel has the potential to have this degree of influence on the achievement of the transport objectives

as no other mode shows the same degree of difference between current rates of use (which for cycling are low although rapidly growing) and the rates of use that could beneficially occur. As a result, the City Corporation concurs with the Mayor that there is a need to maintain a particular focus on improvements for this key mode of travel. Therefore, a programme specifically focussing on small-scale improvements in cycling infrastructure is included in this plan.

22. All of the other six programmes in this plan will also serve to encourage cycling and to improve conditions for cyclists in the City. For example, the road danger reduction programme will reduce road dangers to cyclists, such as through a 20 mph speed limit across the City; the traffic management programme and its major schemes will tackle major barriers to cycling such as gyratories and junctions that afford poor conditions for cycling; and the highway maintenance programme will act on the need to provide pothole-free, well-drained, smooth and clean riding surfaces.

Outline Projects Dossier

23. The cycling revolution programme will include, but not necessarily be limited to:—
- Particularly high quality conditions for cycling on the London Cycle Network in the City, resulting from further implementation of the cycle route implementation and stakeholder plans that have been written for the London Cycle Network Plus routes and other route planning work.
 - Particularly high quality conditions for cycling on several north–south and east–west back-street routes through the City, the routes involved to be determined after consultation with cyclists and other investigations.
 - Enhanced permeability for cyclists through reinstatement of two-way working (for cyclists or, when appropriate, for all traffic) and routes through point closures and exemptions from compulsory movements, compulsory turns and prohibited turns (“filtered permeability”).
 - Enhanced priority for cyclists through the near-universal provision of advanced stop lines of a standard depth of 5.0 metres and provision of cycle lanes, where they are appropriate, at a standard width of 2.0 metres or more.
 - Facilitation of the cycle hire scheme in the City through identifying and providing sites for docking stations; constructing complementary infrastructure such as carriageway build-outs; assisting with raising

awareness of the scheme; and providing subsidised training on how to use the scheme and how to cycle safely and confidently.

- Facilitation of the cycle “superhighways” that come to the City through assisting with raising awareness of the routes and providing subsidised training on how to cycle safely and confidently. Cycle Training UK is the City Corporation's cycle training provider.
- Facilitation of “cycle hubs” at the City's railway stations through assisting Transport for London, Network Rail and the train-operating companies to provide extra cycle storage facilities, space for repair services and large-scale cycle hire scheme docking stations and through improving cycle access to and from stations, including through the provision of directional signs.
- Provision of directional signs for the London Cycle Network, local cycle links and links to railway stations. This will be done as part of the Central London sub-regional partnership project to review cycle route naming and numbering across London.
- Campaigns addressing the theft of cycles through raising awareness and encouraging the use of better locks and better locking techniques and registration on property registration schemes. This will involve close working with the City of London Police, the Metropolitan Police, the British Transport Police and Transport for London to deliver a consistent message.

Delivery and Link to the Transport Objectives

24. The cycling revolution programme will be delivered by the City Corporation and partner organisations. It will serve to deliver objectives:—

- LIP 2011.1: To reduce the pollution of air, water and soils and excessive noise and vibration caused by transport in the City.
- LIP 2011.2: To reduce the contribution of transport in the City to climate change and improve the resilience of the City's transport to its effects.
- LIP 2011.3: To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.
- LIP 2011.4: To reduce the adverse effects of transport in the City on health, particularly health impacts related to poor air quality and excessive noise and the contribution that travel choices can make to sedentary lifestyles.

- LIP 2011.5: To increase permeability, connectivity and accessibility in the City.
- LIP 2011.6: To smooth traffic flow and reduce journey-time variability and traffic congestion in the City.
- LIP 2011.8: To plan for a City with an operational Crossrail, a significantly increased total public transport capacity and significantly increased numbers of pedestrians and cyclists.

Mayor's Transport Strategy Implementation Plan

25. The cycling revolution programme will assist in delivering the *following* schemes in the Mayor's Transport Strategy Implementation Plan:—

- **103: Barclays Cycle Super Highways**
Two initial trial radial routes to central London, followed by further routes
- **107: Access to stations and surroundings**
Targeted programme of works to improve accessibility and personal security on ... cycle routes to stations and bus stops, prioritising activity based on current demand and future growth

6: Highway Maintenance Programme

Programme Approach

26. Well maintained streets and walkways, and well built and well maintained structures supporting them, are an essential prerequisite for all of the other programmes in the Local Implementation Plan.
27. The presence of significant underground transport networks including the London Underground, major mainline railway lines and the Docklands Light Railway together with the presence of significant underground hydrological features such as the River Fleet and the Walbrook mean that the City has a very large number of highway-bearing structures for a fairly small area.
28. One of the primary determinants of the quality of highway surfaces in the City is the significant number of utility excavations that take place each year. Although the majority are completed to the necessary specification, some are defective and require replacing. However, the cumulative impact of works to excavate the highway can still result in a gradual but significant deterioration of the highway construction over time, which can only be rectified via highway resurfacing or reconstruction.

29. Streets for the City Corporation's resurfacing programme are selected through an inspection regime, highlighting those most in need, when set against patterns of highway usage (i.e., more heavily used streets are typically given a higher priority).
30. In addition to fortnightly and monthly safety inspections, the City Corporation's Highways team undertakes an annual visual inspection of every street and footpath in the City to grade its surface quality, and it contracts the London Borough of Hammersmith and Fulham to undertake SCANNER surveys of the key parts of its principal road network.
31. In accordance with the Chartered Institute of Public Finance and Accountancy (CIPFA) Regulations on Whole of Government Accounts, the City Corporation is part way through a project to record the City's highway assets, and their number, specification and condition, in order to embed an asset management approach into its highway maintenance function. Over time, this will provide the necessary data to determine typical material lifespans and establish their whole-life cost.
32. The City Corporation's preference in terms of preventative maintenance is to invest upfront in hardwearing materials that will last and that will repay that investment through reduced maintenance costs in future.
33. The highly constrained funding environment that is likely to continue to prevail for this delivery plan period is likely to mean that highway maintenance will form a greater proportion of the City Corporation's total transport investment than was the case during the last local implementation plan period when larger capital projects were more numerous. The City Corporation is very keen that, by emphasising the importance of good-quality preventative maintenance, the City's streets continue to be maintained to a high standard.

Outline Projects Dossier

34. The highway maintenance programme will include, but not necessarily be limited to, projects and operations that seek to achieve:—
 - Bridges and other structures that are structurally sound and capable of carrying all loading demands placed upon them with appropriate factors of safety.
 - Pothole-free pavements and smooth riding and driving surfaces.
 - Well-drained streets and walkways.
 - Clean and litter-free streets and walkways.

Delivery and Link to the Transport Objectives

35. The highway maintenance programme will be delivered by the City Corporation and partner organisations. It will serve to deliver objectives:—
- LIP 2011.1: To reduce the pollution of air, water and soils and excessive noise and vibration caused by transport in the City.
 - LIP 2011.2: To reduce the contribution of transport in the City to climate change and improve the resilience of the City's transport to its effects.
 - LIP 2011.3: To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.

Mayor's Transport Strategy Implementation Plan

36. The highway maintenance programme will assist in delivering the following scheme in the Mayor's Transport Strategy Implementation Plan:—
- **137: Achievement of state of good repair of road infrastructure**
Ongoing programme of maintenance

7: Traffic Management Programme

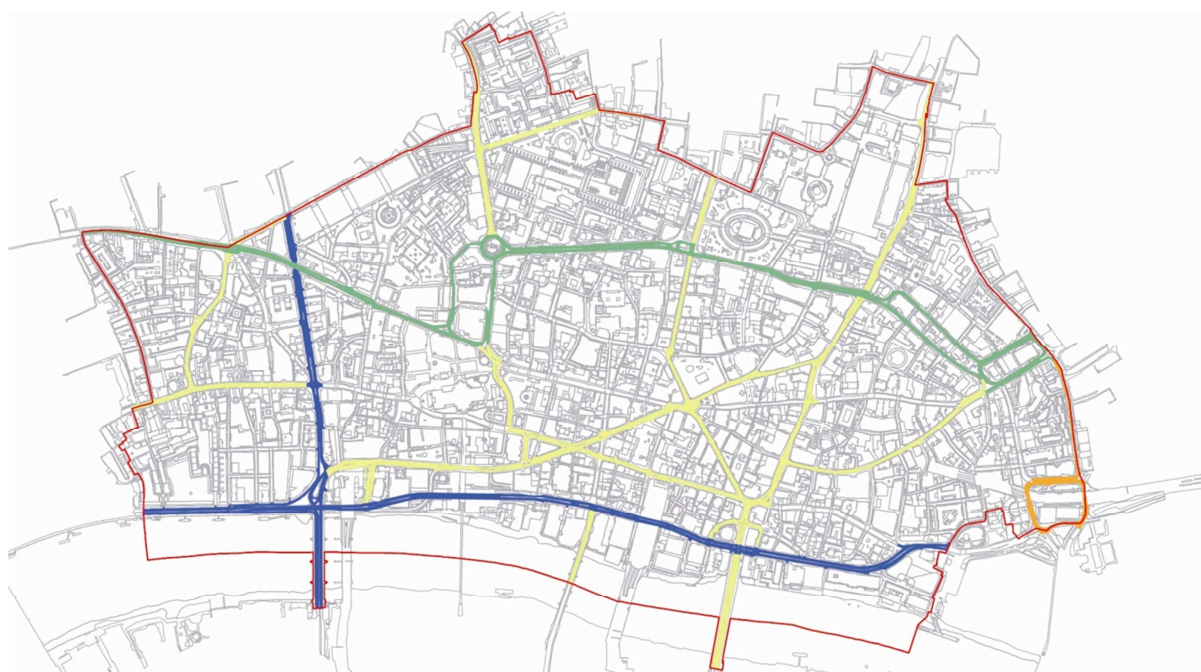
Programme Approach

37. Good traffic management is essential for smooth traffic flows and reliable journey times. The City Corporation will therefore continue to actively manage traffic in the City. "Traffic" in this context means all road users including pedestrians.
38. The City Corporation strongly supports the Mayor's congestion charging scheme and low emission zone scheme, which serve to reduce the amount of motor vehicle traffic that does not need to be in the City or that has the greatest adverse effects. Traffic congestion and air pollution in the City would be significantly worse without these vital traffic management schemes.
39. In concert with these wider traffic management measures the City Corporation operates two traffic and environment zones. One covers the central part of the City and extends into Shoreditch in the London Borough of Hackney, and the other covers the western part of the City. These traffic and environment zones restrict entry for motor vehicle traffic to a controlled series of entrances and provide information about the

motor vehicle traffic entering the City to the City of London Police and the City Corporation via automatic number plate recognition technology and, when appropriate, direct police observation.

40. The basic principle of the City's highway hierarchy is that (with the exception of buses) motor vehicle traffic that has neither an origin nor a destination in the City should use only the "box" formed by the strategic, London distributor and borough distributor roads (the orange, blue and green roads on Figure 1 below).

Figure 1: City of London Highway Hierarchy



strategic roads: **orange**
London distributor roads: **blue**
borough distributor roads: **green**
local distributor roads: **yellow**
local access roads: **white**

41. In order to ensure the expeditious movement of traffic on its road network and on the road networks of other authorities, the City Corporation makes every effort to coordinate planned activities on the City's streets, whether they are street works, roadworks, building site activities, filming activity or special events such as the London Marathon. As part of this, the City is a permitting authority under the London permit scheme for street works and roadworks.

Outline Projects Dossier

42. The traffic management programme will include, but not necessarily be limited to:—
- The removal of gyratories and the reinstatement of two-way traffic movement at Aldgate (Aldgate High Street/Houndsditch/Saint Botolph Street/Middlesex Street); Houndsditch (Duke's Place/Bevis Marks/Outwich Street/Houndsditch); and the Museum of London (Aldersgate Street/Saint Martin's le Grand/Newgate Street/King Edward Street/Little Britain/Montague Street).
 - The redesign of major junctions that form barriers to safe and convenient pedestrian and cyclist movements and that have an adverse effect on the City's streetscape and townscape, particularly Bank junction.
 - Further reductions in motor vehicle through traffic, including adherence to the highway hierarchy approach set out in the Local Development Framework Core Strategy through directional signs and point closures for motor vehicles with exceptions for cyclists. Further reinforcement of the highway hierarchy will commence with a better on-the-ground distinction between the Fenchurch Street local distributor road and the local access roads leading off it through the installation of raised tables on the pedestrian desire lines across these side streets.
 - Further replacement of staggered pedestrian crossings with one-stage crossings.
 - Provision of formal diagonal crossings (Barnes dances).
 - More public cycle parking in the City Corporation's off-street public car parks, including showering and changing facilities and lockers.
 - More public on-street cycle parking.
 - Further improvements in the coordination and control of street works and roadworks, including through the London permit scheme.

Delivery and Link to the Transport Objectives

43. The traffic management programme will be delivered by the City Corporation and partner organisations. It will serve to deliver objectives:—
- LIP 2011.1: To reduce the pollution of air, water and soils and excessive noise and vibration caused by transport in the City.

- LIP 2011.2: To reduce the contribution of transport in the City to climate change and improve the resilience of the City's transport to its effects.
- LIP 2011.3: To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.
- LIP 2011.4: To reduce the adverse effects of transport in the City on health, particularly health impacts related to poor air quality and excessive noise and the contribution that travel choices can make to sedentary lifestyles.
- LIP 2011.5: To increase permeability, connectivity and accessibility in the City.
- LIP 2011.6: To smooth traffic flow and reduce journey-time variability and traffic congestion in the City.
- LIP 2011.8: To plan for a City with an operational Crossrail, a significantly increased total public transport capacity and significantly increased numbers of pedestrians and cyclists.

Mayor's Transport Strategy Implementation Plan

44. The traffic management programme will assist in delivering the *following* schemes in the Mayor's Transport Strategy Implementation Plan:—

- **102: Additional cycle parking**
Around 66,000 additional cycle parking spaces in London
- **115: Schemes to re-model junctions to reduce severance and improve safety and urban realm....**
Urban realm improvements
- **120: Improved management of planned interventions on London-wide and sub-regional corridors**
Minimising the impact of planned interventions on the road network with the potential to disruption traffic flows through the use of the permit scheme for road works for example
- **121: Improved management unplanned events on London-wide and sub-regional corridors**
Minimising disruption from unplanned events (accidents, emergencies etc) in "real time" as they occur and returning the network quickly and efficiently to its planned steady state operation as soon as possible

- **122: Review of loading and waiting restrictions in central London and elsewhere**

Review and report on potential improvements—using a targeted demand led approach

- **130: Potential gyratory and one-way system improvements....**

Improvements to make greater contribution to urban realm, environmental, safety and quality of life goals, for example, as well as enabling appropriate vehicular movement and smooth traffic flow

8: Streets as Places Programme

Programme Approach

45. Modern transport planning recognises that streets have value both for movement and as places in their own right. The City's streets vary greatly in terms of their value for movement. Some streets, such as Upper Thames Street, have a high degree of importance for movement for most road users. Others, such as many of the City's small alleys and courts, are for local pedestrian movement only. For motor vehicle traffic other than buses the relative values of the City's streets for movement are defined by the City's highway hierarchy (cf. the traffic management programme *above*).
46. The City's streets also vary in terms of their value as places in their own right, but the range is more restricted. In common with most of the rest of Central London, virtually all of the streets in the City have a very high place function. The City's streets are, in appropriate places and at appropriate times, places for people to congregate and socialise as well as to move through.
47. The City Corporation recognises and values this dual role of the City's streets and seeks to provide an appropriate balance between them, depending on the individual street's movement and place functions. The traffic management programme, set out *above*, addresses how the City Corporation will try to ensure that the movement function of the City's streets is optimised in accordance with the City's highway hierarchy. The streets as places programme addresses how the value of those same streets as places in their own right can be further enhanced.
48. The City Corporation considers that good street design is often as much about what is not there as what is. Redundant or counterproductive street furniture and signs are removed. However, appropriately designed and sited features and facilities such as paving variations, seating, street trees and other soft landscaping, public art, play equipment and features, decorative and drinking fountains, preserved historic features and visible preserved archaeological remains can add

significantly to a good quality street environment, a valued sense of place and local distinctiveness. Increasing biodiversity is also a key aim in producing sustainable streets. The City Corporation now has an enhanced focus on increasing green space, increasing planting of native species and increasing planting of nectar-rich flowers.

49. High quality street design in the City needs to strike an appropriate balance between maintaining a sense of coherence and unity across the City and the neighbourhoods within it whilst recognising, celebrating and enhancing those features and aspects that make each individual location and street distinctive. A limited palette of materials and a limited suite of designs for new street furniture help in achieving City-wide and neighbourhood coherence and identity. However, this is not so rigidly applied as to destroy or rule out the local, the distinctive and the occasionally quirky. The City Corporation recognises the importance of what exists already and the value of the historic (including the value of the recent past) in providing the distinctiveness and the sense of place of the City's streets.

Outline Projects Dossier

50. The streets as places programme will include, but not necessarily be limited to:—

- The continued creation of more accessible streets through a continuing focus on ensuring inclusive mobility and getting the detailing of dropped kerbs and tactile paving right.
- Further improvements in the vicinity of major railway stations, in particular around the upgraded Thameslink and Crossrail stations.
- Exploring opportunities for more pedestrian and cyclist shared routes and more pedestrian zones that permit access for cyclists, i.e., the selective exclusion of motor vehicles from some local access streets, at all times or only at some times of day.
- The continued creation of more inviting and higher quality public spaces to enjoy, clear of the main flows of pedestrian and other traffic.
- The continued creation of more welcoming and attractive cycling environments with ample casual/visitor parking opportunities.
- The creation of quiet areas in the City that are managed so as to, among other matters, preserve a noise environment where sounds perceived as annoying or disruptive are minimised.
- A continued attention to detail, including paving materials, lighting, landscaping and large- and small-scale historic features.

- A continued focus on decluttering, removing the redundant and prioritising multiple use features such as cycle racks and planters instead of bollards and guardrailing.

Delivery and Link to the Transport Objectives

51. The streets as places programme will be delivered by the City Corporation and partner organisations. It will serve to deliver objectives:—
- LIP 2011.5: To increase permeability, connectivity and accessibility in the City.
 - LIP 2011.8: To plan for a City with an operational Crossrail, a significantly increased total public transport capacity and significantly increased numbers of pedestrians and cyclists.

Mayor's Transport Strategy Implementation Plan

52. The streets as places programme will assist in delivering the following schemes in the Mayor's Transport Strategy Implementation Plan:—
- **59: Improved surface–rail interchange**
Improvements including enhanced bus services, interchange and urban realm at selected Crossrail and/or Thameslink stations
 - **106: London-wide “better streets” initiatives to improve pedestrian connectivity and urban realm**
Improvements to urban realm and pedestrian environment
 - **107: Access to stations and surroundings**
Targeted programme of works to improve accessibility and personal security on walk and cycle routes to stations and bus stops, prioritising activity based on current demand and future growth
 - **111: Urban realm improvements as part of the Mayor's Great Spaces Initiative**
Urban realm improvements to revitalise some of London's recognised and lesser known streets, squares, parks and riverside walks
 - **113: Improving urban realm and walking conditions on key routes which have high demand....**
Urban realm improvements
 - **116: Pedestrian and urban realm improvements in the vicinity of major rail termini and stations, in particular new Crossrail stations**
Urban realm improvements

- **117: Urban realm improvements in key locations in central London**
Pedestrian and urban realm improvements ... in ... key locations with very high footfall
- **180: Accessible crossings programme and urban realm improvements**
Improve the physical accessibility of the streetscape, particularly in town centres and on routes to stations and bus stops, taking accounts of the whole journey approach

9: Transport Planning Programme

Programme Approach

53. The City Corporation seeks to manage the effects of development on the City's streets and other transport networks through the development management process. This includes the grant or refusal of planning permission; the imposition of conditions of consent; the imposition of the community infrastructure levy; the agreement of planning obligations pursuant to section 106 of the Town and Country Planning Act 1990; and agreements for the execution of highway works pursuant to section 278 of the Highways Act 1980.
54. Standards in relation to such matters as car parking and cycle parking are set out in the development plan for the City, which currently consists of the emerging City of London Local Plan, the City of London Core Strategy, the London Plan and the saved policies of the City of London Unitary Development Plan 2002, and in other material documents such as the *Standard Highway and Servicing Requirements for Developments in the City of London*. These plans and documents are consistent with the National Planning Policy Framework.

Outline Projects Dossier

55. The transport planning programme will include, but not necessarily be limited to:—
 - Securing financial contributions for transport improvements where appropriate, particularly contributions towards Crossrail and the programmes set out in this delivery plan.
 - Increasing production and use of individual premises and area-wide travel plans, delivery and servicing plans, construction logistics plans and integrated transport plans, both through the development management process and by agreement.

- Further increasing the amount of cycle parking in developments. Developers will continue to be encouraged to provide more than the minima required.
- Further increasing the provision of showers, changing facilities and facilities for the storage of clothing, cycle helmets, towels, toiletries etc. in developments. Developers will continue to be encouraged to provide more than the minima required.
- Continuing to control the overprovision of car parking within developments. Except for the provision of parking for people with disabilities, car-free developments are now the expected type of development across all land use classes in the City.
- Further increasing the provision of recharging points for electric vehicles. It is now expected that all car parking spaces and servicing areas in the City have facilities for recharging electric vehicles, including goods vehicles.

Delivery and Link to the Transport Objectives

56. The transport planning programme will be delivered by the City Corporation and partner organisations. It will serve to deliver objectives:—

- LIP 2011.1: To reduce the pollution of air, water and soils and excessive noise and vibration caused by transport in the City.
- LIP 2011.2: To reduce the contribution of transport in the City to climate change and improve the resilience of the City's transport to its effects.
- LIP 2011.3: To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.
- LIP 2011.4: To reduce the adverse effects of transport in the City on health, particularly health impacts related to poor air quality and excessive noise and the contribution that travel choices can make to sedentary lifestyles.
- LIP 2011.5: To increase permeability, connectivity and accessibility in the City.
- LIP 2011.6: To smooth traffic flow and reduce journey-time variability and traffic congestion in the City.
- LIP 2011.7: To facilitate the efficient and economic construction of Crossrail and other major public transport improvements while

minimising the disruption and environmental impacts that this construction will cause in the City, including on traffic movement.

- LIP 2011.8: To plan for a City with an operational Crossrail, a significantly increased total public transport capacity and significantly increased numbers of pedestrians and cyclists.

Mayor's Transport Strategy Implementation Plan

57. The transport planning programme will assist in delivering the *following* schemes in the Mayor's Transport Strategy Implementation Plan:—

- **102: Additional cycle parking**
Around 66,000 additional cycle parking spaces in London
- **143: Provision of infrastructure to support low emission road vehicles**
Introduction of electric vehicle recharging points....
- **159: Increased use of travel plans**
Increased use and power of travel plans for workplaces, schools and individuals
- **160: Continued development and roll-out of freight initiatives**
Town centre and area-based DSPs, CLPs and promotion of collaborative approaches such as consolidation centres and/or break-bulk

10: Travel Behaviour Programme

Programme Approach

58. The City Corporation approaches its travel behaviour change campaigns using a two-pronged approach of local, distinctively City campaigns such as City Cycle Style and the City Cycling Challenge and national/international initiatives such as European Mobility Week, Bike Week and Walk to Work Week.
59. The City Corporation's travel behaviour programme will have a principal focus on European Mobility Week around 22 September each year and two subsidiary focuses on Walk to Work Week in May and Bike Week in June. Activities around Walk to School Week in May may also be included in the travel behaviour programme depending on the educational and other priorities of the City's five schools each year.
60. National Walking Month in May, including Walk to Work Week and Walk to School Week, is led on nationally by Living Streets, with whom the City Corporation has a service agreement. This agreement is providing excellent quality term consultancy services for the City Corporation.

Outline Projects Dossier

61. The travel behaviour programme will include, but not necessarily be limited to:—
- Public cycling events and promotions, particularly around European Mobility Week and Bike Week. This will include promotions around the annual London Nocturne cycle race around the London Central Markets; the London Cycle Challenge; and City-specific initiatives such as City Cycle Style.
 - Public walking events and promotions, particularly around European Mobility Week, Walk to Work Week and Walk to School Week.
 - Other public events and promotions. This will include City-specific initiatives such as All Change Please!
 - Subsidised cycle training, advanced cycle training and cycle maintenance training. The City's road safety road show and Bike Week and other events serve to encourage people to sign up for training.
 - Continued provision of cycle maintenance clinics, including free public clinics on Queen Street at the end of cycle "superhighway" route 7 in the centre of the City.
 - Workplace cycle promotions. City businesses will continue to be encouraged to participate in the London Cycle Challenge and Bike Week activities and to consider cycling, including using the cycle hire scheme, as a way of travelling to meetings, particularly in place of journeys by taxi.
 - School cycling promotions. The City's five schools will continue to be encouraged to participate in the London Cycle Challenge and Bike Week activities with an annual liaison with each school prior to their summer break. Most of the City's schools have already had new or additional cycle parking facilities installed, including showers, changing facilities and lockers, but needs for further improvements will be addressed as they arise to cater for further growth in pupil and staff cycling rates.
 - Further promotions of low-key, low-tech cycling that does not necessarily require specialised clothing. Encouraging cycling as an everyday activity that does not need a great amount of preplanning is key to significant increases in cycling and promoting cycling in business clothing and the use of the cycle hire scheme will facilitate this.

Link to the Transport Objectives and Delivery

62. The travel behaviour programme will be delivered by the City Corporation and partner organisations. It will serve to deliver objectives:—
- LIP 2011.1: To reduce the pollution of air, water and soils and excessive noise and vibration caused by transport in the City.
 - LIP 2011.2: To reduce the contribution of transport in the City to climate change and improve the resilience of the City's transport to its effects.
 - LIP 2011.4: To reduce the adverse effects of transport in the City on health, particularly health impacts related to poor air quality and excessive noise and the contribution that travel choices can make to sedentary lifestyles.

Mayor's Transport Strategy Implementation Plan

63. The travel behaviour programme will assist in delivering the following schemes in the Mayor's Transport Strategy Implementation Plan:—
- **109: Walking information and campaign**
Walking campaigns, including the "2011 year of walking", that will focus on walking routes, wayfinding, events and activities
 - **156: Enhanced travel planning tools**
Ongoing programme of enhancements to information availability....
 - **158: Targeted smarter travel initiatives**
Smarter travel initiatives to reduce the environmental impact of travel, make more efficient use of limited transport capacity and/or encourage active travel such as walking and cycling

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City of London: 2016 or 2016/17 Interim Targets

1: Pedestrian Numbers Target

2013 Target

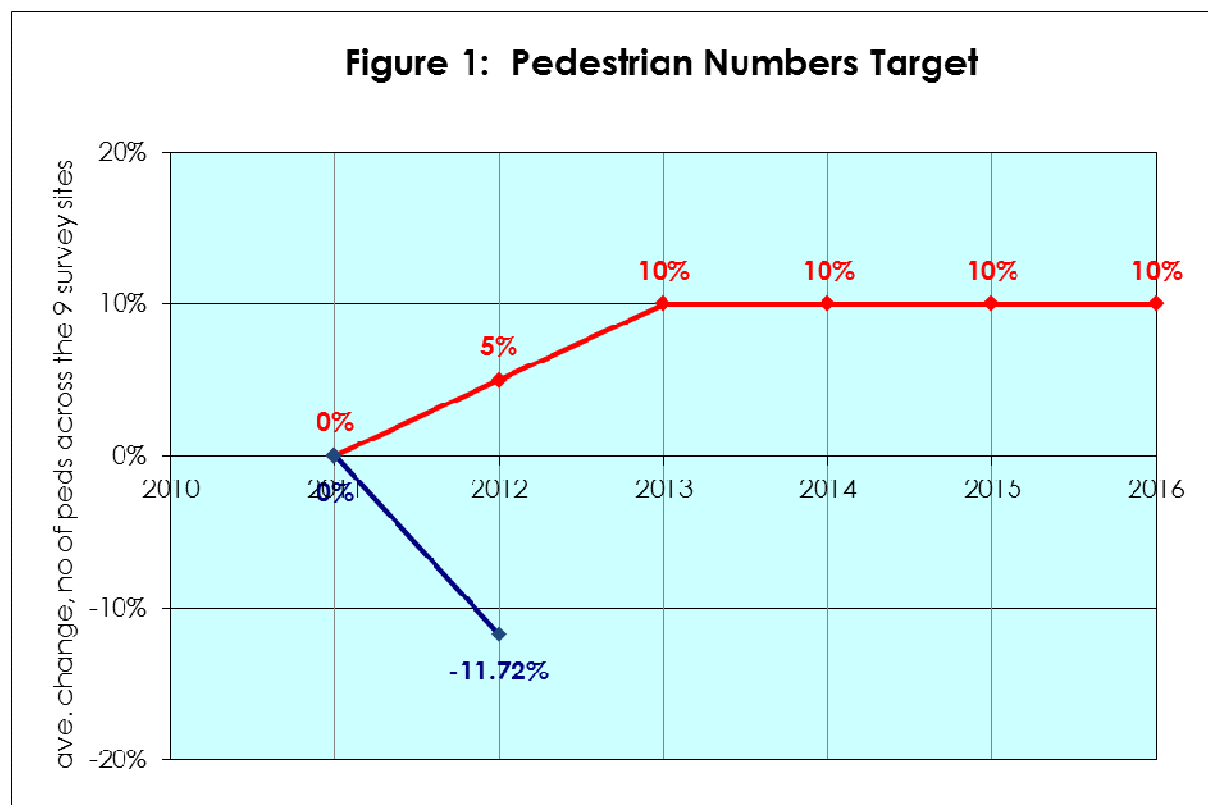
1. The City Corporation's 2013 interim target was to increase the number of pedestrians at the nine representative survey sites between 7 a.m. and 7 p.m. by an average of 10% by October 2013 compared to the baseline survey in October 2011.

2016 Target

2. The City Corporation's 2016 interim target is to increase the number of pedestrians at the nine representative survey sites between 7 a.m. and 7 p.m. by an average of 10% by October 2016 compared to the baseline survey in October 2011.

Actual Performance to 2012

3. Figure 1 below sets out actual performance to October 2012 against the 2016 target. The number of pedestrians at the nine representative survey sites between 7 a.m. and 7 p.m. decreased by an average of 11.72% between October 2011 and October 2012 (a shortfall of 16.72%).



2: Cyclist Numbers Target

2013 Target

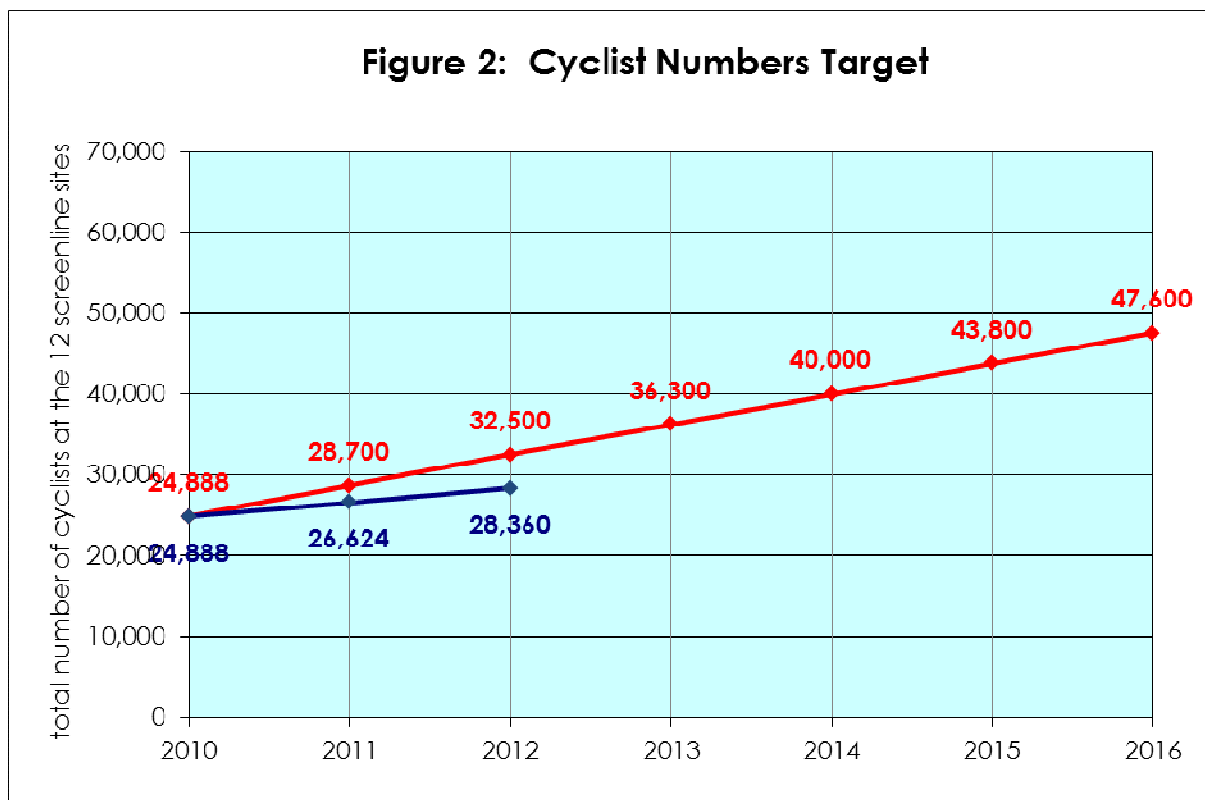
- The City Corporation's 2013 target was to increase the number of cyclists at the 12 screenline survey sites between 7 a.m. and 7 p.m. to 36 300 by October 2013.

2016 Target

- The City Corporation's 2016 target is to increase the number of cyclists at the 12 screenline survey sites between 7 a.m. and 7 p.m. to 47 600 by October 2016.

Actual Performance to 2012

- Figure 2 below sets out actual performance to October 2012 against the 2016 target. The number of cyclists at the 12 screenline survey sites between 7 a.m. and 7 p.m. increased to 26 624 in October 2011 and further increased to 28 360 in October 2012. However, this was significantly less than the targeted numbers of 28 700 in October 2011 (a shortfall of 2 076, i.e., 7.2%) and 32 500 in October 2012 (a shortfall of 4 140, i.e., 12.7%).



3: Bus Service Reliability Target

2013/14 Target

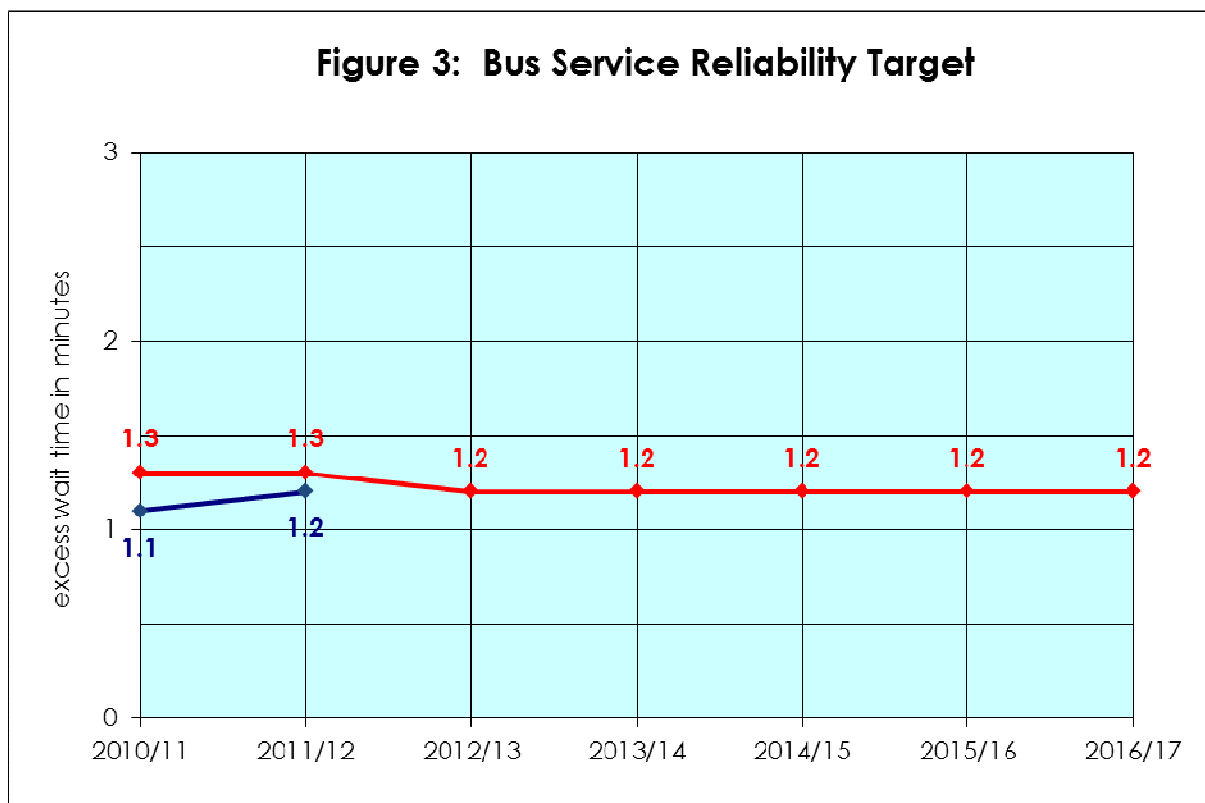
7. The City Corporation's 2013/14 target was to maintain excess wait time for buses in the City and in those parts of the neighbouring London boroughs that form part of the data for the City at 1.3 minutes through to the 2013/14 financial year.

2016/17 Target

8. The City Corporation's 2016/17 target is to maintain excess wait time for buses in the City and in those parts of the neighbouring London boroughs that form part of the data for the City at 1.2 minutes through to the 2016/17 financial year.

Actual Performance to 2011/12

9. Figure 3 below sets out actual performance to 2011/12 against the 2016/17 target. Excess wait time had decreased to 1.1 minutes in 2010/11, but increased again to 1.2 minutes in 2011/12. However, both results were better than the targeted excess wait time of 1.3 minutes. The 2016/17 target has therefore been made more challenging than the 2013/14 target as we seek to maintain the 1.2 minutes achieved in 2011/12.



4: Principal Road Condition Target

2013/14 Target

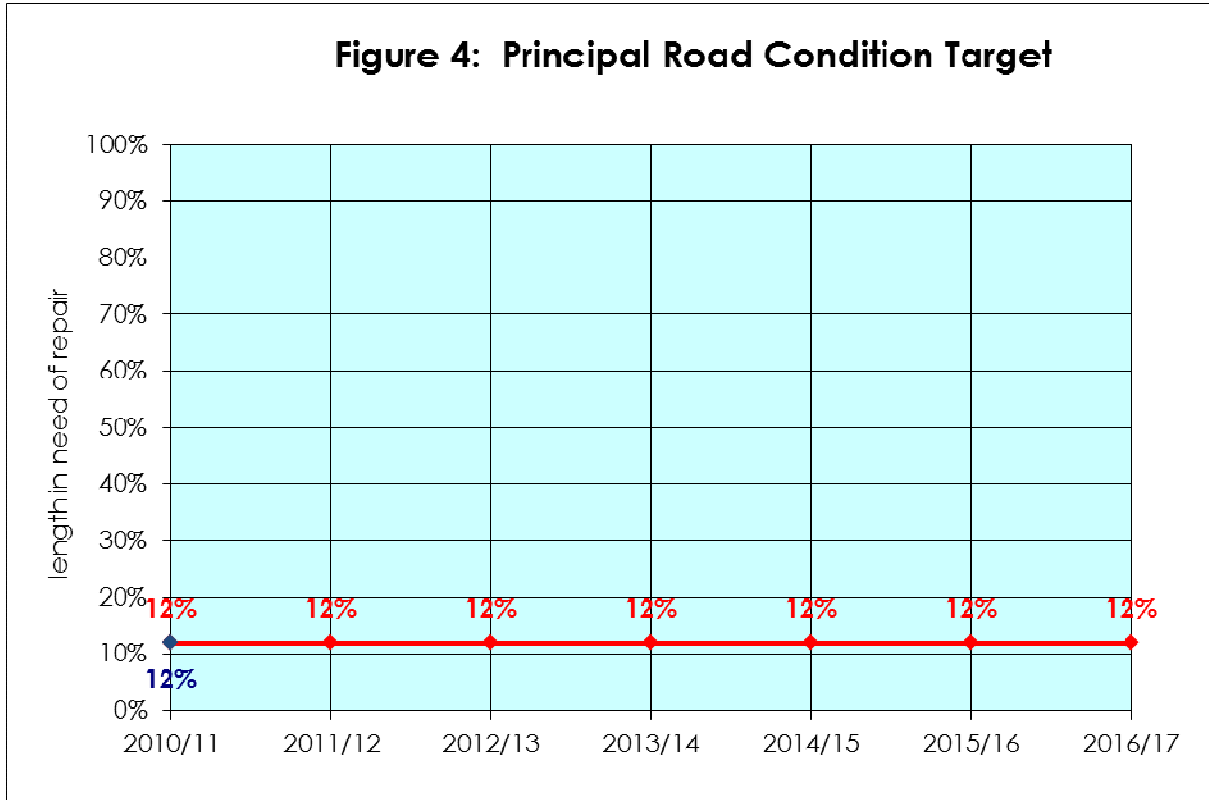
10. The City Corporation's 2013/14 target was to maintain the proportion of the principal road network in the City where maintenance should be considered at 9% through to the 2013/14 financial year. This target was based on detailed visual inspection data from the London-wide survey conducted by the London Borough of Hammersmith and Fulham on behalf of all of London's local traffic authorities. The surveys also included Scanner data, where the equivalent figure for the proportion of the principal road network in the City where maintenance should be considered (surveying the same streets at the same time, but using a different technique) was 12%. The London Borough of Hammersmith and Fulham has now stopped conducting detailed visual inspection surveys and is concentrating on providing Scanner survey data. The 2016/17 target has therefore been based on the Scanner data and has been re-based at 12%; however, this does not represent any change from the 9% set out in the 2013/14 target, because of the different data set being used as the target base.

2016/17 Target

11. The City Corporation's 2016/17 target is to maintain the proportion of the principal road network in the City where maintenance should be considered at 12% through to the 2016/17 financial year.

Actual Performance to 2010/11

- 12. Figure 4 below sets out actual performance to 2010/11 against the 2016/17 target. The targeted 12% of the principal road network where maintenance should be considered was achieved.



5: Road Traffic Casualties (KSI) Target

2013 Target

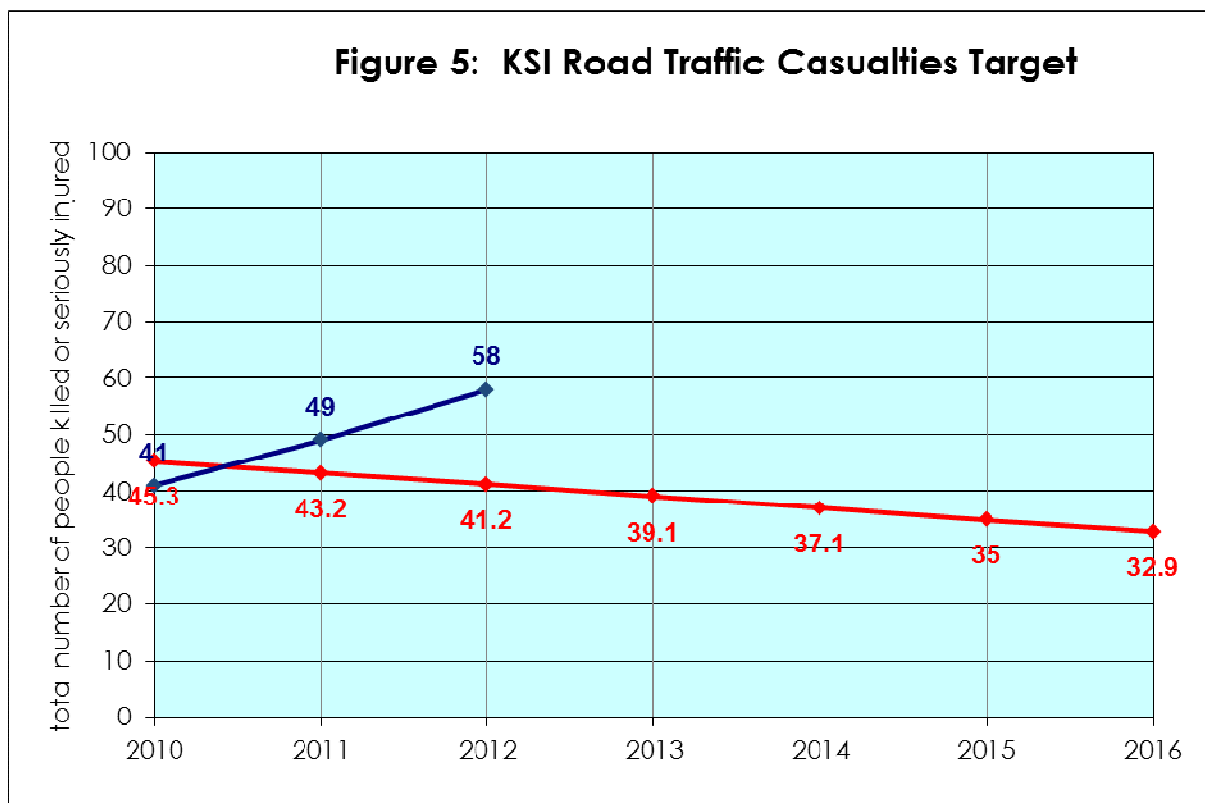
13. The City Corporation's 2013 target was to reduce the number of persons killed or seriously injured in road traffic collisions to a three-year rolling average of 39.1 casualties per annum by 2013. This represents a reduction of 20.9% from the 2004–2008 average of 49.4 casualties per annum.

2016 Target

14. The City Corporation's 2016 target is to reduce the number of persons killed or seriously injured in road traffic collisions to a three-year rolling average of 32.9 casualties per annum by 2016. This represents a reduction of 33.4% from the 2004–2008 average of 49.4 casualties per annum.

Actual Performance to 2012

15. Figure 5 below sets out actual performance to 2012 against the 2016 target. The numbers of persons killed or seriously injured in road traffic collisions increased to 41 in 2010, further increased to 49 in 2011 and increased again to 58 in 2012. This compares to the targeted figures (three-year rolling averages) of 45.3 in 2010, 43.2 in 2011 and 41.2 in 2012.



6: Total Road Traffic Casualties Target

2013 Target

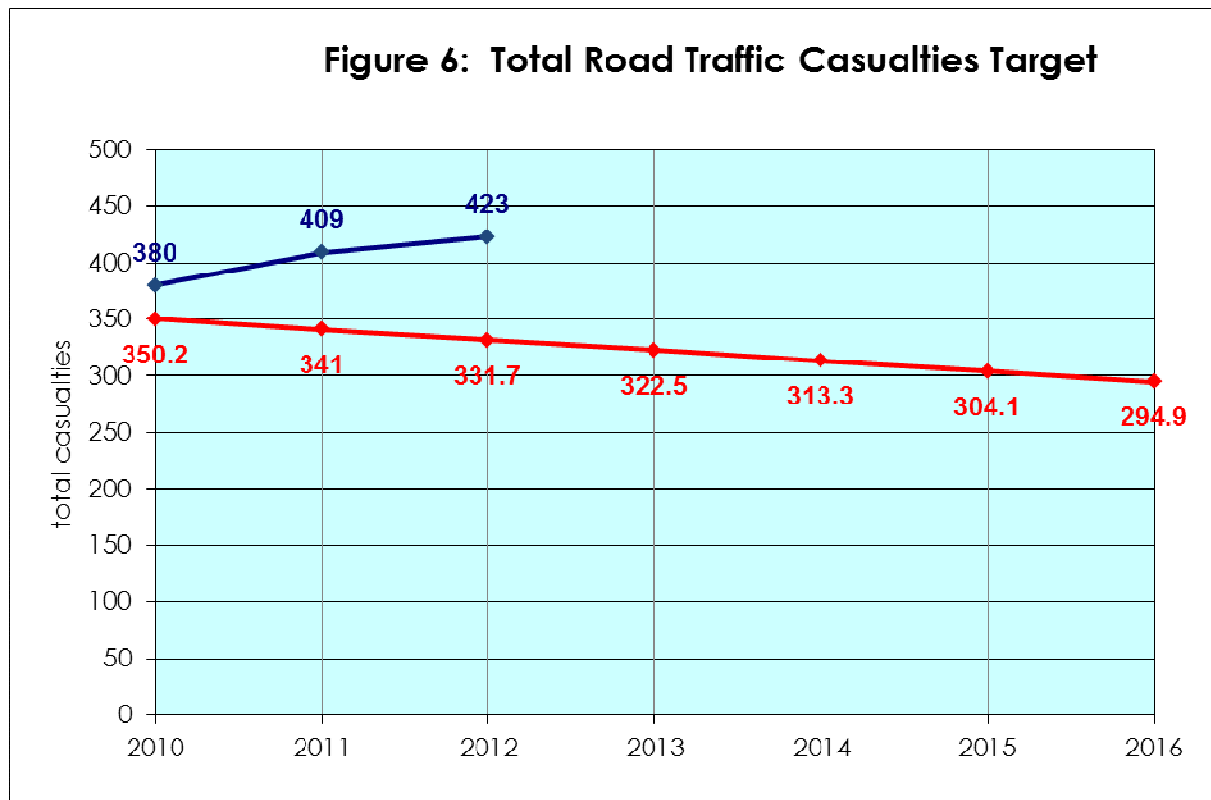
16. The City Corporation's 2013 target was to reduce the total number of persons injured in road traffic collisions to a three-year rolling average of 322.5 casualties per annum by 2013. This represents a reduction of 12.5% from the 2004–2008 average of 368.6 casualties per annum.

2016 Target

17. The City Corporation's 2016 target is to reduce the total number of persons injured in road traffic collisions to a three-year rolling average of 294.9 casualties per annum by 2016. This represents a reduction of 20.0% from the 2004–2008 average of 368.6 casualties per annum.

Actual Performance to 2012

18. Figure 6 below sets out actual performance to 2012 against the 2016 target. The total numbers of persons injured in road traffic collisions increased to 380 in 2010, further increased to 409 in 2011 and increased again to 423 in 2012. This compares to the targeted figures (three-year rolling averages) of 350.2 in 2010, 341.0 in 2011 and 331.7 in 2012.



7: Carbon Dioxide Emissions Target

2013 Target

19. The City Corporation's 2013 target was to reduce carbon dioxide emanating from ground-based transport in the City to 42 tonnes by 2013 (from 48 tonnes in 2008). This represents a reduction of 12.5% by 2013.

2016 Target

20. The City Corporation's 2016 target is to reduce carbon dioxide emanating from ground-based transport in the City to 38 tonnes by 2016 (from 48 tonnes in 2008). This represents a reduction of 20.8% by 2016.

Actual Performance to 2012

21. Figure 7 below sets out actual performance to 2010 against the 2016 target. Carbon dioxide emanating from ground-based transport in the City increased to 56 tonnes. This compares to the targeted figure of 45 tonnes.

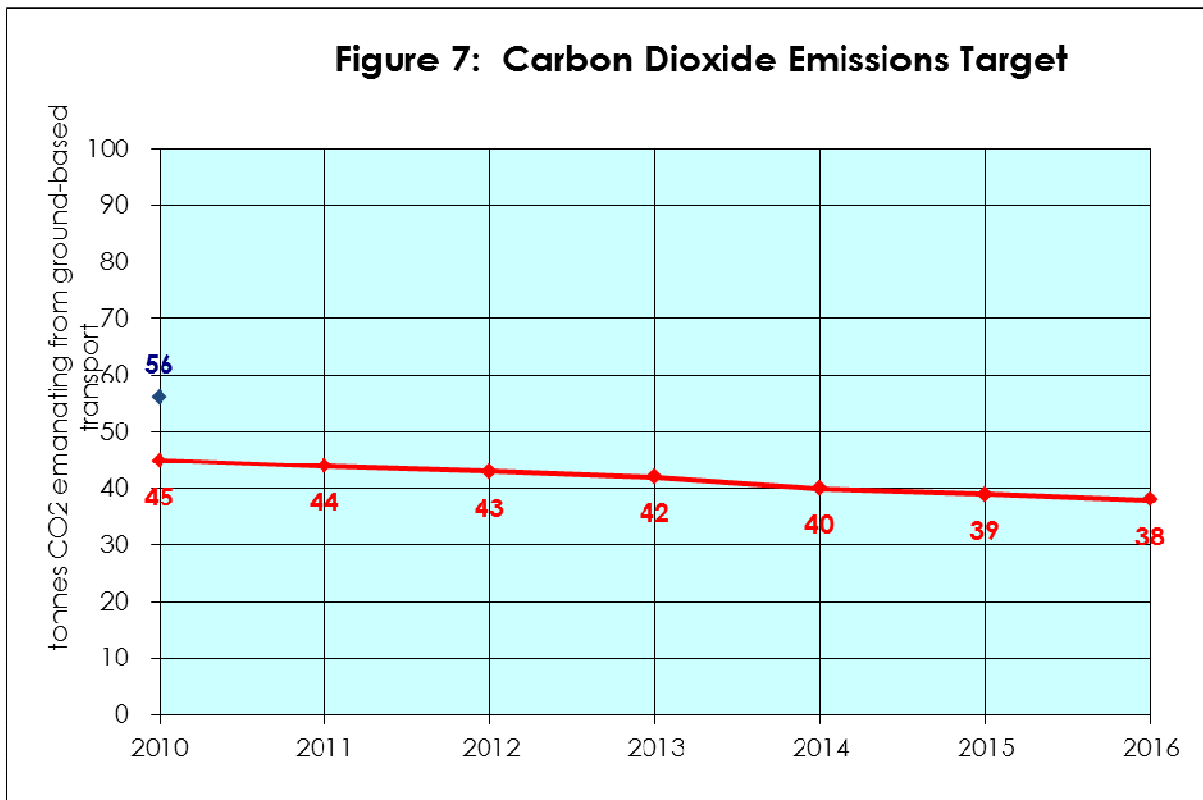


Table Header	Information Required
Programme	This refers to the programme which the scheme falls under. Programme options are either 'Corridors, Neighbourhoods and Supporting Measures', 'Major Schemes' or 'Local Transport Funding'. Please pick the appropriate programme type from the drop down menu.
Scheme Title	Enter the name of the scheme in this field. The name should be self explanatory, it should include site location (town centre or road name) and works type. For example, <i>Winston Road with Churchill Street junction improvement works</i> .
Scheme Description	Use this field to provide a very brief description of the scheme. Description should be simple and should contain project duration, funding sources if there is more than one funder, primary objective and high level scope of works. It should be no longer than 1,000 characters long. When using abbreviations please ensure to use widely known abbreviations. For example, <i>Junction improvement works at Winston Road / Churchill Street are scheduled to commence on 10/02/10 and finish on 03/05/2012. Works includes traffic signal removal, kerb realignment, informal crossings, provision of accessible bus stops and guardrail removal.</i>
Funding Source (list multiple)	The first cell is for LIPs funding (the blue cell). Use the other cells to identify complementary funding sources (e.g. s106 funding or Defra air quality grant). If there are more than two funding sources, please insert additional rows after the LIPs funding row - this will preserve the total calculations.
On-going	This field should contain the existing Portal Scheme ID if the scheme is ongoing from the previous year. Leave blank if this is a new scheme.
Funding £000's	Enter the forecast spend profile across the years.
MTS Goals/Outcomes	Identify which MTS outcomes the scheme will contribute towards. Select the appropriate outcome reference from the drop down menu. You will be able to select a maximum of 10 outcomes per scheme. This should be the primary outcomes from the scheme i.e. The main benefits.
Road Task Force Street Types	Select the street type from the list below. Arterials: strategic routes (London-wide / sub-regional) allowing people to get in, out & around London efficiently High roads: busy roads with high movement demands going through town centres / places City hub/Boulevard: key destinations (eg central + inner London locations / met centres) & also strategic links with high traffic flows Connectors: providing more localised routes & alternative routes for cyclists High streets: variety of services & retail/leisure offer and range of movement demands City streets: well known streets accommodating high volumes of people Local streets: providing places to live, community interaction & children's play Town square / street: local / town retail/leisure/administrative offer City places: widely known commercial & cultural centres. Important destinations
Does the scheme impact on TfL services or facilities	For schemes in the 2014/15 programme, answer 'Yes' if the scheme impacts on TfL services or facilities, such as bus route or bus stops/stands. Please do not leave blank.
Does the scheme involve new traffic signals, or changes to existing signals?	For schemes in the 2014/15 programme, answer 'Yes' if the scheme involves either the installation of new signals, modification to existing facilities or removal. Please do not leave blank.
Are road humps proposed?	For schemes in the 2014/15 programme, answer 'Yes' or 'No' as appropriate. Please do not leave blank.
Would you like the following to be carried out by TfL?	For schemes in the 2014/15 programme, if you would like TfL to undertake monitoring for either / both of the fields listed (casualties and/or bus reliability/journey times), or to undertake a road safety audit please answer 'Yes' or 'No' as appropriate. Please do not leave blank.

Agenda Item 9

Committee(s):	Date(s):	Item no.
Planning & Transportation Policy & Resources	15 th October 2013 21 st November 2013	
Subject: City's Community Infrastructure Levy (CIL): Governance Arrangements and Broad Spending Priorities	Public	
Report of: Town Clerk, Chamberlain and Director of the Built Environment	For Decision	
<p style="text-align: center;"><u>Summary</u></p> <ul style="list-style-type: none"> • The City Corporation agreed its Draft CIL Charging Schedule in July 2013 and it is expected that this will be the subject of public examination in late 2013 with the resultant City CIL being operative from April 2014. Therefore the City Corporation needs to agree the procedures to be used to decide the broad spending priorities and the infrastructure projects to be funded by City CIL and scaled-back planning obligations from April 2014. The City CIL would then operate alongside the revised City planning obligations, the Mayoral CIL for Crossrail and the Mayor's planning obligations for Crossrail. • This report proposes a decision-making structure and broad spending priorities to be refined by the Resource Allocation Sub Committee. The report also proposes setting up an officer Priorities Board led by the Town Clerk to assist the Sub Committee in refining the broad approach and in making subsequent decisions on infrastructure spending priorities. • Paragraphs 7-14 describe the proposed approach which is summarised in Appendices A and B. The proposed approach would give service committees autonomy over some allocated CIL funds while retaining the Member overview role of Resource Allocation Sub Committee and its ability to allocate the remaining CIL funds consistent with current corporate priorities. A major benefit of this approach is that Resource Allocation Sub Committee will be able to take full account of other infrastructure spending priorities and commitments relating to planning obligations, the on-street parking reserve and TfL grants when making City CIL infrastructure spending decisions. This will make it possible to maximise the cumulative benefit of coordinated infrastructure investment across many sources of funding. • The broad spending priorities proposed comprise public realm and transport improvements, social and community enhancements, open spaces and neighbourhood infrastructure, plus an unallocated contingency 		

element for Member prioritisation. This approach would enable the City CIL to help fund the local infrastructure needed to complement expected growth in the City as set out in the City's Infrastructure Delivery Plan and the City's adopted development plan (Core Strategy 2011).

Recommendations

Members are asked to:

- Agree the broad approach to decision-making and spending priorities for the City CIL and revised planning obligations as set out in Appendices A and B.
- Agree to the creation of a Priorities Board led by the Town Clerk to assist Resources Allocation Sub Committee in refining the broad approach and in making subsequent decisions on infrastructure spending priorities.

Main Report

Background

1. The Planning Act 2008 introduced the Community Infrastructure Levy (CIL), a levy charged on new development to provide funding to mitigate the impact of development and deliver new infrastructure. CIL Regulations providing further detail were originally published in 2010 and these have since been amended several times to take account the Localism Act 2011 and other refinements made by the Government. The Government's CIL proposals were originally intended to replace the existing use of planning obligations (Section 106 agreements) but the amended regulations recognise that planning obligations will need to continue in a scaled-back form alongside the CIL.
2. Within London, the Mayor, London boroughs and the City Corporation are able to set a CIL. Since April 2012 the Mayor has applied a Mayoral CIL which is contributing towards the funding of Crossrail. The City Corporation collects the Mayoral CIL payable on City developments and forwards it to the Mayor. The City Corporation is able to set a separate City CIL to help address local infrastructure needs. However the City CIL must take account of the existing Mayoral CIL liability so that the combined CIL liability does not adversely affect the general viability of development in the City.
3. The process for setting a City CIL rate is prescribed by regulations and involves development viability testing, two rounds of public consultation (held January-March and July-October 2013) and a public examination before the rate is finalised. The City Corporation agreed its Draft CIL Charging Schedule in July 2013 and it is expected that this will be the subject of public examination in late 2013 with the resultant City CIL being operative from April 2014.

4. Current CIL regulations provide that the City's s106 planning obligation pooling arrangements can continue in their current form until a City CIL is adopted, or April 2014, whichever is the sooner. Although this date may be extended by the Government it is prudent to prepare for the operation of a City CIL from April 2014. This preparation includes agreeing the procedures to be used to decide the broad spending priorities and the infrastructure projects to be funded from City CIL and other external sources from April 2014. These matters are addressed and a proposed approach is set out in this report.

Regulatory Context for City CIL Spending on Infrastructure

5. The Planning Act 2008 and subsequent CIL Regulations set the context for the spending of City CIL funds on infrastructure. There are significant differences between the new CIL rules and the existing planning obligations rules that justify a new approach:
 - Planning obligations spending should be related to the development that generated the funds in accordance with the signed agreement, whereas City CIL income can be accumulated in a fund or 'pot'. The subsequent CIL spending does not need to be directly related to the donor development and can address infrastructure needs in general across the City.
 - The definition of infrastructure included in the CIL Regulations does not include the provision of affordable housing or skills training that are currently funded by planning obligations. Therefore there is an on-going need for a scaled-back approach to planning obligations to ensure that these important needs continue to be addressed.
 - The pooling of CIL funds and the establishment of CIL pots are encouraged by the Regulations but the pooling of new planning obligation funds will be severely limited from April 2014. New planning obligations operating in a scaled-back form beyond 2014 will need to be administered so that they fund discrete projects that do not involve the pooling of more than five planning obligation agreements.
 - A proportion of CIL income needs to be set aside for specific purposes:-
 - A neighbourhood infrastructure pot (minimum 15%) is to be established for spending within the neighbourhood of the contributing development. This could be spent in the vicinity by the City Corporation on behalf of the neighbourhood or alternatively this pot could be spent to further the aims of a neighbourhood plan if one is prepared by a neighbourhood forum. So far there have been no proposals to form a neighbourhood forum or prepare a neighbourhood plan in any parts of the City.

- The actual CIL preparation and administration costs (maximum 5%) can be reimbursed from the CIL income.

Options

6. The City Corporation does not have to adopt its own City CIL but the new constraints on future planning obligations in the CIL Regulations make it prudent to do so. The City Corporation has therefore taken steps to set a City CIL rate and anticipates that this will be operative from April 2014. The City Corporation needs to agree the procedures to be used to decide the broad spending priorities and the infrastructure projects to be funded by City CIL from April 2014.

Proposed Approach to City CIL Spending on Infrastructure

Decision-making structures

7. Appendix A shows the broad tasks to be undertaken and sets out a decision-making structure that will enable Members in Resource Allocation Sub Committee and relevant service committees to decide the spending priorities for City CIL spending on infrastructure. Members will be supported by officers with scope for delegation of tasks to a high-level officer group, the Priorities Board, to be led by the Town Clerk. The proposed membership and terms of reference of the Priorities Board are set out in the Appendix C.
8. A major benefit of the proposed decision-making approach is that Resource Allocation Sub Committee will be aware of the infrastructure spending priorities and commitments relating to planning obligations, the on-street parking reserve fund and Transport for London (TfL) grants when making City CIL infrastructure spending decisions. This will require the Priorities Board to oversee better integration of spend-related databases to facilitate informed decision-making. It will also enable the City Corporation to maximise the cumulative benefit of coordinated infrastructure investment across many sources of funding. TfL grants are normally for transport improvements and highway changes and therefore it is proposed that the spending of these grants will continue to be the responsibility of Planning & Transportation Committee.
9. The City CIL funds accumulated from developer payments will help fund the infrastructure needed to support expected growth in the City as set out in the adopted development plan (Core Strategy 2011). City CIL spending will help deliver the City's Infrastructure Delivery Plan and therefore the proposed priorities for the allocated CIL funds are broadly consistent with the funding gaps identified in the Delivery Plan. However there will remain considerable Member discretion on project spending priorities subject to the requirement in the Regulations that CIL should be used for the 'provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area'. It should be used to

support growth and is not to be used to address existing infrastructure deficiencies.

Allocated CIL funds

10. Most of the City CIL funds (55%) will be allocated to spending ‘pots’ related to broad infrastructure spending priorities. The three allocated pots proposed are: - public realm and local transport improvements (40%), social and community enhancements (10%) and open spaces (5%). It is proposed that the CIL funds in these pots will be spent Citywide by the relevant service committee and that they will report annually on their spending to Resource Allocation Sub Committee.

Unallocated CIL funds

11. Some of the City CIL funds (45%) will not be allocated to a service committee and will be spent by Resource Allocation Sub Committee or delegated to officers on the proposed Priorities Board. These funds will include the ‘neighbourhood’ infrastructure pot (15%) required by the CIL Regulations and the ‘administration’ pot (5% maximum) to recover actual CIL preparation and running costs. The remaining 25% will form an unallocated ‘contingency’ pot available for any infrastructure project spending including topping up the infrastructure spending commitments made from other pots. It is anticipated that the Sub Committee will receive project spending bids from service committees and departments and will then allocate funds from the contingency pot according to current corporate priorities having taken account of the wider financial context.

Scaled-Back Planning Obligations

12. Planning obligations will continue after April 2014 in a scaled-back form consistent with their reduced role allowed in the CIL Regulations. The provision of affordable housing and skills training are not included in the definition of infrastructure in the CIL Regulations and so they cannot be funded from CIL income. Therefore there is an on-going need for a scaled-back approach to planning obligations to ensure that these important needs continue to be addressed and to confirm other non-financial obligations. It is proposed that planning obligation funding will continue for affordable housing and skills training on a similar scale to the present with the funds allocated to the relevant committees and departments as at present.

Annual Monitoring and Income Estimates

13. CIL Regulations require the annual publication of monitoring reports relating to CIL income and expenditure. Appendix A shows that the proposed City CIL spending processes will include annual monitoring reports to enable Resource Allocation Sub Committee to maintain an overview and to adapt priorities as needed. Developers would prefer some

medium-term consistency regarding the City CIL to enable them to plan their developments. Therefore it is proposed that the headline City CIL rate payable will be reviewed after 5 years and the broad spending priorities and CIL pot % allocations will be reviewed after 2 years operation.

14. The estimated annual income payable by commercial developments towards City CIL (£3.9 million) and revised planning obligations (£1.1 million) are shown in Appendix B. CIL is normally payable upon commencement of development and these estimates are consistent with the scale of commercial development activity expected during the period 2014-26 in the City's Core Strategy. Actual development activity and income will fluctuate with the development cycle but it is reasonable to expect an annual income from City CIL and revised planning obligations to be normally within the range £2-8 million. The estimated annual total is similar in scale to the projected average annual net income for the On Street Parking Reserve during 2013/14-2016/17 (£3.8 million).

Corporate & Strategic Implications

15. Effective implementation of the City CIL would help deliver necessary infrastructure, addressing the 5 themes of the City Together Strategy and its vision to support the continued success of the City as the world's leading international financial and business centre in a way that meets the needs of its diverse communities and neighbours.
16. The proposed broad spending priorities would enable the City CIL to help fund the local infrastructure needed to complement expected growth in the City as set out in the adopted development plan (Core Strategy 2011). In particular it would accord with Core Strategy policy CS4 on planning contributions and its updated version in the Draft Local Plan 2013.
17. The proposed decision-making structures would give service committees some autonomy over relevant CIL funds while retaining the overview role of Resource Allocation Sub Committee and its ability to allocate funds consistent with current priorities. It would also enable decisions on CIL and planning obligations spending to be taken in a wider financial context.

Conclusion

18. This report proposes the decision-making structures and broad spending priorities intended to apply once the City's Community Infrastructure Charge (CIL) is operative from April 2014. The structure will enable spending decisions regarding income from the CIL or revised planning obligations to be based upon agreed broad infrastructure spending priorities and to be informed by good current information on wider infrastructure spending plans and the overall financial context.

Background Papers:

- Consultation on the City of London Community Infrastructure Levy Draft Charging Schedule, report to the Court of Common Council 18th July 2013.

Appendices:

Appendix A: Proposed Tasks and Decision-Making Structures

Appendix B: Proposed Broad Spending Priorities and Income Estimates for City CIL and Revised City Planning Obligations from Commercial Development

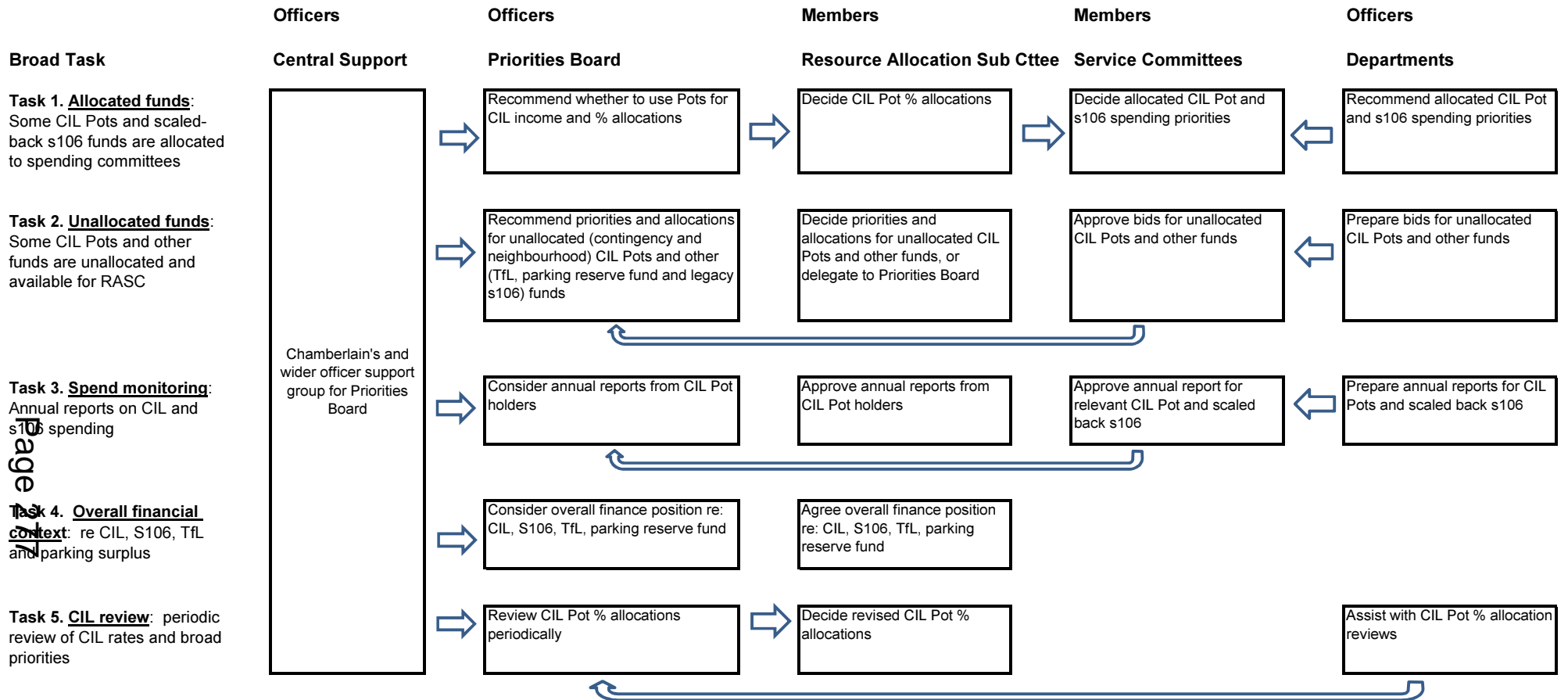
Appendix C: Proposed Terms of Reference of the Priorities Board.

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Appendix A: Proposed Tasks and Decision-Making Structures



Notes:

- Task 1 assumes City CIL income will be partly allocated to CIL Pots to be spent by relevant committee, e.g. Planning & Transportation, Community & Children's Services, Open Spaces.
- Task 1 assumes scaled back s106 planning obligations for affordable housing and training will be allocated directly to the relevant service committee, e.g. Community & Children's Services, Policy & Resources.
- Task 2 assumes City CIL income will be partly unallocated, for neighbourhood and contingency purposes, to be spent by RA Sub Cttee or delegated to Priorities Board.
- Task 2 assumes Departments and Committees will normally bid annually to RASC/Priorities Board for the unallocated CIL funds, TfL, parking reserve fund and legacy s106 funds, with some scope for ad hoc bids.
- Task 2 assumes RASC/Priorities Board will allocate TfL, parking reserve fund and legacy s106 funds consistent with their respective spending constraints, signed agreements and with corporate priorities.
- Tasks 3 and 4 assume annual monitoring reports to inform project prioritisation and comply with CIL Regulations.
- Task 5 assumes review of CIL Pot % allocations could be biennial; review of CIL charge rates due in 5 years to provide medium term consistency for developers.
- Priorities Board suggested membership: Town Clerk, Chamberlain or Financial Services Director, Director of the Built Environment, Director of Community & Children's Services, Director of Open Spaces and City Surveyor.
- Priorities Board receives officer support on financial matters from Chamberlain's support team plus wider officer support group to service it.

Source: PB.27.09.13.

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Appendix B: Proposed Broad Spending Priorities and Income Estimates for City CIL and Revised City Planning Obligations from Commercial Development

Income Source & Purpose	% Allocation	Amount (£ per sqm extra floorspace)	Estimated average annual income (£m)	Lead Dept or Officer Group	Service Committee	Member Control
						Overview
Community Infrastructure Levy (CIL)						
Allocated Pots						
Public realm & local transport improvements	40%	£30.00	£1.5	Dept of the Built Environment	Planning & Transportation	Resource Allocation Sub Cttee
Social & community enhancements	10%	£7.50	£0.4	Community & Children's Services Dept	Community & Children's Services	Resource Allocation Sub Cttee
Open spaces	5%	£3.75	£0.2	Open Spaces Dept	Open Spaces	Resource Allocation Sub Cttee
Unallocated Pots						
Unallocated contingency for Member prioritisation	25%	£18.75	£1.0	Priorities Board		Resource Allocation Sub Cttee
Neighbourhood infrastructure (15% minimum)	15%	£11.25	£0.6	Priorities Board		Resource Allocation Sub Cttee
Administration (5% maximum)	5%	£3.75	£0.2	Chamberlain/Built Environment		Resource Allocation Sub Cttee
CIL total	100%	£75	£3.9			Resource Allocation Sub Cttee
Planning Obligations (s106 agreements)						
Affordable housing off-site provision	87%	£20	£1.0	Community & Children's Services Dept	Community & Children's Services	Resource Allocation Sub Cttee
Training and skills provision	13%	£3	£0.1	Economic Development Office	Policy & Resources	
Planning obligations total	100%	£23	£1.1			
Transport for London income			Income is TfL bid dependent	Priorities Board		Resource Allocation Sub Cttee
Parking Reserve fund			Income is parking market dependent	Priorities Board		Resource Allocation Sub Cttee
S106 'legacy' income from existing agreements			Income is office market dependent	Priorities Board		Resource Allocation Sub Cttee

Notes:

1. Estimated annual City CIL income (£3.9 million) is consistent with projected development activity commencement during the period 2014-26.
2. Assumes City CIL income will be partly allocated to be spent by the relevant service committee supported by the relevant departments.
3. Assumes City CIL income will be partly unallocated, for neighbourhood and contingency purposes, to be spent by RA Sub Cttee or delegated to Priorities Board.
4. Neighbourhood pot (minimum 15% required by CIL Regs) could be spent Citywide or closer to relevant development.
5. Assumes Depts or Cttees will normally bid annually to RASC/Priorities Board for the unallocated City CIL funds, TfL, parking surplus and legacy planning obligation funds, with some scope for ad hoc bids.
6. RASC/Priorities Board will allocate TfL, parking reserve fund and legacy s106 funds consistent with their respective spending constraints and signed agreements.
7. TfL funds are variable dependent on the success of bids made to TfL. Spending on transport and highways is likely to be the responsibility of Planning & Transportation Cttee.
8. Parking reserve funds available are variable dependent on parking income and commitments made.
9. Planning obligation 'legacy' funds relating to existing signed agreements are available for future project evaluation and implementation consistent with the signed s106 agreements.
10. Planning obligations future income estimate above does not include income from new private housing schemes providing commuted sums for off-site affordable housing.

Source: PB.27.09.13.

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Appendix C: Proposed Terms of Reference of the Priorities Board

1. Membership: Town Clerk (JB), Chamberlain (CB) or Financial Services Director (CA-B), Director of the Built Environment (PAE), Director of Community and Children's Services (AA), Director of Open Space (SI), City Surveyor (PB).
2. Recommend to Resource Allocation Sub Committee (RASC) refinements to the broad approach agreed by Policy & Resources Committee, e.g. purpose and size of allocated CIL funds (pots).
3. Recommend to RASC the priorities for the unallocated CIL pots (neighbourhood and contingency purposes).
4. Consider project spending bids received for the unallocated CIL pots.
5. Consider annual monitoring reports from service committees concerning the allocated CIL pots.
6. Review CIL pot % allocations biennially; review headline CIL rate after 5 years.
7. Oversee the IT and spending database integration needed to facilitate informed decision-making.
8. Allocate Parking Reserve Fund and 'legacy' planning obligation funds consistent with their respective spending constraints and signed agreements in the wider context of known infrastructure spending priorities and commitments.
9. The above responsibilities would formally rest with RASC but with scope for them to be delegated to the Priorities Board.

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FROM: **PORT HEALTH & ENVIRONMENTAL SERVICES
COMMITTEE**

Monday, 9 September 2013

TO: **PLANNING AND TRANSPORTATION COMMITTEE**

Tuesday, 15 October 2013

MITIGATION OF ENVIRONMENTAL IMPACTS FROM STREET WORKS IN THE CITY

A report of the Director of Markets and Consumer Protection was considered which proposed mechanisms for ensuring that the environmental impact of development was mitigated as far as was practicable.

Discussion took place in respect of noise disturbance at the Barbican from both external and internal works.

One Member informed he had received some written concerns from members of the public regarding road works and associated traffic congestion in the City. There was particular concern regarding the construction site on Bishopsgate and the works on Broad Street and Cannon Street. It was agreed to refer this matter to the Planning and Transportation Committee.

The Director informed Members that as a way of managing traffic problems in the City, work permits were issued to spread work throughout the year.

RESOLVED – That,

- a) the proposals set out in paragraphs 18 – 21 of the report be approved; and
- b) the concerns raised in respect of road works and associated traffic congestion in the City be referred to the Planning and Transportation Committee.

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Agenda Item 14

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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