



## Planning and Transportation Committee

**Date:** TUESDAY, 17 SEPTEMBER 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
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 16 July 2013.  

**For Decision**  
(Pages 1 - 8)
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 9 - 48)
5. **REPORTS OF THE CITY PLANNING OFFICER RELATIVE TO PLANNING APPLICATIONS**
  - a) 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  

**For Decision**  
(Pages 49 - 104)
6. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**
  - a) **The Vision and Direction for London's Streets and Roads**  

**For Information**  
(Pages 105 - 130)
  - b) **Department of the Built Environment, Business Plan Progress Report for Q1**  

**For Information**  
(Pages 131 - 140)
  - c) **Towards a City Freight Strategy**  

**For Decision**  
(Pages 141 - 148)
7. **MANAGEMENT OF PUBLIC LIFTS AND ESCALATORS ADJOINING BARBICAN ESTATE**  
Report of the City Surveyor.  

**For Information**  
(Pages 149 - 156)

8. **CITY FUND HIGHWAY SECOND DECLARATION - WALBROOK SQUARE, EC4**  
Report of the City Surveyor.
- For Decision**  
(Pages 157 - 162)
9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
11. **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**

12. **NON-PUBLIC MINUTES**  
To agree the non-public minutes of the meeting held on 16 July 2013.
- For Decision**  
(Pages 163 - 164)
13. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
14. **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, 16 July 2013

**Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.45am**

### **Present**

#### **Members:**

Deputy Michael Welbank (Chairman)	Deputy Keith Knowles
Oliver Lodge (Deputy Chairman)	Paul Martinelli
Randall Anderson	Brian Mooney
David Bradshaw	Sylvia Moys
Deputy John Chapman	Ann Pembroke
Dennis Cotgrove	Deputy Henry Pollard
Revd Dr Martin Dudley	Chris Punter
Peter Dunphy	Jeremy Simons
John Fletcher	Tom Sleigh
Marianne Fredericks	Graeme Smith
George Gillon (Chief Commoner)	Patrick Streeter
Alderman David Graves	Deputy James Thomson
Michael Hudson	

#### **Officers:**

Katie Odling	- Town Clerk's Department
Simon Murrells	- Assistant Town Clerk
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
Victor Callister	- Department of the Built Environment
Ted Rayment	- Department of the Built Environment
Gemma Delves	- Department of the Built Environment
Paul Monaghan	- Assistant Director Engineering
Alan Rickwood	- City Police
Alexander Williams	- City Police

### **1. APOLOGIES**

Apologies were received from Sophie Fernandes, Deputy Bill Fraser, Alderman John Garbutt, Christopher Hayward, Deputy Henry Jones, Deputy John Owen-Ward, Deputy Henry Pollard and Alderman Michael Mainelli.

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

There were no declarations.

### 3. MINUTES

RESOLVED – That the Minutes of the meeting held on 25 June 2013 be approved as a correct record subject to the following amendments –

Item 3 – Minutes (amendments to the minutes of the meeting held on 4 June 2013) -

*“In addition, Members made, inter alia, the following comments:*

- *Reverend Dudley commented that the application appeared to be half an application as it did not deal with the whole of the building **and landscaping***
- *Marianne Fredericks commented that there was no analysis of the impacts on the listed buildings other than the North Block and did not consider the effects on the Church, the Screen Wall, the Lucas Block or the East and West Blocks, which are all listed*
- *Gregory Jones QC drew attention to the English Heritage letter regarding landscaping proposals indicating that they would not approve them, and commented that the statutory duties to pay special attention to the desirability of preserving the listed building or its setting and the desirability of preserving or enhancing the character or appearance of the conservation area had not been met and he referred to a High Court decision on the issue. **Representation was also made to the condition attached to the letter from English Heritage.”***

5.1. North Wing St Bartholomew’s Hospital West Smithfield London

*“The City Planning Officer informed the Committee that an **application** remained live until a decision notice had been issued.”*

### 4. TOWN PLANNING AND DEVELOPMENT APPLICATIONS

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

RECEIVED.

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

5.1 **43 Farringdon Street, 25 Snow Hill, 1A and 29 Smithfield Street Report**

**Registered Plan No.:** 13/00150/FULEIA

**Proposal:** - Partial demolition of the existing building and other structures at 43 Farringdon Street and part redevelopment and part refurbishment of the existing buildings to provide office (B1) and retail (A1-A3) partial demolition of the existing building and other structures at 25 Snow Hill and 29 Smithfield Street to provide office (B1) and retail (A1-A3) uses with associated servicing and access (39,441 sq.m).

The City Planning Officer advised the Committee that Crossrail had withdrawn their objection.

The City Planning Officer informed Members of the following amendments and comments:-

- since the preparation of the report, letters of objection had been received from Professor V and Mrs Grylls, Mr John Wise, Mr Tom Holbrook and Dr Richard Latto. The matters that had been raised were covered by paragraph 45 of the report. A further letter had been received from John Burrell of Burrell Foley Fischer who had made a number of comments already covered by others. Additional points were made about the market roof structures which he had diagrammed. He also made reference to the reduction in scale, realignment and infilling of the phoenix columns and considered that they were not conserved;
- the following people had withdrawn their support for the scheme: Winifred Grinsted, Fiona Hobbs and Philippe Berrah;
- letters of support for the scheme had been received from The Worshipful Company of Butchers, Peter Thompson Group Ltd, Foggo Associates, Knight Frank and Jones Lang LaSalle. The letters noted that the scheme would regenerate the area by providing an appropriate mix of uses. They considered that the provision of new development and retention of existing fabric was well balanced;
- page 27, paragraph 10: The Port of London Authority building was not listed;
- page 42, paragraph 103: references to the City and S106 agreements should be removed. The second sentence should read “in this case the sums that the Mayor of London will receive in payment of Community Infrastructure Levy is a local finance consideration which is material to the application, and weighs in favour of the grant of planning permission”;
- page 46, paragraph 132: the last sentence should identify the East and West Market Buildings as being Grade II\* listed as opposed to Grade II listed;
- page 50, paragraph 157: the first sentence should make reference to Farringdon Street and not Farringdon Road;
- page 107: Condition 12 should be deleted as it is duplicated at Condition 31;
- page 111: the following condition should be inserted after condition 29 (the subsequent condition numbering will be amended accordingly):

*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 has 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*

- page 119: points (m) and (n) of the informative should be deleted as residential development was not being proposed;

- page 123: the first part of the recommendation should be deleted. The recommendation should read “it is recommended that Listed Building Consent be granted to appropriate Conditions set out in the attached schedule”;
- page 114 (condition 47), page 126 (condition 6), page 129 (condition 3): various drawing numbers needed to be added to the list of approved plans as they were erroneously omitted.

Clem Cecil, Chris Smith, Dr Jennifer Freeman and Zena Sullivan addressed the Committee and spoke against the application. Geoff Harris was heard in support of the proposed development.

During discussion by Members, reference was made to the following:

- A Member commented that he found the scheme disappointing and the architecture unimaginative which would change the area. In his view, the proposed development would cause harm and no alternative scheme had been considered as suggested by a former Secretary of State. (The City Planning Officer explained that when the previous scheme had been determined at a Public Inquiry, the Secretary of State had advised that the site should be marketed in the future. The City Planning Officer stated that the Secretary of State’s advice regarding marketing applied where development proposals were likely to cause substantial harm which was not considered the case in respect of this application.)
- Another Member objected to the proposed development stating that the scheme was good but in the wrong space.
- Several Members were heard in support of the scheme, stating that the building had been empty for 25 years and that it was good to see something taking place, that the application represented a viable long term scheme and would help to ensure that the area did not become ‘fossilized’ and that the proposed building had an inviting entrance and would meet the increasing demands for office space in the City. The view was expressed that this was a classic mix of conservation and regeneration and was an excellent architectural solution.
- A Member considered that the development would bring an economic uplift to the area and would contribute to a vibrant City. He commented on the similarity of this development to that of the site of the former Spitalfields Market, which had transformed that area.
- Another Member, whilst supporting the development overall, considered the proposal for dealing with Harts Corner was a missed opportunity and that the suggested treatment of that aspect was weak and should be revised.
- It was noted that it was proposed to recycle a lot of the existing components including the columns and elements of the roof structure;

The City Planning Officer stated that it was open to the Committee to impose conditions on any planning permission and that it could require the developer to re-visit the treatment of Harts Corner to secure an improved design for that aspect of the scheme. Similarly, a condition could be imposed for consideration to be given to the reinstatement of the spirelet to replace one lost as a result of war damage to a turret on an existing building.



Upon being put to a vote, planning permission was approved (subject to additional conditions to reserve design details in respect of Harts Corner and the spirelet) –

For approval = 19

For refusal = 2

Abstentions = 0

**RESOLVED:** That –

- a) subject to conditions to reserve design details in respect of Harts Corner and the spirelet, planning permission be granted for the above proposal in accordance with the details set out in the schedule attached to the report subject to any variations that are agreed and subject to those interested in the land entering into a planning obligation;
- b) The Mayor of London be given 14 days to decide whether to allow the Corporation to grant such planning permission, or to direct refusal, or to determine the application himself (Article 5(1)(a) of the Town & Country Planning (Mayor of London) Order 2008); that the application be determined in accordance with the terms of the Crossrail Safeguarding Direction issued in January 2008 by the Secretary of State for Transport; that agreement in principle be given to the land affected by the buildings which are currently public highway and land over which the public have right of access being stopped up to enable the development to proceed and, upon receipt of the formal application, officers be instructed to proceed with arrangements for advertising and (subject to consideration of objections) making a Stopping-up Order for the various areas under the delegation arrangements approved by the Court of Common Council; and
- c) the officers be instructed to negotiate and execute obligations in respect of those matters set out in “Planning Obligations” under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980 as agreed and commence the CIL collection procedure.

**5.2 43 Farringdon Street, 25 Snow Hill, 1A and 29 Smithfield Street - Listed Building Consent**

RESOLVED – That the application for Listed Building Consent be granted subject to appropriate conditions.

**5.3 43 Farringdon Street, 25 Snow Hill, 1A and 29 Smithfield Street Report - Conservation Area Consent**

RESOLVED – That Conservation Area Consent be granted subject to the conditions set out in the attached schedule.

**6. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**

**6.1 Barbican Area Enhancement Strategy - Report on Progress and proposed review**

Consideration was given to a report of the Director of the Built Environment which provided an update on the implementation of the Barbican Area Enhancement Strategy and proposed that a review of the strategy be undertaken.

RESOLVED – That a revised strategy be prepared at an estimated cost of £95, 000, funded from the On Street Parking Reserve set aside for the Barbican Strategy Area

and accrued interest on the Milton Court Section 106 fund, with public consultation being carried out on issues in Autumn 2013.

## **6.2 Adoption of Liverpool Street Area Enhancement Strategy**

Consideration was given to a report of the Director of the Built Environment regarding the adoption of the Liverpool Street Area Enhancement Strategy.

A brief discussion took place around the renaming of certain streets in the City. Reference was also made to the importance of this strategy and positive impact it would have on the area.

RESOLVED – That the Liverpool Area Enhancement Strategy be recommended to the Court of Common Council for adoption.

## **7. LAW COMMISSION CONSULTATION ON RIGHTS TO LIGHT**

Consideration was given to a report of the Director of the Built Environment which provided details of the Corporations response to the Rights to Light Consultation.

RECEIVED.

## **8. REVENUE OUTTURN 2012/2013**

Consideration was given to a report of the Chamberlain which compared the revenue outturn for the services overseen by the Committee in 2012/13 with the final agreed budget for the year.

RESOLVED – That the revenue outturn report for 2012/2013 and the proposed carry forward of under-spending's to 2013/14 be noted.

## **9. RESOLUTION FROM THE BARBICAN RESIDENTIAL COMMITTEE**

RESOLVED – That a report regarding the status of the lifts and escalators at Moorgate and Wood Street be brought back to the Committee in September 2013.

## **10. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

A Boards – A Member requested what policy was in place in respect of A-Boards and Members were informed that a report would be submitted to the Streets and Walkways Sub Committee and the Port Health and Environmental Services Committee in the autumn. In the meantime, Officers were mindful that certain A-Boards were causing obstruction to pedestrians and cases which were reported were being addressed.

Cycle Infrastructure – Further to a question, Members were informed that the Corporation was working with Transport for London to implement yellow box junctions, however progress had been delayed slightly due to other priorities.

## **11. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

Road Task Force – The Assistant Director informed the Committee that this publication proposed to articulate a vision for streets and roads which aimed to allow the Corporation to undertake more of the areas of work it currently did not do.

The Director of the Built Environment informed Members that a workshop for all Members of the Court was being organised to take place at the start of September in respect of the 20mph report. At the recent Policy and Resources this report was approved, however there were some concerns, therefore this workshop was aimed at

enabling Members to raise any outstanding questions they may have prior to the report being presented to the Court later in September.

**12. 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.

**13. NON-PUBLIC MINUTES**

The non-public minutes of the meeting held on 25 June 2013 were considered.

**14. TOWER BRIDGE LIGHTING UP REPORT**

Consideration was given to a report of the City Surveyor which regarding the relighting of Tower Bridge 2012 and the lighting of the City Bridges for the Olympic Games.

RECEIVED.

**15. OUTCOME REPORT - TOWER BRIDGE ACCESS IMPROVEMENTS**

Consideration was given to a report of the City Surveyor regarding the improvements to the access at Tower Bridge.

RECEIVED.

**16. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

There were no questions.

**17. 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 12.45pm.**

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Chairman

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# Agenda Item 4

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	17 September 2013
<b>Subject:</b>	
Delegated decisions of the City Planning Officer and the Planning Services and Development Director	
<b>Public</b>	

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](mailto:plans@cityoflondon.gov.uk)

## DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Date of Decision
13/00032/PODC Aldgate	Mitre Square, International House Duke's Place, 11 Mitre Street & 1 Mitre Square, London EC3	Demolition method statement pursuant to schedule 3, clause 16.1 of the section 106 agreement dated 27th January 2010.	11.07.2013
13/00705/MDC Aldgate	6 Bevis Marks London EC3A 7HL	Details of junctions with adjoining premises pursuant to condition 7(g) of planning permission dated 25/06/10 (09/00450/FULMAJ).	31.07.2013
13/00725/NMA Aldgate	6 Bevis Marks & 30 St Mary Axe London EC3A 7AF	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission 13/00421/FULL dated 20th June 2013 in order to move the position of the steps by 1800mm to the west away from the adjacent tree pit.	31.07.2013

13/00758/NMA Aldgate	6 Bevis Marks London EC3A 7AF	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission 09/00450/FULMAJ dated 25th June 2010 for a reduction in size of the internal ground floor generator, replace louvres with glazing and extending the size of the retail unit (A1-A3, A5) by 35sq.m.	31.07.2013
13/00620/FULL Aldgate	Bevis Marks House 24 Bevis Marks London EC3A 7JB	Installation of an air handling unit and the extension of the plant screens.	08.08.2013
13/00405/FULL Aldgate	38 St Mary Axe, London, EC3A 8BH	Removal of three existing antennae and replacement with three new antennae. Installation of three remote radio units. Installation of one equipment cabinet and ancillary development.	22.08.2013
13/00406/LBC Aldgate	38 St Mary Axe, London, EC3A 8BH	Removal of three existing antennae and replacement with three new antennae. Installation of three remote radio units. Installation of one equipment cabinet and ancillary development.	22.08.2013
13/00500/FULL Aldersgate	Museum of London 150 London Wall London EC2Y 5HN	Installation of a pizza oven flue at roof level	29.07.2013
13/00417/MDC Aldersgate	1 London Wall London EC2Y 5EA	Submission of an acoustic report and plant mounting details pursuant to the discharge of conditions 2 and 3 of planning permission 12/00597/FULL dated 31st August 2012.	15.08.2013

13/00629/MDC Broad Street	14 Austin Friars London EC2N 2HE	Details of the handrails, call button, nosings and change of level strips pursuant to conditions 2 (b), (c) and (d) of planning permission and listed building consent dated 13 December 2012 (12/00984/FULL & 12/01031/LBC).	08.08.2013
13/00752/NMA Broad Street	6 Copthall Avenue London EC2R 7DA	Application under section 73 to vary condition of planning permission dated 27/01/2012 (App No 11/00890/FULL) to approved drawings enabling installation of additional rear fire escape door from the ground floor retail unit and additional ventilation louvres at rear ground floor level.	08.08.2013
13/00491/ADVT Bridge And Bridge Without	46 King William Street London EC4R 9AN	Installation of i) one lettering only illuminated fascia sign measuring 0.74m high by 2.53m wide at a height above ground of 2.85m and ii) one non illuminated street number measuring 0.2m high by 0.3m wide at a height above ground of 1.26m.	11.07.2013
13/00508/MDC Bridge And Bridge Without	20 Fenchurch Street London EC3M 3BY	Details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level pursuant to condition 10 (d) of planning permission 11/00234/FULL dated 01/07/2011.	11.07.2013
13/00545/MDC Bridge And Bridge Without	20 Fenchurch Street London EC3M 3BY	Details of an acoustic report pursuant to conditions 27 and 29 of planning permission 11/00234/FULL dated 01/07/2012.	11.07.2013

13/00357/MDC Bridge And Bridge Without	10 - 13 Lovat Lane London EC3R 8DN	Details of external materials, new fenestration and entrances, soffits, handrails and balustrades, alterations to the existing facades, junctions with adjoining premises, ventilation, plant enclosure, disabled access and an acoustic report pursuant to conditions 3, 5, 6, 8 and 9 of planning permission (application no. 11/00098/FULL) dated 15th April 2011.	12.07.2013
13/00631/MDC Bridge And Bridge Without	Centurion House 24 Monument Street London EC3R 8AJ	Details of a Plant Noise Assessment Pursuant to condition 14 of planning permission (application no. 11/00294/FULMAJ) dated 21.09.2011.	18.07.2013
13/00298/LDC Bridge And Bridge Without	2, 3 & 5 Philpot Lane London EC3	Details of all new internal works including partitions, ceilings, bathrooms and mechanical services installation with the exception of works to the ground and second floor pursuant to condition 3(d) (in part) of listed building consent dated 06.12.2012 (12/00576/LBC).	25.07.2013
13/00645/MDC Bridge And Bridge Without	Centurion House 24 Monument Street London EC3R 8AJ	Details of a landscaping scheme and green roof pursuant to conditions 2 (f) and 29 of planning permission (application no. 11/00294/FULMAJ) dated 21st September 2011.	25.07.2013
13/00433/LBC Bridge And Bridge Without	4-5 Lovat Lane London EC3R 8DT	Internal alterations including the relocation and enlargement of two door openings at ground floor level, installation of new partitions at second floor level, replacement doors at third floor level and new lighting throughout. External alterations comprising the installation of security bars on ground floor level windows and the addition of an air supply inlet cowl at roof level.	31.07.2013



13/00559/LBC Bridge And Bridge Without	2-3 Philpot Lane London EC3M 8AN	Works to internal wall panelling within ground and second floors comprising fixing panels to walls, repair of existing panels and replacement new panels and associated framework and cornices.	08.08.2013
13/00630/MDC Bridge And Bridge Without	Centurion House 24 Monument Street London EC3R 8AJ	Details of cleaning equipment, louvres and plant screen pursuant to conditions 2(d) and 2(e) of planning permission (application no. 11/00294/FULMAJ) dated 21.09.2011.	22.08.2013
13/00279/LBC Bishopsgate	Hamilton Hall Liverpool Street Station Liverpool Street EC2M 7PY	Alterations to main entrance to create level access. Internal alterations to create new first floor ladies customer WC suite, alteration of ground floor WC to become gents, creation of additional seating in colonnade. Replacement of the doors to the colonnade. Alterations to ground and first floor bars.	04.07.2013
13/00442/FULL Bishopsgate	Hamilton Hall Liverpool Street Station 40 Liverpool Street London EC2	Alterations to the main entrance to create level access.	04.07.2013
13/00447/FULLR 3 Bishopsgate	St Botolph Without Bishopsgate Churchyard London EC2M 3TL	Temporary installation of sculpture 'Secret Affair' (Silver) by Jim Lambie - for a temporary period of up to 1 year, to be taken down on or before 10th June 2014.	04.07.2013
13/00519/FULL Bishopsgate	176 Bishopsgate London EC2M 4NQ	Retention of a new Shopfront.	04.07.2013

13/00485/MDC Bishopsgate	5 Broadgate London EC2M 2QS	Details of security measures in Broad Lane pursuant to condition 6 of planning permission 10/00904/FULEIA dated 29/06/2011 as amended by non-material amendment 11/00945/NMA dated 05/01/2012.	11.07.2013
13/00520/ADVT Bishopsgate	55 Old Broad Street London EC2M 1RX	Installation of i) one stainless steel building number on back lit glass fins measuring 1.25m high by 1.75m wide at a height above ground of 2.52m ii) four building numbers on the existing illuminated glass wall measuring 1.25m high by 1.75m wide at a height above ground of 2.5m.	18.07.2013
13/00531/NMA Bishopsgate	55 Old Broad Street London EC2M 1RX	Non-material amendment under Section 96A of the Town & Country Planning Act 1990 to planning permission (13/00164/FULL) dated 28 March 2013 for the relocation of the disabled access platform lift.	18.07.2013
13/00546/MDC Bishopsgate	Broadgate Circle & 3 Broadgate London EC2M 2QS	Details of an Environmental Management Plan pursuant to condition 5 of planning permission 12/00431/FULL dated 24/07/2012.	18.07.2013
13/00571/MDC Bishopsgate	5 Broadgate London EC2	Details of particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces pursuant to condition 7a of planning permission 10/00904/FULEIA dated 29/07/2011.	18.07.2013
13/00572/MDC Bishopsgate	5 Broadgate London EC2	Details of the proposed new facade (s) including typical details of the fenestration and entrances pursuant to condition 7b of planning permission 10/00904/FULEIA dated 29/07/2011.	18.07.2013

13/00573/MDC Bishopsgate	5 Broadgate London EC2	Details of a typical bay of the development pursuant to condition 7c of planning permission 10/00904/FULEIA dated 29/07/2011.	18.07.2013
13/00574/MDC Bishopsgate	5 Broadgate London EC2	Details of ground floor elevations pursuant to condition 7d of planning permission 10/00904/FULEIA dated 29/07/2011.	18.07.2013
13/00575/MDC Bishopsgate	5 Broadgate London EC2	Details of soffits, hand rails and balustrades pursuant to condition 7e of planning permission 10/00904/FULEIA dated 29/07/2011.	18.07.2013
13/00553/FULL Bishopsgate	112-114 Middlesex Street London E1 7HY	Change of use of part of the ground floor from office (B1) to shop (A1) and alterations to the ground floor frontage, for the creation of two retail units. (156sq.m)	25.07.2013
13/00682/ADVT Bishopsgate	6 Eldon Street London EC2M 7LS	Installation of i) one lettering and logo illuminated fascia sign measuring 0.4m high by 4m wide at a height above ground of 2.73m, ii) one lettering and logo illuminated fascia sign measuring 0.68m high by 1.4m wide at a height above ground of 2.92m, iii) one lettering only illuminated fascia sign measuring 0.54m high by 3.53m wide at a height above ground of 3.7m, iv) one lettering and logo illuminated projecting sign measuring 0.6m high by 0.82m wide at a height above ground of 3m and v) one lettering and logo illuminated projecting sign measuring 0.4m high by 0.82m wide at a height above ground of 2.73m.	31.07.2013
13/00698/ADVT Bishopsgate	1 Broadgate, London EC2M 2QS	Installation of i) one lettering only illuminated fascia sign measuring 0.98m high by 9.38m wide at a height above ground of 3m.	31.07.2013

13/00563/FULL Bishopsgate	210 Bishopsgate London EC2M 4NR	Alteration to the existing shopfront and installation of an extract ductwork to rear alleyway.	08.08.2013
13/00564/ADVT Bishopsgate	210 Bishopsgate London EC2M 4NR	Installation of 1No. lettering only illuminated fascia sign measuring 1.1m high by 7.7m wide at a height above ground level of 3.3m and 1No. lettering only illuminated projecting sign measuring 0.5m high by 0.8m wide at a height above ground level of 3.6m.	08.08.2013
13/00497/FULL Bishopsgate	9 Artillery Lane London E1 7LP	Change of use from office (Class B1) to dental clinic (Class D1) at basement, ground, 1st and 2nd floors [121sq.m GIA]. Change of use from office (Class B1) to residential (Class C3) at 3rd and 4th floors [56sq.m GIA] to provide a one bedroom apartment.	15.08.2013
13/00632/ADVT Bishopsgate	176 Bishopsgate, London EC2M 4NQ	Retention of (i) one internally illuminated fascia sign measuring 0.80m high by 3.99m wide and 2.97m above ground level; (ii) one internally illuminated projecting sign measuring 0.80m high by 0.80m wide and 2.97m above ground level and; (iii) one non-illuminated fascia sign measuring 0.70m high by 2.43m wide and 2.20m above ground level;.	15.08.2013
13/00777/MDC Bishopsgate	Site Bounded By Stone House And Staple Hall Bishopsgate Devonshire Row London	Submission of details of written scheme of investigation and details of foundations and piling configuration pursuant to Condition 44 (in part) and Condition 45 (in part) of planning permission 11/00905/FULL dated 29th March 2012.	30.08.2013

13/00434/FULL Bread Street	1 St Paul's Churchyard London EC4	New full height window to replace existing door in shopfront.	04.07.2013
13/00505/MDC Bread Street	5 Cheapside London EC2V 6AA	Details of Environmental Noise Survey, Plant Noise Assessment, A Scheme for Protecting the Amenities of Nearby Occupiers during Demolition and Construction, Site Logistics and Demolition Method Statement pursuant to conditions 5, 6, 7 8, and 9 of planning permission dated 22nd March 2013 (plan reference: 12/01125/FULL).	04.07.2013
13/00148/FULL Bread Street	1 Carter Lane London EC4V 5ER	Alterations to the Carter Lane elevation comprising: (i) replacement of existing entrance doors with glazed revolving entrance door with side doors (ii) new double height glazing to reception area (iii) new entrance canopy at second floor slab level (iii) new glazed projecting bay window with edge reveals above the entrance at second to fourth floor (iv) new full height glazing and terrace at 5th floor level.	08.07.2013
13/00478/FULL Bread Street	The Guild Church of St Nicholas Cole Abbey Queen Victoria Street London EC4V	Installation of 3 no. new conservation style rooflights to the existing west elevation roof slope.	08.08.2013
13/00791/LDC Bread Street	St Paul's Cathedral School 2 New Change London EC4M 9AD	Submission of details of the proposed school hall panelling finish pursuant to condition 2 of listed building consent 13/00034/LBC dated 7 March 2013	15.08.2013

13/00418/FULL Bassishaw	City Place House 55 Basinghall Street London EC2V 5DX	Temporary change of use of the former library from either Class D1/A3 use to Sui Generis to facilitate its occupation by the Stock Exchange Dramatic and Operatic Society. On vacation of the former library by the Stock Exchange Dramatic and Operatic Society the use will revert to that permitted under application ref. 12/00167/Full dated 19.4.2012.	11.07.2013
13/00731/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 method of protection of retained trees pursuant to condition 40 of planning permission dated 26th August 2011 (plan ref: 10/00832/FULEIA).	25.07.2013
13/00587/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	Submission (part) of details of the temporary removal of the Minotaur statue and plinth from St. Alphage Highwalk and its' temporary relocation on the Guildhall School of Music and Drama lakeside terrace for a period of no longer than 2 1/2 years and permanent location at London Wall Place at ground level pursuant to condition 35 (d) of the Planning Permission dated 26/08/2011 (application number 10/00832/FULEIA).	08.08.2013

13/00600/MDC Bassishaw	10 Aldermanbury London EC2V 7RF	Particulars and samples of the materials to be used on the external faces of the smoke extract cover (including masonry, cladding and ventilation grille) pursuant to condition 2 of planning permission dated 2nd May 2013 (plan ref: 12/01160/FULL).	08.08.2013
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13/00592/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 a scheme for maintaining highwalk access for pedestrians to and from the Barbican during the demolition and construction phase of the development pursuant to condition 25 of planning permission dated 26th August 2011 (plan ref: 10/00832/FULEIA).	22.08.2013
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12/00003/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 removal, storage and reinstatement of waymarking signs, Parish Markers and commemorative plaques pursuant to condition 7 (in part) of planning permission 10/00832/FULEIA dated 26th August 2011.	23.08.2013
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12/00009/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 a programme of archaeological work, standing building recording, condition survey, structural survey, monitoring equipment and monitoring regime for the City Wall in St. Alphage Garden and St. Alphage Church Tower, ground conditions survey report, outline demolition statement, method statement for scaffolding, demolition of the podium structure adjacent to St. Alphage Church, protection measures to St. Alphage Church, removal of the podium stairs and protection measures adjacent to the Roman Wall, pursuant to conditions 33 (in part) and 35 (a), (b) and (c) of planning permission 10/00832/FULEIA and conditions 3 and 5 of Listed Building Consent 10/00837/LBC dated 26th August 2011.	23.08.2013
13/00538/FULL Bassishaw	The Chartered Insurance Institute 20 Aldermanbury London EC2V 7HY	Demolition of the existing stainless steel clad entrance and its associated access arrangements and replacement with a new single storey entrance extension (56.3sq.m).	28.08.2013
13/00612/ADVT Bassishaw	125 London Wall London EC2Y 5AS	Installation and display of two internally illuminated fascia signs, one measuring 0.57m high by 4.18m wide, at a height above ground of 8.43m, one measuring 0.39m high by 3m wide, at a height above the highwalk of 3.27m.	29.08.2013
13/00527/MDC Billingsgate	27 - 28 Lovat Lane London EC3R 8EB	Details of acoustic reports pursuant to conditions 4 and 5 of planning permission (application no. 13/00159/FULL) dated 19th April 2013.	04.07.2013



13/00528/MDC Billingsgate	27 - 28 Lovat Lane London EC3R 8EB	Details of a scheme to accommodate construction vehicles and a scheme to protect nearby residents and commercial occupiers from noise, dust and other environmental effects attributable to the development pursuant to conditions 2 and 3 of planning permission (application no. 13/00159/FULL) dated 19th April 2013.	04.07.2013
13/00552/MDC Billingsgate	St Mary's Court, 20 St Mary At Hill, London EC3R 8EE	Details of a Service Management Plan and an Interim Travel Plan pursuant to conditions 6 and 7 of planning permission (application no. 11/00916/FULL) dated 20th March 2012.	04.07.2013
13/00580/NMA Billingsgate	27 - 28 Lovat Lane London EC3R 8EB	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission 13/00159/FULL dated 19th April 2013 in order to enable minor internal and external alterations including repositioning of dormer and velox windows, new flue ducts, introduction of air-bricks and alterations to the main entrance and refuse store doors.	04.07.2013
13/00660/ADVT Billingsgate	10 Lower Thames Street London EC3R 6EN	Erection of a free-standing internally illuminated digital business sign measuring 6m high by 4m wide at a height above ground of 2.5m.	29.08.2013
13/00314/FULL Castle Baynard	Flat 5 5 New Bridge Street London EC4V 6AB	Extension at roof level to create an additional conservatory room (13sq m).	04.07.2013
13/00248/FULL Castle Baynard	147 Fleet Street London EC4A 2BU	Change of use of third and fourth floor from office (Class B1) to residential (Class C3) to create two self contained flats (84sq.m.).	08.07.2013

13/00526/FULL Castle Baynard	167 - 169 Fleet Street London EC4A 2EA	Installation of telecommunications equipment at roof level comprising (i) 3 no. panel antennas measuring 0.85m high x 0.29m wide (ii) 4 no. dish antennas measuring 0.3m in diameter (iii) 1 no. equipment cabinet measuring 0.7m high x 0.6m wide x 0.48m deep.	25.07.2013
13/00561/FULL Castle Baynard	60 Victoria Embankment London EC4Y 0JP	Alterations to the Old School Building, comprising replacement glazing within arched openings at lower ground floor (level H1) to front (south) facade and west facade, remodelling of the external lightwells to Victoria Embankment and John Carpenter Street, insertion of glazed doors to the balconies to the Great Hall (level H3) and other associated works.	31.07.2013
13/00562/LBC Castle Baynard	60 Victoria Embankment London EC4Y 0JP	Refurbishment of the Old School Building including internal alterations and fabric removal works (strip-out) on all floors, including refurbishment of meeting rooms, foyer, toilets and Great Hall. Provision of a glazed lift; external alterations to front (south) and west facades associated with replacement glazing within arched openings at lower ground floor; remodelling of the external lightwells and facade cleaning.	31.07.2013
13/00567/FULL Castle Baynard	60 Victoria Embankment London EC4Y 0JP	Erection of a kitchen extract enclosure and two roofs cowls at roof level and associated works.	31.07.2013

12/00358/FULL Castle Baynard	Land On Queen Victoria Street, Adjacent To Blackfriars London Underground Station London EC4V 3DS	Retention of an emergency escape ramp from Blackfriars Underground Station leading into Queen Victoria Street.	08.08.2013
13/00323/FULL Castle Baynard	Flat 13 Pemberton House 6 East Harding Street London EC4A 3AS	Formation of a roof terrace at third floor level with associated external alterations.	08.08.2013
13/00542/ADVT Castle Baynard	Land Adjacent To 135 Queen Victoria Street London EC4V 4AA	Installation and display of one single sided free-standing internally illuminated digital advertisement display unit (ADU) measuring 6m high, 3m wide, at a height above ground of 3.5m.	08.08.2013
13/00661/ADVT Castle Baynard	22 Tudor Street London EC4Y 0AY	Installation and display of one internally illuminated canopy sign measuring 0.99m high, 6.67m wide, at a height above ground of 2.9m.	08.08.2013
13/00280/FULL Castle Baynard	Thavies Inn House 3 - 4 Holborn Circus London EC1N 2HA	Installation of 3 pole mounted antennae, 2 dish antennae and 1 equipment cabinet and ancillary works at roof level.	15.08.2013
13/00398/FULL Castle Baynard	19 New Bridge Street London EC4V 6DB	Removal of the existing window cleaning cradle. Alteration and extension (150 sq.m) at roof level (8th floor) to form a new terrace bar area that would be used in association with the hotel.	15.08.2013

13/00399/LBC Castle Baynard	19 New Bridge Street London EC4V 6DB	Alterations in association with the formation of a roof terrace and bar comprising: (i) the insertion of a new lift shaft inside the building between the ground and 8th floor; (ii) extensions at roof level; (ii) installation of a glazed balustrade around the perimeter of the roof; (vi) alterations to the existing service duct and plant enclosure; (v) installation of awnings.	15.08.2013
13/00436/ADVT Castle Baynard	1 - 2 Dorset Rise London EC4Y 8EN	Installation and display of: (i) two sets of internally illuminated letters and logo; one set measuring 0.9m high by 4.18m wide, at a height above ground of 4.13m; one set measuring 0.98m high by 4.53m wide, at a height above ground of 4.13m; (ii) three internally illuminated projecting signs; one measuring 0.5m high by 0.75m wide, at a height above ground of 2.49m; one measuring 0.5m high by 0.75m wide, at a height above ground of 3.66m; one measuring 0.61m high by 0.61m wide, at a height above ground of 3.38m; (iii) one non-illuminated double sided free standing sign measuring 0.7m high by 1.2m wide, at a height above ground of 0.8m.	15.08.2013
13/00510/FULL Castle Baynard	2 Dorset Rise London EC4Y 8EN	(i) Replacement of the existing unauthorised entrance canopy on the Bridewell Place elevation of the building with a new canopy (ii) installation of four wall mounted cylindrical light fittings.	15.08.2013
13/00657/FULL Castle Baynard	Athene Place 66 Shoe Lane London EC4A 3BQ	Replacement of existing external loading bay doors to rear elevation with roller shutter and ancillary personnel door.	29.08.2013

12/01190/MDC Cripplegate	Barber-Surgeons' Hall Monkwell Square London	Details of facilities and methods to accommodate construction vehicles and deliveries during construction and demolition pursuant to condition 2 of planning permission 12/00243/FULL dated 17 August 2012.	04.07.2013
13/00474/FULL Cripplegate	Golden Lane Leisure Centre, Golden Lane Estate, Fann Street, London EC1Y 0TN	Application under section 73A of the Town and Country Planning Act 1990 for the retention of the refurbishment of the existing leisure centre comprising new glazing to the swimming pool and badminton court, new lower level infill between swimming pool and badminton court to form new studio, change of use and alterations to the community room (use D1) on upper level to form part of leisure centre (use D2), installation of solar thermal panels to roof of swimming pool and badminton court, change of use of storage rooms in Basterfield House to storage for leisure centre, new glazing and main entrance within arches, removal of existing steps and ramp and creation of new external ramp, removal of external planters and other associated alterations, without complying with condition 3 of planning permission 10/00390/FULLR3 dated 14 December 2010.	11.07.2013
13/00532/LBC Cripplegate	14 Wallside Barbican London EC2Y 8BH	Internal alterations including installation of suspended ceilings, removal of sections of partition wall, modification of doors and creation of utility room and WC to ground floor.	11.07.2013

12/01194/LBC 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. (DECISION MADE BY SECRETARY OF STATE)	22.07.2013
13/00295/FULL Cripplegate	Cromwell Tower Barbican London EC2	Change of use of ground and podium level void space to a single residential dwelling unit (Use Class C3) (244sq.m)(2626sqft) with associated internal alterations and external alterations to the Silk Street and Podium level elevations.	25.07.2013
13/00296/LBC Cripplegate	Ground Floor Cromwell Tower Barbican London EC2	(i) Insertion of internal floors and partitions, (ii) formation of new entrance doors from the existing internal lobby and (ii) external alterations to the Silk Street and Podium elevations in association with the use of the void spaces as a residential unit (Class C3).	25.07.2013
13/00548/PODC Cripplegate	72 Fore Street London EC2Y 5EJ	Submission of details of the Energy Strategy pursuant to Schedule 3, Clause 9.1 to 9.5 of the Deed of Modification dated 16th January 2013 to the legal agreement dated 30 March 2012.	25.07.2013
13/00190/MDC Cripplegate	Land At Moor Lane (South) Barbican EC2	Submission of security camera and cycle rack details pursuant to condition 3 parts a and b of planning permission reference 10/00729/FULL and condition 3 parts a and b of listed building consent reference 10/00749/LBC both dated 25.11.10.	31.07.2013

13/00633/LBC Cripplegate	25 Breton House Barbican London EC2Y 8DQ	Modification of partition walls between living room and kitchen, and installation of suspended ceilings and recessed spot lights throughout flat.	08.08.2013
13/00591/LBC Cripplegate	343 Ben Jonson House Barbican London EC2Y 8NQ	Modification of partition walls between box room, bathroom lobby and landing.	15.08.2013
13/00594/FULL Cripplegate	Barbican Cinema Complex Beech Street London EC2	Installation of a louvre panel at ground floor level on the Whitecross Street elevation.	15.08.2013
13/00595/LBC Cripplegate	Barbican Cinema Complex Beech Street London EC2	Installation of a louvre panel at ground floor level on the Whitecross Street elevation.	15.08.2013
13/00623/PODC Cripplegate	Milton Court Barbican London EC2	Submission of wind assessment in compliance with clause 16.1 of Section 106 agreement dated 30th January 2008 (Ref. 06/01160/FULEIA) amended by deed of variation dated 12th October 2011 (Ref. 11/00358/FULL).	15.08.2013
13/00638/MDC Cripplegate	Milton Court Barbican London EC2Y 9BJ	Details of means to minimise sound transmission pursuant to condition 15 of planning permission 11/00358/FULL dated 12/10/2011	15.08.2013

13/00181/MDC Cripplegate	Milton Court Barbican London EC2	Submission of the following details: soffits, hand rails and balustrades, the integration of cleaning equipment, cradles and garaging thereof, ground level surfaces, ventilation and air conditioning for the A1/A3 uses, plant and ductwork to serve the A1/A3 uses, green roofing and access and egress arrangements pursuant to the discharge of conditions 1 parts b, c, e, h, i, 3 and 22 of planning permission reference 11/00358/FULL dated 12.10.11.	22.08.2013
13/00706/LBC Cripplegate	Guildhall School of Music And Drama Silk Street London EC2Y 8DT	Replacement of 12 no. existing butterfly pedal cycle wheel grippers with 12 no. Hammersmith pedal cycle stands.	29.08.2013
12/01210/MDC Cripplegate	Guildhall School of Music And Drama Silk Street London EC2Y 8DT	Discharge of condition 3 (a), (b), (c), (d) (part) and (e) pursuant to planning permissions 12/00964/Full and 12/00965/LBC dated 8th November 2012.	30.08.2013
13/00415/ADVT Cornhill	1 Threadneedle Street London EC2R 8AY	Installation of (i) four internally illuminated fascia signs each measuring 0.85m high by 3.80m wide and 3.30m above ground level and; (ii) one internally illuminated projecting sign measuring 0.50m high by 0.50m wide and 3.20m above ground level.	04.07.2013
13/00381/LBC Cornhill	21-22 Royal Exchange London EC2	Works to include formation of a door opening at basement level through dividing wall, formation of a hatch at first floor level between units 21-22 Royal Exchange, alterations to existing shopfronts at units 21-22 Royal Exchange and internal refit of the shop units.	11.07.2013



13/00494/FULL Cornhill	21-22 Royal Exchange London EC2	Alterations to the stallriser of 21 Royal Exchange shopfront and introduction of new louvres and grilles to the glazed area above the fascia at 22 Royal Exchange.	11.07.2013
12/01107/FULL Cornhill	55 Bishopsgate London EC2N 3AS	Change of use of part ground floor from office (class B1) to A1/A2 use (1459sq.m.) and the lower ground floor from office (class B1) to A1/A2/D2 (gym). (1104sq.m.) Elevational alterations at ground floor level including the creation of new entrance doors. Creation of new screened plant area at roof level.	08.08.2013
13/00659/ADVT Cornhill	6 Royal Exchange Buildings London EC3V 3LL	Installation and display of one non-illuminated projecting sign measuring 0.443m(h) by 0.403m(w) by 0.04m(d) at a height of 4.61m above ground.	15.08.2013
13/00367/LBC Candlewick	1 King William Street London EC4N 7AR	Replacement of the windows from first to fifth floors, refurbishment of the portico at ground floor, refurbishment and alteration of the entrance hall and general refurbishment and alteration works throughout the inside of the listed building. Submission in conjunction with a full planning application to re-clad and extend the modern rear part of the building	04.07.2013
13/00366/FULMA J 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)	09.07.2013
13/00599/FULL Candlewick	18 St Swithin's Lane London EC4N 8AD	Change of use at part basement from office (Class B1) to sports/golf tuition (Class D2) use. [80sqm]	22.08.2013

13/00512/MDC Coleman Street	72 Fore Street London	Submission of particulars and samples of all materials to be used on all external faces of building excluding the public realm pursuant to condition 6(a) (in part) of planning permission dated 30.3.2012. (Application no. 11/00969/FULL)	11.07.2013
13/00539/MDC Coleman Street	72 Fore Street London EC2Y 5EJ	Details of the integration of window cleaning equipment and garaging thereof, plant, flues, fire escapes and other excrescences at roof level pursuant to condition 6d of planning permission 11/00966/FULL dated 30/03/2012.	18.07.2013
12/01191/MDC Coleman Street	The Old Doctor Butler's Head Public House 2 Mason's Avenue London EC2V 5BT	Submission of window, louvre, handrail and entrance details pursuant to the discharge of condition 2 parts a, b, c, d and e of planning permission 12/00387/FULL and condition 2 of listed building consent 12/00388/LBC dated 03rd July 2012.	25.07.2013
13/00511/MDC Coleman Street	72 Fore Street London EC2Y 5EJ	Submission of details of position and size of landscaped and extensive green roofs and terraces, the type of planting and contribution to biodiversity and rainwater attenuation pursuant to condition 7 of planning permission dated 30.03.2012 (Application no. 11/00969/FULL).	25.07.2013
13/00533/MDC Coleman Street	72 Fore Street London EC2Y 5EJ	Details of soffits, handrails and balustrades pursuant to condition 6 (b) of planning permission. 11/00969/FULL dated 30/03/2012	25.07.2013
12/00776/FULL Coleman Street	11 Mason's Avenue London EC2V 5BT	Retention of a new shopfront and construction of a new entrance step.	31.07.2013

12/00777/ADVT Coleman Street	11 Mason's Avenue London EC2V 5BT	Display of: (i) one internally illuminated (lettering only) projecting sign measuring 0.5 m high by 0.5 m wide situated at a height of 2.5 m above ground level; (ii) individual lettering to the new shopfront measuring a maximum of 2.07 m wide and 0.1 m high.	31.07.2013
13/00380/LBC Coleman Street	11 Mason's Avenue London EC2V 5BT	Installation of a new shopfront with the fixing of associated signage and construction of a new entrance step.	31.07.2013
13/00513/FULL Coleman Street	25 Copthall Avenue London EC2R 7BP	Removal of glass sliding doors to front entrance and replacement with revolving door and side pass door.	31.07.2013
13/00625/LBC Coleman Street	76 - 92 Moorgate London EC2M 6SQ	Removal of five corridor partition walls and construction of new walls to match existing and to reinstate the original south corridor layout at 2nd floor level. Formation of openings between five teaching rooms to create two large teaching rooms at 2nd floor level.	08.08.2013
13/00488/FULL Coleman Street	99 Gresham Street London EC2V 7NG	Installation of telecommunications equipment at roof level comprising (i) 2 no. panel antennas measuring 0.85m high x 0.29m wide (ii) 3 no. dish antennas measuring 0.3m in diameter (iii) 1 no. equipment cabinet measuring 0.7m high x 0.6m wide x 0.48m deep.	15.08.2013
13/00607/FULL Coleman Street	Tenter House 45 Moorfields London EC2Y 9AE	Relocation of one microwave dish and one equipment cabinet and the addition of further two microwave transmission dishes and ancillary development.	15.08.2013

<p>13/00617/ADVT Coleman Street</p>	<p>94 Moorgate London EC2M 6UR</p>	<p>Installation and display of (i) two sets of non-illuminated fascia lettering, measuring between 2.02m and 2.03m wide by 0.312m high at a height of between 5.35m and 5.51m above ground, (ii) one non-illuminated fascia sign measuring 1.7m wide by 0.26m high at a height of 3.61 m above ground, (iii) one non-illuminated hanging sign measuring 0.77m wide by 0.6m high at a height of 2.5m above ground, (iv) two internally illuminated ATM surrounds measuring 0.85m wide by 1.12m high at a height above ground of 0.61m, (v) two non-illuminated name plates measuring 0.3m wide by 0.88m high at a height of 0.8m above ground.</p>	<p>16.08.2013</p>
<p>13/00618/FULL Coleman Street</p>	<p>94 Moorgate London EC2M 6UR</p>	<p>External alterations to replace two existing ATMs with window openings and install new ATM's, surrounds and cameras within two existing window openings. Modification to two existing full length windows to create doors with level access onto Moorgate.</p>	<p>16.08.2013</p>
<p>13/00619/LBC Coleman Street</p>	<p>94 Moorgate, London EC2M 6UR</p>	<p>Internal alterations to basement, ground and mezzanine floors and external alterations including new doors, advertisements, ATMs and surrounds and cameras.</p>	<p>16.08.2013</p>

13/00643/ADVT Coleman Street	The Rack And Tenter 45 Moorfields London EC2Y 9AE	Installation of (i) one internally illuminated fascia sign measuring 0.59m high by 4.26m wide at a height above ground level of 3.1m, (ii) two non-illuminated fascia signs measuring 0.59m high by 4.6m wide at a height of 3.1m above ground, (iii) one non-illuminated fascia sign above the entrance measuring 1.2m high by 2.1m wide at a height of 2.1m above ground, (iv) one illuminated hanging sign panel measuring 0.895m high by 0.595m wide at a height of 2.5m above ground.	22.08.2013
13/00537/FULL Cheap	150 Cheapside London EC2V 6ET	Change of use of part of lower ground floor from class B1 (office) use to a flexible use for either class B1 (office), class D1 (non-residential institutions) or class D2 (assembly and leisure) (642.7sq.m).	25.07.2013
13/00307/ADVT Cheap	139 - 140 Cheapside London EC2V 6BJ	Retention of: (i) One aluminium fascia sign with internally illuminated lettering measuring 0.61 metres high, 6.01 metres wide displayed at a height of 2.9 metres above ground level; (ii) one internally illuminated (lettering only) projecting sign measuring 0.6 metres high, 0.6 metres wide displayed at a height of 2.75 metres above ground level.	31.07.2013
13/00487/ADVT Cheap	2 Trump Street London EC2V 8AF	Retention of i) two lettering only illuminated fascia signs measuring 0.57m high by 2.1m wide at a height above ground of 2.4m and ii) one lettering only illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 2.8m.	31.07.2013

13/00570/MDC Cheap	Dresdner House 125 Wood Street London EC2V 7AN	Details of particulars and samples of materials of new facade, stonework, ground floor elevations, office entrance, flank wall, windows, soffits, handrails and balustrades, junctions with adjoining premises and details of shopfronts pursuant to conditions 2 (a), (b), (c), (d), (e), (f), (g), (h), (i) and 3 of Planning Permission 12/01200/FULL dated 05/06/2013	31.07.2013
13/00646/ADVT Cheap	125 Wood Street London EC2V 7AN	Installation and display of four non-illuminated hoarding signs measuring (i) 2.44m high by 20.74m wide at ground level (ii) 1.22m high by 19.25m wide at ground level (iii) 2.44m high by 2.59m wide at ground level (iv) 2.44m high by 1.32m wide at ground level.	31.07.2013
13/00359/FULL Cheap	128 Cheapside London EC2V 6BT	Change of use of part basement floor from A1 use (Retail) to D2 use ('members only' gym) (98sq.m.).	23.08.2013
13/00496/LBC Cheap	St Martins House 16 St Martin's-le-Grand London EC1A 4EN	Alterations to basement, ground and fourth floors.	29.08.2013

<p>13/00384/ADVT Cordwainer</p>	<p>70 - 71 Cheapside London EC2V 6EN</p>	<p>Installation of (i) two non-illuminated fascia panels measuring 2.99m wide by 0.82m high, (ii) one non-illuminated fascia panel measuring 1.49m wide by 0.82m high, (iii) one fascia panel with face illuminated lettering measuring 4.51m wide by 0.82m high, (iv) one non-illuminated fascia panel measuring 1.485m wide by 0.815m high, (v) one fascia panel with internally illuminated heritage square measuring 2.1m wide by 0.815m high, all fascia signs at a height of 2.785m above ground to the underside of the panels, (vi) two internally illuminated projecting signs measuring 0.7mx0.7m at a height above ground of 3.09m in the Cheapside elevation and 3.04m in the Queen Street elevation.</p>	<p>04.07.2013</p>
<p>13/00484/MDC Cordwainer</p>	<p>Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury &amp; Walbrook London EC4</p>	<p>Submission of an assessment of the potential to incorporate the use of hydrogen fuel cell technology pursuant to condition 26 of planning application 11/00935/FULEIA dated 30th March 2012.</p>	<p>04.07.2013</p>

12/01174/MDC Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury And Walbrook, London EC4	Details of amendments to the programme of archaeological work to record archaeology in advance of piling and propping for phase 3 excavation in LUL box zone and animal bone sampling strategy pursuant to condition 11 (part) of Planning Permission (application number 11/00935/FULEIA) dated 30/03/2012 and details of basement foundation and piling configuration to show the preservation of the in-situ Temple of Mithras remains pursuant to condition 4 of the Listed Building Consent (application number 11/00934/LBC) dated 30/03/2013.	18.07.2013
13/00560/ADVT Cordwainer	Golden Fleece 9 Queen Street London EC4N 1SP	Installation and display of one externally illuminated projecting sign measuring 0.9m high by 0.6m wide at a height above ground of 2.75m.	31.07.2013
13/00678/MDC Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook London EC4	Environmental Noise Report pursuant to condition 33 of Planning Permission 11/00935/FULEIA dated 30/03/2012.	15.08.2013
12/01090/MDC Dowgate	7A Laurence Pountney Hill London EC4R 0DA	Details of the external joinery pursuant to condition 2 of planning permission 12/00729/FULL dated 13.09.12.	04.07.2013
13/00386/FULL Dowgate	Cannon Bridge House 24 Dowgate Hill London EC4R 2BB	Addition of two 600mm microwave dishes to existing UK Broadband installation.	18.07.2013
13/00379/LBC Farringdon Within	The Blackfriars Public House 174 Queen Victoria Street London EC4V 4EG	Installation of four CCTV cameras within the trade area at basement and ground floor levels.	04.07.2013



13/00444/LBC Farringdon Within	11 East Passage London EC1A 7LP	Installation of secondary glazing to a total of three windows, on the first, second and third floors.	04.07.2013
13/00457/MDC Farringdon Within	8 - 9 Ludgate Square London EC4M 7AS	Particulars and samples of roof extension and sliding timber sashes and refuse storage arrangements pursuant to conditions 2(a), (b) and 3 of planning permission dated 24.09.2012. (12/00755/FULL)	04.07.2013
13/00517/ADVT Farringdon Within	44 Ludgate Hill London EC4M 7DE	Installation and display of: (i) two sets of internally illuminated fascia letters measuring 0.3m high, 2.7m wide, at a height above ground of 3.2m, (ii) one internally illuminated clock sign behind glass measuring 0.6m in diameter, at a height above ground of 2.3m.	18.07.2013
13/00377/FULL Farringdon Within	Albion House Gloucester House Bartholomew Close London EC1A	Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 3 of planning permission reference 05/00851/FULL dated 13th April 2006 to enable the two storey site welfare offices above the swimming pool to be used in connection with the redevelopment of St Bartholomews Hospital for a further temporary period until 31st March 2016.	31.07.2013
13/00187/MDC Farringdon Within	Cobham House 20 Blackfriars Lane London EC4V 6HD	Submission of particulars and samples of the screening to the fifth floor balcony and the external finish of the satellite dishes pursuant to the discharge of condition 2 parts a and b of planning permission 12/01065/FULL dated 20th December 2012.	15.08.2013

13/00445/TCA Farringdon Within	Priory Court 29 Cloth Fair London EC1A 7JQ	Removal of a Cider Gum Tree	15.08.2013
13/00492/FULL Farringdon Within	15 Old Bailey & 1-10 Holborn Viaduct London EC4M 7EF	Change of use from offices (Class B1) and retail (Class A1 and A3) to hotel (Class C1) to provide up to 83 bedrooms with ancillary bar/restaurant at ground level and retail (Class A2) fronting Holborn Viaduct. External works comprising replacement window glazing, new doorway, ductwork and cycle enclosure.	15.08.2013
13/00493/LBC Farringdon Within	15 Old Bailey & 1-10 Holborn Viaduct London EC4M 7EF	Internal and external works associated with the change of use to hotel (class C1) comprising the removal and erection of partitions, installation of a new lift shaft, replacement window glazing and a new doorway.	15.08.2013
13/00688/MDC Farringdon Within	52 - 60 Holborn Viaduct London EC1	Details of elevations and section of the exterior and public areas of the gatehouse pursuant to condition 2(L) of planning permission 06/00915/FULL dated 14/12/2007 amended by non-material amendment 11/00026/NMA dated 10/02/11 and minor material amendment 11/00213/FULL dated 8/8/2011.	15.08.2013
12/00875/FULL Farringdon Within	7 Ludgate Broadway London EC4V 6DX	Change of use from offices (Class B1) to residential (Class C3) to create nine self-contained dwelling units at part ground, 1st to 6th floor levels, with minor alterations to ground floor level to provide access to residential use, alterations to rear light well, retention of new windows at 1st to 4th floor levels, and alterations and extension at sixth floor level.	16.08.2013

13/00540/FULL Farringdon Within	Amen Lodge Warwick Lane London EC4M 7BY	Replacement of existing single glazed windows with double glazed windows.	29.08.2013
13/00662/FULL Farringdon Within	1-9 Amen Court London EC4M 7BU	Change of use of part of the basements in nos. 1 and 2 and the whole basement in no. 6 from residential use (class C3) to office use (class B1) for a temporary period of three years until August 2016 (156.98sq.m of floorspace across the three buildings).	29.08.2013
13/00671/ADVT Farringdon Within	33 Black Friars Lane London EC4V 6EP	Installation and display of (i) one externally illuminated fascia sign measuring 0.65m high by 2.2m wide situated at a height above ground of 2.5m (ii) one externally illuminated projecting sign measuring 0.6m wide by 0.9m high situated at a height above ground of 3.1m (iii) one non- illuminated awning measuring 0.7m high by 5.8m wide by 2.0m deep situated at a height above ground of 2.8m.	29.08.2013
13/00472/FULL Farringdon Without	3 Temple Gardens Middle Temple London EC4Y 9AU	Installation of lanyard anchor point and latchwires at roof level.	04.07.2013
13/00473/LBC Farringdon Without	3 Temple Gardens Middle Temple London EC4Y 9AU	Installation of lanyard anchor point and latchwires at roof level.	04.07.2013
13/00506/FULL Farringdon Without	New Court Middle Temple London EC4Y 9BE	Removal of Link Bridge to rear elevation and installation of latchwires and access hatch at roof level.	04.07.2013
13/00507/LBC Farringdon Without	New Court Middle Temple London EC4Y 9BE	Removal of Link Bridge to rear elevation and installation of latchwires and access hatch at roof level.	04.07.2013

13/00569/NMA Farringdon Without	Aston House 36 - 37 Furnival Street London	Non Material Amendment under S.96A of the Town and Country Planning Act 1990 to change the ground floor unit from a 2 bedroom flat to a 1 bedroom flat.	04.07.2013
13/00514/FULL Farringdon Without	Middle Temple Hall Middle Temple London EC4Y 9AA	Installation of latchwires at roof level.	11.07.2013
13/00515/LBC Farringdon Without	Middle Temple Hall Middle Temple London EC4Y 9AA	Installation of latchwires at roof level.	11.07.2013
13/00543/LBC Farringdon Without	St Dunstan's House 133 - 137 Fetter Lane London EC4A 1BT	Removal of a gate forming part of the existing railings fronting Fetter Lane and installation of a pair of timber gates for a temporary period of two years.	11.07.2013
12/01127/MDC Farringdon Without	5 - 6 Giltspur Street London EC1A 9DE	Details of the refuse storage arrangements and the materials to be used on the external facades pursuant to the discharge of conditions 2 and 11 of planning permission reference 08/00655/FULL dated 5th February 2012.	18.07.2013
13/00416/MDC Farringdon Without	St Dunstan's House 133 - 137 Fetter Lane London EC4Y 1BT	Submission of a Construction Method Statement and details of sewer vents pursuant to conditions 3 and 8 of Planning Permission 10/00569/FULMAJ dated 30th March 2012.	18.07.2013
13/00547/LBC Farringdon Without	The Maughan Library Kings College Chancery Lane London WC2A 1LR	Alterations to main reception area comprising removal of fitted cupboards and installation of new furniture, book sorting equipment, partitions and light fittings.	25.07.2013

13/00127/MDC Farringdon Without	King George V Building St Bartholomew's Hospital West Smithfield London	Submission of revised louvre details pursuant to the part discharge of condition 2(f) of planning permission (04/00344/FULEIA) dated 31.03.05.	31.07.2013
13/00439/MDC Farringdon Without	St Dunstan's House 133 - 137 Fetter Lane London EC4A 1BT	Details of a programme of archaeological work and foundations and piling configuration pursuant to conditions 5 and 6 of the planning permission dated 30th March 2012 (Application no. 10/00569/FULMAJ).	31.07.2013
13/00544/NMA Farringdon Without	Cliffords Inn 138 Fetter Lane London EC4A 1BX	Non-Material Amendment under S.96A of the Town and Country Planning Act 1990 to update internal layouts, new revolving door and DDA access, alteration to number and location of louvres proposed in lieu of windows, new louvred doors to bin store, other minor external alterations.	31.07.2013
13/00551/LDC Farringdon Without	1 Essex Court Middle Temple London EC4Y 9AR	Part submission of details of new partition walls and junctions with existing walls pursuant to condition 2 of listed building consent dated 18th April 2013 (Application number 13/00168/LBC).	31.07.2013
13/00757/MDC Farringdon Without	St Dunstan's House 133 - 137 Fetter Lane London EC4A 1BT	Sample of Sandstone cladding material pursuant to condition 12 (a)(part) of Planning Permission 10/00569/FULMAJ dated 30.03.2012.	31.07.2013
13/00394/FULL Farringdon Without	Marlborough Court 14 - 18 Holborn London EC1N 2LE	Replacement of existing ground floor curved bay window with new glazed projecting bay.	08.08.2013

13/00603/ADVT Farringdon Without	323 High Holborn London WC1V 7PU	Installation and display of (i) one non-illuminated sign measuring 0.7m by 1.1m at a height above ground of 0.3m (i) one non-illuminated sign measuring 1.1m by 1.2m at a height above ground of 0.03m.	08.08.2013
13/00249/MDC Farringdon Without	5 Bream's Buildings London EC4A 1DY	Submission of the following details: particulars and samples of materials, the ground floor entrance and refuse store entrance and alterations to the existing fenestration pursuant to condition 2 of planning permission 12/00778/FULL dated 28 September 2012.	15.08.2013
13/00336/FULL Farringdon Without	Cycle Parking Area To The Rear of 2 Crown Office Row Temple London EC4Y 7HJ	Extension and upgrading of existing cycle parking area to include the installation of additional cycle parking stands, railings, lighting and CCTV cameras.	15.08.2013
13/00651/FULL Farringdon Without	St Dunstan's House 133 - 137 Fetter Lane London EC4A 1BT	Removal of a gate forming part of the existing railings fronting Fetter Lane and installation of a pair of timber gates for a temporary period of two years.	15.08.2013
13/00611/MDC Farringdon Without	St Bartholomews Hospital West Smithfield London EC1A 7BE	Submission of details of the areas of roof that would be appropriate for the laying out of a green roof pursuant to condition 17 of planning permission 04/00344/FULEIA dated 30th March 2005.	16.08.2013
13/00767/MDC Farringdon Without	52 - 60 Holborn Viaduct London EC1	Details of means to minimise transmission of structure sound pursuant to condition 11 and 12 of planning permission 06/00915/FULL dated 14th December 2007 amended by non-material amendment reference 11/00026/NMA dated 10th February 2011 and minor material amendment reference 11/00213/FULL dated 8th August 2011.	22.08.2013

13/00616/FULL Farringdon Without	Outside 33 Chancery Lane London WC2A 1EN	Installation on the carriageway of a cycle hire docking station associated with the London Cycle Hire Scheme, containing a maximum of 24 docking points for scheme cycles plus a terminal to secure and release bicycles and provide registration and payment facilities and way-finding mapping.	23.08.2013
13/00675/MDC Farringdon Without	King George V Block St Bartholomew's Hospital West Smithfield London	Submission of details of the reinstatement of the door to the King George V Block pursuant to the discharge of condition 4 of planning permission 05/00607/FULL dated 13 October 2005 and as varied by planning permission 12/00904/FULL dated 8th November 2012.	29.08.2013
13/00860/MDC Farringdon Without	Cliffords Inn 138 Fetter Lane London EC4A 1BX	Submission of samples of materials pursuant to condition 9(a) of Planning Permission 12/00789/FULL dated 15.01.2013.	29.08.2013
13/00408/ADVT Langbourn	87 Gracechurch Street London EC3V 0AE	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.	18.07.2013

13/00177/FULLR 3 Langbourn	32, 33 & 74 Leadenhall Market London EC3V 1LT	Change of use at ground floor level from retail (Class A1) to general market waste store (Sui Generis) [4.8sq.m]. Change of use at basement level from general storage (Sui Generis) to office (Class B1) [59.5sq.m]. Creation of a new entrance to provide access to basement and installation of new doors within existing shuttered opening.	08.08.2013
13/00613/MDC Langbourn	67 Lombard Street London EC3P 3DL	Submission of particulars and samples of the typical window unit and details of the new windows pursuant to conditions 2(a) (in part) and 2(e) of planning permission dated 28th May 2010 (Application no. 10/00128/FULMAJ).	08.08.2013
13/00634/FULL Langbourn	7 Birchin Lane, London EC3V 9BY	Alterations to the existing entrance and extension of adjacent window.	15.08.2013
13/00635/ADVT Langbourn	7 Birchin Lane, London EC3V 9BY	Installation of i) one externally illuminated building number measuring 0.45m high by 0.3m wide at a height above ground of 2.59m and ii) one non illuminated projecting building number measuring 0.6m high by 0.3m wide at a height above ground of 3.46m.	15.08.2013
13/00714/LBC Langbourn	Club Quarters 7 Gracechurch Street London EC3V 0DR	Interior refurbishment and new fitted joinery to hotel lobby area. Alterations to internal fire doors and marble surround between existing elevator lobby and hotel reception/lobby area.	22.08.2013
13/00853/MDC Langbourn	67 Lombard Street London EC3P 3DL	Submission of a brick sample pursuant to condition 2(a) (in part) of planning permission 10/00128/FULMAJ dated 28.05.2010.	29.08.2013



13/00456/FULLR 3 Lime Street	Undershaft, Land To East Adjoining 1 Great St Helen's London EC3	Retention of installation of sculptures 'Bench' and 'Mare Street' by Keith Coventry for a temporary period of up to 1 year, to be taken down on or before 10th June 2014.	04.07.2013
13/00608/MDC Lime Street	33 Great St Helen's London EC3A 6AP	Construction Method Statement pursuant to condition 5 of planning permission 12/00666/Full dated 13/09/2012.	18.07.2013
13/00691/LBC Lime Street	Hasilwood House 60 - 64 Bishopsgate London EC2N 4AW	Internal modifications to the existing reception area including new wall finishes, heat curtain, reception desk and new lighting.	08.08.2013
13/00441/ADVT Portsoken	90 Mansell Street London E1 8AL	Installation of i) one lettering only illuminated fascia sign measuring 0.9m high by 5m wide at a height above ground of 2.7m, ii) one lettering only illuminated projecting sign measuring 0.5 high by 0.8m wide at a height above ground of 2.9m, iii) one non illuminated fascia sign measuring 0.9m high by 3m wide at a height above ground of 2.6m and iv) one non illuminated ATM vinyl graphics panel measuring 2m high by 1.15m wide at a height above ground of 0.05m.	11.07.2013
13/00588/FULLR 3 Queenhithe	City of London School 107 Queen Victoria Street London EC4V 3AL	Installation of (i) 3 No. air handling units on main roof within acoustic screened enclosures (ii) Extract flue roof level (iii) Replacement extract fan	31.07.2013
13/00288/MDC Tower	47 Mark Lane London EC3R 7QQ	Submission of noise assessment pursuant to condition 2 of planning permission 12/00876/FULL dated 31 October 2012.	04.07.2013

12/01230/MDC Tower	8 India Street London EC3N 2HS	Details of the planting on the roof top terrace at fifth floor level pursuant to condition 5 of Planning Permission 12/00166/FULL dated 24/07/2012.	18.07.2013
13/00345/LDC Tower	10 Trinity Square London EC3N 4BH	Details of the proposed works to the stair core roof lights pursuant to condition 3(n) (in part) of Listed Building Consent dated 29.03.2013 (Application No. 11/00318/LBC)	25.07.2013
13/00586/MDC Tower	10 Trinity Square London EC3N 4AJ	Details of junctions between new glazed structure and existing listed fabric pursuant to condition 10 (i) (in part) of planning permission (application nos. 11/00317/FULMAJ) and condition 3 (i) (in part) of listed building consent (application no. 11/00318/LBC) both dated 29th March 2012.	25.07.2013
13/00304/MDC Tower	Three Quays Tower Hill London EC3	Details of new facades, soffits, water feature, flank wall and noise transmission minimisation pursuant to conditions 6 (b), 6 (d), 6 (i), 7 and 23 of planning permission 11/00131/FULL dated 08.08.2011.	08.08.2013
13/00604/FULL Tower	8 Cooper's Row London EC3N 2BQ	Extension to the existing hotel for additional meeting room, office space and staff facilities.	08.08.2013
13/00585/MDC Tower	10 Trinity Square London EC3N 4AJ	Details of all ground level surfaces and garden surfaces pursuant to conditions 10(c), 11 of planning permission (application nos. 11/00317/FULMAJ) and condition 3(c) of listed building consent (application no. 11/00318/LBC) both dated 29th March 2012.	15.08.2013

13/00677/FULL Tower	3 America Square London EC3N 2LR	Replacement of an extant planning permission (10/00417/FULL) dated 16th September 2010 in order to extend the time limit for the implementation of a change of use of existing building from office use (Class B1) to provide nine (five one bedroom and four two bedroom) residential units (Class C3) and associated minor external alterations.	15.08.2013
13/00670/LBC Tower	Trinity House 42 Trinity Square London EC3N 4DH	Replacement of an existing chiller discharge outlet cover to the rear first floor roof.	29.08.2013
13/00672/FULL Tower	Trinity House 42 Trinity Square London EC3N 4DH	Replacement of an existing chiller discharge outlet cover to the rear first floor roof.	29.08.2013
13/00568/ADVT Vintry	30 Queen Street London EC4R 1BR	Installation and display of (i) one non-illuminated projecting sign measuring 0.6m by 0.6m at a height above ground of 3.9m (ii) two non-illuminated fascia signs measuring 0.5m by 3.9m at a height above ground of 4m.	31.07.2013
13/00194/MDC Vintry	71 Queen Victoria Street London EC4V 4AY	Details of alterations to existing facade, new facades and fenestration, ground floor elevations, office entrance, soffits, handrails and balustrades, level 8 facade, plant/window cleaning equipment, service entrance gates, ground level surfaces, hard/soft landscaping pursuant to Condition 4 (a), (c), (d), (e), (g), (h), (i), (j), (k) and (l) of Planning Permission 12/00386/FULL dated 25/07/2012	22.08.2013

13/00647/FULL Vintry	19-20 Garlick Hill And 4 Skinners Lane London EC4V 2AS	Refurbishment, extension and change of use from office (B1 Use Class) to create a part six and part seven storey hotel (C1 Use Class). Proposals include the enlargement of existing upper floors, re-cladding the facades of 19-20 Garlick Hill, an additional storey and restoration of the facade to 4 Skinners Lane.	29.08.2013
13/00665/MDC Vintry	71 Queen Victoria Street London EC4V 4AY	Submission of a Deconstruction Logistics Plan and Noise Assessment Report pursuant to conditions 2 and 5 of planning permission dated 5.10.12. (12/00386/FULL).	29.08.2013
13/00438/ADVT Walbrook	125 Old Broad Street London EC2	Installation of one halo illuminated fascia sign measuring 0.51m high by 2m wide at a height above ground of 1.7m.	04.07.2013
13/00483/ADVT Walbrook	60 Threadneedle Street London EC2R 8HP	Installation of two halo-illuminated projecting signs measuring 0.7m high by 0.9m wide at a height of 4.0m above ground.	04.07.2013
13/00440/LBC Walbrook	72 - 74 Lombard Street London EC3V 9AY	Retention of works carried out without complying with conditions 3(a) and 3(b) of listed building consent (application no. 11/00681/LBC) dated 22nd December 2011.	08.08.2013

<b>Committee:</b>	<b>Date:</b>
Planning and Transportation	17 September 2013
<b>Subject:</b>	
<p>Site Bounded By 34-38, 39-41, 45-47 &amp; 57B Little Britain, &amp; 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A &amp; 62 Bartholomew Close London EC1</p> <p>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.</p>	
<b>Ward:</b> Farringdon Within	<b>Public For Decision</b>
<b>Registered No:</b> 13/00642/MDC	<b>Registered on:</b> 1 July 2013
<b>Conservation Area:</b> Smithfield	<b>Listed Building:</b> No
<b><u>Summary</u></b>	
<p>At the 20th November 2012 Planning and Transportation Committee meeting, Members resolved to grant planning permission and conservation area consent for the redevelopment of part of the St Bartholomew's Hospital site (north of Little Britain) for residential (215 units), office (31,759sq.m) and retail (1,878sq.m class A1 and 1,712sq.m flexible A1 - A4) use.</p> <p>The resolution to grant was subject to a condition interalia being placed on the planning permission which required revised details of the external appearance of proposed buildings LB1, LB2, LB3, BC1, BC4 and BC7 (Middlesex Passage elevation only) (building referencing taken from the original application) to be submitted and brought back to the Committee for approval. Such revised details were sought in response to concerns expressed to the design of these buildings. It was considered that the proposed buildings needed to better relate to the local context particularly the Church Garth and Middlesex Passage, the settings of adjacent listed buildings including the St Bartholomew the Great Church (grade I), the Kenton and Lucas building (grade II) and the Gatehouse (grade II*) and that the design of the buildings needed to reflect their residential use.</p> <p>The revised details have been submitted for approval under condition 3 of the planning permission for the development granted on the 29th May 2013. Maccreanor Lavington, Piercy and Co and Sheppard Robson are the architectural practices that have prepared the new designs. A variety of architectural styles and materials are now being proposed. The bulk, massing and scale of the buildings remains broadly as approved, with the exception of a reduction in the height of a parapet on the north west facing wall of NBC3. The parapet height has been reduced by 1 metre to improve the daylight levels to one of the flats in 43 Bartholomew Close. As a result, the development would be wholly in compliance with the BRE guidelines in respect of the vertical sky component (VSC) test.</p> <p>To date 13 letters of objection have been received to the revised proposal. Whilst it</p>	

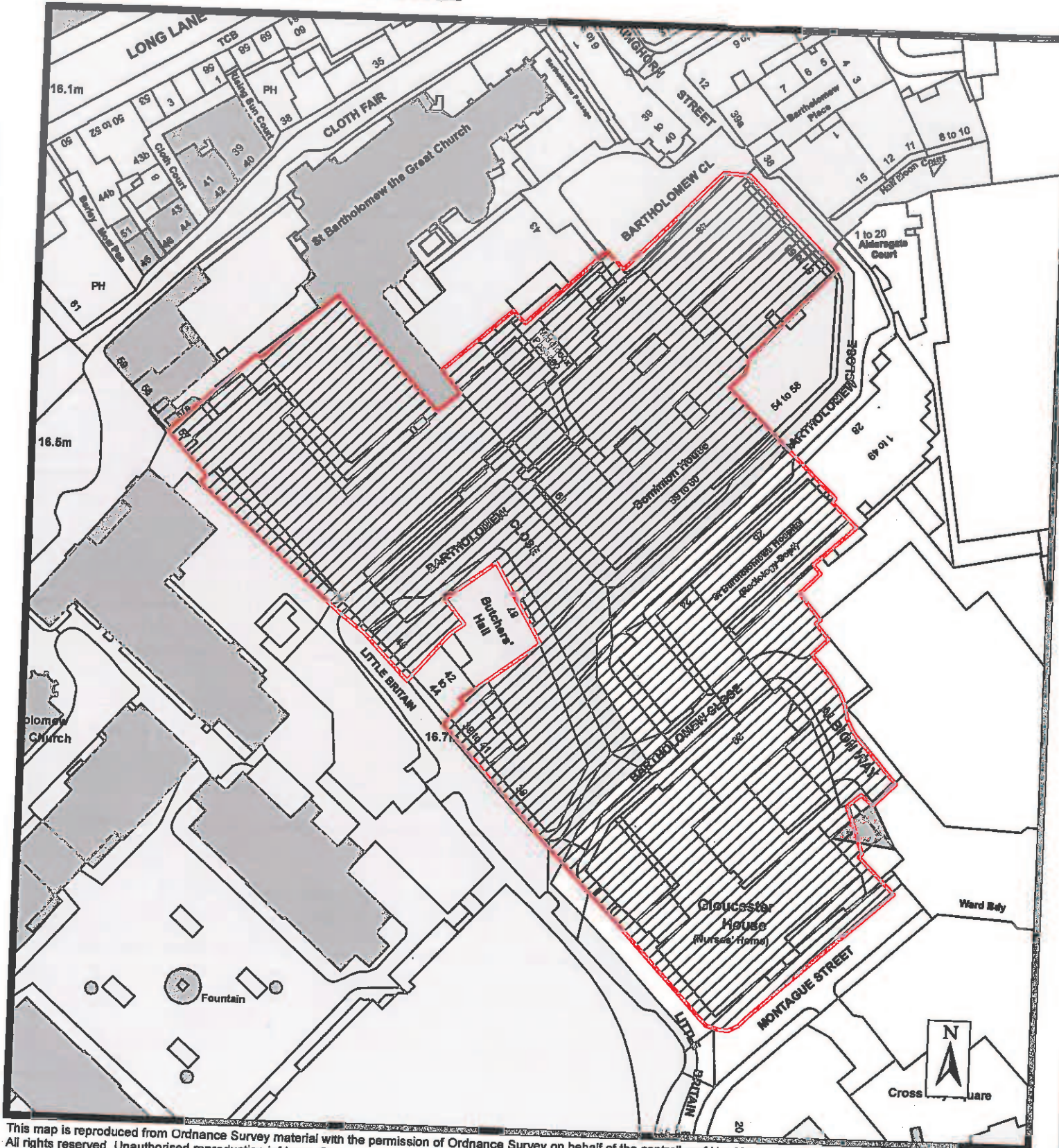
is generally accepted that the facade alterations have improved the appearance of the respective buildings the objectors consider that the bulk, scale and massing of the buildings are still inappropriate and that this should be included within the scope of review as required by condition 3 of the planning permission. They consider that the bulk, height and massing of NBC3 in particular needs to be reviewed in terms of its impact on the outlook of certain occupiers within 43 Bartholomew Close.

It was documented in the original committee report as to why the bulk, height and massing of the buildings were considered to be acceptable. The revised designs have improved the external appearance of the buildings. The proposed variety of design features and architectural approaches would enliven and enrich the appearance of the buildings whilst ensuring that they are sensitive to their context and the setting of adjacent listed buildings. The buildings would enhance the appearance of the Smithfield Conservation area.

**Recommendation**

That the submission of details be approved.

# Site Location Plan



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ADDRESS:  
Barts Square

CASE No.  
13/00642/MDC

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY



**LB1, LB2, LB3**



**View from West Smithfield**



**View facing the Church Garth**



**BC1**



View from Bartholomew Close



View facing the Church Garth

**NBC3 and Rear of BC7**



**View from Bartholomew Close**



**View from Middlesex Passage**

BC4



View from Bartholomew Close

## Site

1. The application relates to a 1.3 hectare site that forms part of the St Bartholomew's Hospital complex. It is bounded by Bartholomew Close, Little Britain, Montague Street, Albion Way, the St Bartholomew the Great Church, the Butcher's Hall, 28, 43 and 54 Bartholomew Close and 200 Aldersgate Street.
2. The site accommodates a mix of 15 pre and post war buildings that are in hospital (Class C2, 28, 378sq.m GIA), education (Class D1, 5,084sq.m GIA) and office (Class B1, 5,923sq.m GIA) use. Albion Way, Middlesex Passage and the southern end of Bartholomew Close are included within the application site.
3. There are no listed buildings on the site but there are listed buildings in the immediate vicinity. The grade I listed St Bartholomew the Great Church and grade II\* listed Gatehouse abut the western end of the site. The Gatehouse adjoins 58 West Smithfield and 59 West Smithfield which are grade II listed. The grade II listed Kenton and Lucas building and grade I listed East Wing on the St Bartholomew's Hospital site are directly to the west. Part of the site is within the Smithfield Conservation Area. The conservation area boundary intersects Bartholomew Close.

## Background to the Proposal

4. At the 6<sup>th</sup> November 2012 and 20<sup>th</sup> November 2012 Planning and Transportation Committee meetings, Members considered applications for planning permission (ref. 12/00256/FULEIA) and conservation area consent (12/00264/CAC) for the redevelopment of the site.
5. The development scheme comprised a mixed use master plan for the full and part demolition of the existing buildings and their replacement with new buildings for residential (Class C3, 32, 111sq.m GEA, 215 units), office (Class B1, 31, 759sq.m) and retail use (Class A1, 1,878sq.m GEA and flexible Classes A1 – A4, 1,712sq.m GEA) with ancillary car parking, gym facilities, storage and plant.
6. Highway alterations were incorporated within the master plan including the realignment of Middlesex Passage, the formation of a new section of carriageway linking Bartholomew Close with Albion Way and the encroachment of some of the buildings onto public highway. The alterations to the highway would be subject to a separate approval under section 278 of the Highways Act.
7. Objections were received to the scheme, particularly the design of buildings BC1, LB1, LB2, LB3, NBC3 (including the rear of BC7) and BC4 (building referencing taken from the original application documentation).
8. Concern was raised that the originally proposed warehouse architectural style of the buildings did not reflect their residential use. Objections were received to the design of LB1, LB2, LB3 and BC1 as it was felt that their

design did not respect the setting of the adjacent listed buildings including the Kenton and Lucas building and the St Bartholomew the Great Church with its associated Church Garth. BC4 was considered to be of little architectural merit. The design of NBC3 and the rear of BC7 were not considered to be in keeping with the character of the area or Middlesex Passage. The residents of 43 Bartholomew Close considered that NBC3 would have a detrimental impact on their amenity by virtue of its bulk, height and massing.

9. In the light of the objections received the developer advised that he would be prepared to accept a planning condition that would require further details of the external appearance of buildings BC1, LB1, LB2, BC7 and NBC3. Paragraph 153 of the original committee report noted "This approach would be acceptable (to the developer) provided Members are satisfied that there is sufficient information provided (such as that regarding bulk and massing) to enable them to properly consider the proposals against the relevant policies and statutory tests relating to the setting of listed buildings and conservation areas...to conclude that the visual impression is capable of meeting those tests (albeit not in the form illustrated in the application)".
10. Paragraph 155 of the original report subsequently advised the following:

"If Members wished to adopt this approach the conditions attached to the schedules for planning permission and conservation area consent would have to be amended to reserve out the external appearance of the relevant buildings and to ensure that no demolition of those buildings is allowed until the revised details are submitted and approved, and it would have to be made clear that the drawings of the elevations to be revised were not approved".
11. Members resolved to grant conservation area consent and planning permission for the redevelopment of the site subject to the recommendations set out in the report schedules and subject to the external appearance of buildings BC1, BC7 (rear of relating to Middlesex Passage), LB1, LB2, LB3, NBC3 and BC4 being redesigned, and brought back to the Committee for approval in the light of the objections received. The Committee felt that BC4 should be added to the list of buildings on the basis that its design was not reflective of its prominent location within the Bartholomew Close square. LB3 was included by virtue of its association with LB1 and LB2.
12. Planning permission was subsequently granted on the 29th May 2013 subject to a number of conditions and including the following condition:

*Condition 3*

*Notwithstanding the submitted plans and drawings of the elevations of the buildings specified herein, plans and drawings of revised arrangements for the external appearance of LB1, LB2, LB3, BC1, BC4, BC7 (Middlesex Passage elevation only) and NBC3 shall be submitted to and approved in writing before development (including demolition) commences and the works shall be carried out in accordance with those details.*

*REASON: Such revised details are necessary to ensure the satisfactory external appearance of the development in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12.*

### Overview of the Selected Buildings as Proposed in the Original 2012 Scheme

#### **LB1, LB2, LB3 and BC1**

13. These buildings are proposed to replace the Queen Elizabeth II building at 62 Bartholomew Close. They would broadly follow the QEII building's 'L' shaped plan form.
14. The principal facades of BC1 would relate to the Church Garth and Bartholomew Close. The facades of LB1, LB2 and LB3 would relate to Little Britain, the Church Garth and a return facade would relate to the churchyard of St Bartholomew the Great. A new walkway would be formed at the junction between BC1 and LB3 linking the Church Garth with Bartholomew Close.
15. LB1, LB2, LB3 and BC1 would range in height from 6 to 8 storeys. It was originally proposed that a warehouse architectural style would inform their design with brick cladding, exposed steel floor plates and large window openings. BC1 had ribbed aluminium detailing at its upper levels and ogee arch detailing at ground floor level facing the Church Garth.

#### **BC4**

16. BC4 would be located on the corner of the Bartholomew Close square and would replace 60 Bartholomew Close and comprise a six storey building that adjoins 61a Bartholomew Close (BC3) and Dominion House (BC7). Its rear facade would relate to Middlesex Passage. In the original proposal the building's Bartholomew Close facades were clad in red brick and featured an irregular pattern of deeply recessed window openings. Glazed punched openings were proposed along the corner of the building. The northwest facade (facing Middlesex Passage) and part of the south east facing facade (facing Bartholomew Close) were shown to be clad in ribbed aluminium which extended up to fifth floor level to form a roof storey.

#### **NBC3 and the rear of BC7**

17. NBC3 is proposed to replace the rear of Dominion House and 47 Bartholomew Close, which currently comprise an amalgam of one to four storey brick buildings. The building would have a short frontage to the northern end of Bartholomew Close with a return into the initial section of Middlesex Passage adjacent to 43 Bartholomew Close, and a long frontage to the southeast-northwest aligned part of Middlesex Passage. In the original proposal NBC3 was a grey brick clad two to six storey building.
18. The rear of BC7 would adjoin NBC3 in the eastern corner of the re-aligned Middlesex Passage (NBC3 and BC7 share an internal core). BC7 would be located on the site of Dominion House, 59 Bartholomew Close. The front facade of Dominion House would be retained and

altered with a new mansard roof and rear elevation. In the original scheme the rear of BC7 comprised a slim grey brick clad elevation to match the appearance of NBC3.

### The Proposal

19. The current application seeks approval for the revised external appearance details that have been submitted under condition 3 of the planning permission for the redevelopment of the site. The bulk and massing of the buildings remains broadly as per the original scheme, with the exception of the reduction in the height of a parapet on the north west facing elevation of NBC3 by 1 metre, to improve the daylight levels to one of the flats in 43 Bartholomew Close.
20. The applicant held a design competition to appoint architects to redesign the external appearance of the selected buildings. The appointed architects are as follows:
  - LB1, LB2, LB3 – Piercy and Co
  - BC1 - Maccreanor Lavington
  - BC4 – Sheppard Robson
  - NBC3, BC7 – Piercy and Co
21. The external appearance of the buildings has been refined to include a variety of architectural approaches and materials including Portland Stone, Dutch brick and glazed brick. The design of each of the buildings is detailed further in the consideration section of the report.

### Consultations

22. Those that made representations to the original planning application and residents on Bartholomew Close, Cloth Fair, Middle Street, Kinghorn Street, Newbury Street and West Smithfield were notified of the submission of details.
23. To date, 13 letters of representation have been received, including one from the City Heritage Society. The content of the representations can be summarised as follows:
  - The revisions improve the appearance of LB1, LB2 and LB3. The brick cladding and the variations between the parts of the facade are more sympathetic to the appearance of Little Britain and the Church Garth than the previous proposals.
  - The use of stone on the Bartholomew Close facade of BC1 would be at odds with its residential purpose but is otherwise an improvement on the previous scheme. BC1's Garth elevation is much improved as part of the proposal.
  - The omission of the randomly placed windows on BC4 is welcome. The proposed use of stone on the exterior of BC4 would conflict with its residential function. The glazed and steel element of BC4 is totally inappropriate, particularly when viewed from Middlesex Passage. It

would appear as a modern office block intruding into a residential enclave.

- The revisions greatly enhance the quality of the proposed facades and I would commend these improvements to the Committee. In this respect, the developer has demonstrated the value of constructive consultation with residents and other local stakeholders by listening to feedback and responding in a positive manner, to create a more inclusive and sustainable vision of the area.
- Objections raised to the original application are still relevant. The bulk, scale, massing and height of the proposed development are inappropriate and contravene CS10 of the Core Strategy. The existing buildings on the site are modest in height. The original application exaggerated the heights of the existing buildings so as to lessen the perceived impact of the proposal.
- The proposed designs neither preserve nor enhance the distinctive character and appearance of the conservation area thereby contravening policy CS12 of the Core Strategy.
- The revised facade designs are an improvement but they do not satisfy the condition and should not be agreed.
- It is felt that the meaning of condition 3 has been misinterpreted. The condition was placed on the permission in the light of the objections received and to ensure that the development meets the requirement of policy CS12 and CS10. The scale, bulk and massing of the buildings was highlighted as an issue in the previous committee meetings. These relate to external appearance. Sadly the developer and its planning consultants are only willing to consider the aesthetics of external facades. Members should send the application back with explicit instruction to review the massing, scale, bulk and height of the buildings and not just the aesthetics of the facades.
- In respect of NBC3 there has been an unwillingness to consider lessening the size and alignment of the wall to the south east of 43 Bartholomew Close. The parapet has been lowered however on NBC3 to ensure that the daylight levels are acceptable. The bulk and height of NBC3 is excessive and it would dominate the outlook from 43 Bartholomew Close. The proposal would still result in a significant loss of privacy and direct sunlight and sky to flats in 43 Bartholomew Close.
- The height and bulk of NBC3 would cause a significant loss of sunlight to Bartholomew Place and will be less attractive to residents contrary to policy CS12.
- The proposals would detract from and encroach on the Church Garth. The ground floor entrances and windows onto the Garth are intrusive. The Garth should be a quiet place and the introduction of a passageway would detract from this. Developing the Garth as a smaller space to be used as a pedestrian thoroughfare would remove a public facility that would become even more valuable to the local community as the residential population increases.



- The new application shows residential development as opposed to retail development (as originally proposed) on the first floor of BC1. Is it lawful to change the plans? Is the number of residential units able to be increased in this way? If so, can the number of residential be reduced elsewhere for example in NBC3. A new application should be requested for the use of BC1.
- 40% of the Members of the Planning Committee are new to the Committee and less than a third of the present committee were at the meeting on the 20<sup>th</sup> November 2012. Members should therefore be encouraged to undertake a site visit.
- The new plans do not address the damage to the distinctive character of the area.

### Policies

24. 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.
25. 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.
26. The Draft Local Plan incorporates the Core Strategy which has been carried forward with limited alterations. It includes new policies for Development Management.
27. Government Guidance is contained in the National Planning Policy Framework (NPPF).

### Considerations

28. The Corporation, in determining this submission of details 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).
29. In considering whether to grant the submission of details which affects listed buildings or their setting, special regard must be given 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 setting of listed buildings.

30. For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
31. The principal issues in considering the details 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 the setting of surrounding listed buildings including the St Bartholomew the Great Church, the Gatehouse and the Kenton and Lucas Building.
  - The impact on the character and appearance of the Smithfield Conservation Area.
  - Whether the external appearance of the buildings relate satisfactorily to the surrounding context particularly in terms of views along Little Britain, the character of Middlesex Passage and Bartholomew Close and the relationship between the buildings and the Church Garth.

## Design

### **Scope of the Proposed Changes**

32. The objectors consider that this submission of details application is deficient as the scale, bulk, height and massing of the buildings should have been reviewed in addition to the design of the facades. They note that objections were raised to the bulk, height and massing of the selected buildings during the consideration of the original planning application and therefore such matters should be included within the scope of review required under condition 3 of the permission. In particular the massing of the north western end of NBC3 should be reviewed in relation to 43 Bartholomew Close and its impact on the occupiers of the dwellings within this building in terms of outlook and being overlooked.
33. The applicant has not revised the scale, bulk, height or massing of the buildings, with the exception of the NBC3 parapet alterations. Paragraph 153 of the original committee report provided details of a statement that was received from DP9 (the developer's planning agent), which noted that should planning permission be granted for the redevelopment of the site, the developer would accept a condition requiring revised details of the external appearance of selected buildings in the light of the objections that had been received. The offer to review the design of the buildings was provided in the context of objections to the appearance of the facades and not bulk, scale, height or massing. DP9's statement was worded as follows (as set out at paragraph 153 of the original report):
- "...our client believes that the design of the scheme is of the highest quality and commensurate with the character and appearance of the

conservation area...our client is aware that a number of objectors have expressed concern about the appearance of the facades that face onto the Cloister garden (BC1, LB2 and LB1) and Middlesex Passage (BC7 and NBC3). In the circumstances and without prejudice to... comments we can confirm that our client would be prepared to accept a planning condition requiring the external appearance of these buildings to be redesigned and agreed with the City of London prior to development commencing."

34. The original committee report concluded that the overall bulk, massing and height of the buildings were appropriate and recommended that the scheme be approved subject to conditions. While some building height errors were documented in table 1 of the committee report, these did not affect the consideration of the scheme. Height changes were acknowledged and assessed. In respect of NBC3 paragraph 121 of the original report noted:

"Its massing would step back away from neighbouring 43 and 47 Bartholomew Close and Middlesex Passage to respect the scale and height of neighbouring development. The northern part of Bartholomew Close is characterised by a wide variety of building heights and styles. The proposed massing and form would not appear out of place in this context."
35. The close proximity between NBC3 and 43 Bartholomew Close was dealt with in paragraphs 198 to 204 of the original report. It was acknowledged that NBC3 would be close to 43 Bartholomew Close and that a high density, tight pattern and grain of development are characteristic of inner city areas and Smithfield in particular.
36. In respect of BC4 paragraph 112 of the original report noted:

"The height and design of the replacement building is considered acceptable overall and would not result in substantial harm to the character and appearance of the Smithfield Conservation Area. However, the stepping forward of the massing would encroach into views and detracts from the character of Bartholomew Close."
37. In respect of LB1, LB2 and BC1 paragraph 90 of the original report noted:

"The rear of LB1, LB2 and BC1 would face onto the Cloister Garth and listed cloister. Objections have been raised to their vertical emphasis, design, height and massing. The bulk and massing of the replacement buildings are comparable to the existing. Where proposed building BC1 abuts the cloister and 61 Bartholomew Close, it would be lower than the QEII building and would improve the spatial relationship at this junction and the setting of heritage assets. Further away from the cloister and set back from the street frontages it would step up to be one storey higher than existing. The additional height and bulk is not considered to detract from the setting of the Church Garth or the listed buildings in the vicinity".
38. One of the objections to the current submission raises concern over the use of the first floor of BC1. The first floor of BC1 was shown in the

original scheme to be in residential use with some retail. It is still shown as such in this submission of details application.

**BC1 (Maccreeanor Lavington Architects)**

39. The front (Bartholomew Close) and rear (Church Garth) elevations have been given similar but subtly different treatments. On both frontages the ground floor is strongly expressed with large undivided bronze metal framed windows. Upper floors are separated by projecting string courses of stone which also frame the window openings whose reveals are also lined with stone. Upper level fenestration is vertically divided with most window bays fronted by decorative balustrades. The top storey is expressed as a separate pavilion with a continuously vaulted roof that appears from ground level as a series of shallow arches. The main arched and projecting elements of the roof would be finished in a gold coloured alloy with the inset planes surrounding the openings in a contrasting darker alloy.
40. The central, projecting, element of the facade to Bartholomew Close would be faced in Portland stone with the recessed "wings" on either side being finished in light coloured brickwork. The rear elevation to the cloister garth would be finished in a red brick with the ground floor windows sitting on a Portland stone base. The arched passageway through the building would be of double height and would be finished in decorative mosaic tiles.
41. The revised Bartholomew Close facade would have a level of ordered formality appropriate to its prominent location and surrounding context. The rear facade would noticeably enhance the setting of the church garth with a calm and muted response to the church and cloister. Darker materials with lighter stone details would reflect the palette of the existing space and its ground floor treatment on the garth side would pick up the rhythm, depth of reveals, and datum lines of the church cloister.

**LB1, LB2 & LB3 (Piercy and Company Architects)**

42. LB1, LB2 & LB3 are expressed as a single building whose massing has been visually broken down into smaller constituent parts. The lengthy elevation to Little Britain would be visually broken up by articulating the facade to form a series of bays of irregular width. This frontage would comprise a ground floor with large openings for shop frontages enlivened by brass coloured framing. The windows to the five or six storeys above would be frameless with white cast masonry headers and fronted by brass coloured balconies. The treatment of the piers between the window bays would be varied along Little Britain, some being chamfered, angled, or rounded to provide a further degree of differentiation along the Little Britain frontage.
43. All facades to the building would be faced in a light coloured, Danish brick which would be perforated at parapet level to give greater visual interest. The building would be topped by a fully glazed top storey contained within a framework of bronze coloured metal.

44. The shorter elevations to the churchyard and the garth would maintain a similar appearance and hierarchy to the Little Britain frontage but with finer detailing. The ground floor openings for windows and doors would be large in scale and framed in brass. The smaller windows to the floors above would have stone reveals enlivened by white glazed hand-made decorative tiles. Balcony balustrades would be of brass coloured metal. Parapet heights and the height of the bronze and glass upper storey have been designed to carefully coordinate and coincide with the parapets of the adjoining McCreanor Lavington proposals for building BC1 to ensure a satisfactory visual junction between the two buildings.
45. The revised proposals for LB1, LB2 & LB3 have refined the appearance of the previous facade treatment proposed for the building. A clearer distinction has been made between the retail and residential uses. Appreciably more detail has been worked into the facades through the use of bright metalwork and the variation in the treatment of the brickwork. The change of facing material to a light coloured brick, the introduction of greater articulation to the elevations and an appearance that is more clearly residential in nature have resulted in facade treatments that respond more appropriately to their context. The Little Britain frontage has more interest and variety and the setting of the listed gatehouse is much improved. The proposed ground floor response to the church garth would create a visual continuity with both the existing church cloister and the proposals for BC1. The upper levels of the building with their finely detailed balconies and window openings have significantly softened the appearance of the building in comparison to the previous proposals.

#### **NBC3 and the Rear of BC7 (Piercy and Company Architects)**

46. With its principal frontage facing onto Middlesex Passage, this building has been given a more domestic appearance than the other buildings in the Barts Square scheme whilst retaining an appearance appropriate to the conservation area. All elevations would be treated in a similar manner and be faced in the same light grey coloured Danish bricks proposed for LB1, LB2 & LB3. Sills and stringers would be of white coloured cast masonry.
47. A regular grid of large openings would be filled by partially openable timber panels with the remainder of the opening being fully glazed. Some bays would be glazed almost flush with the facade brickwork and the glazing to others would be recessed and the opening fronted by a dark coloured metal balustrade. The brickwork at the eastern side of the building closest to Bartholomew Close would be more decorative in response to this part of the building being more visible from public locations. A set-back top storey with a serrated roofline would be finished in brass coloured standing seam sheet metal. Windows at this level would be frameless and follow the profile of the roof. Doors opening onto the terrace areas behind the parapet would be of timber.
48. The proposed facades have been considerably refined and given a more obvious residential character. The change in facing materials and the introduction of the decorative brickwork, particularly to parts of the

elevations where no fenestration is present would enliven the appearance of the building and increase its visual interest.

49. The reduction in the height of a parapet on the north west facing elevation of NBC3 would be acceptable in design terms. This alteration would be favourable as it would improve the daylight levels to one of the flats in 43 Bartholomew Close under the proposed condition.
  50. In the original proposal one room within 43 Bartholomew did not comply with the BRE guidelines in terms of vertical sky component (VSC) and no skyline levels (NSL) (refer to paragraphs 160 and 161 of the original report for further details of the daylight test methodologies). It was concluded that the affected room would only be marginally above the 20% threshold for both tests (21.06% VSC and 23.5% NSL) therefore the impact on daylight available to this room would marginal and could be barely noticeable in reality.
  51. As a result of the reduction in the height of the NBC3 parapet, the affected flat would now be BRE compliant in terms of the VSC level. All of the rooms within 43 Bartholomew Close would have BRE compliant VSC levels under the revised condition. The parapet alteration would result in a marginal improvement to the NSL level of the relevant living room taking it from 23.5% to 23.3%. The NSL level would still be marginally above the 20% threshold.
- BC4 (Sheppard Robson)**
52. The facade treatments for this building have been developed to directly respond to this context with a stone faced block marking the corner and a contrasting metal faced element completing the street frontage to Dominion House (BC7).
  53. The design of the stone corner block comprises a two storey stone base whose height responds to the rusticated stone base of the adjoining 61 Bartholomew Close (BC3). The use of stone in this location also responds to the stonework of the Butcher's Hall located diagonally opposite. A pattern of regularly spaced punched-hole windows would extend up the building on both frontages. Windows are larger on the ground floor to give a clear visual hierarchy to the fenestration and would accommodate retail units. The stonework is plainly finished up to second floor level but is more finely coursed between the second and fourth floors. The fifth floor would be clad in a stainless steel framework and be set back from the parapet, being visible only in longer distance views.
  54. The stainless steel treatment of an expressed frame with either recessed glazing or decorative panels would be utilised for the infill section of facade between the stone-faced corner and Dominion House (BC7). The stainless steel would replace the previously proposed ribbed aluminium. It would appear more refined and more complimentary to the residential use of the building than the ribbed aluminium. The stainless steel would have richer detailing as the decorative panels would be etched with patterns that pick up on decorative metal work in the locality.
  55. At ground to third floor the building would rise sheer from a recessed building line to give the stone corner block more presence in the street.

The top two floors would be set back behind a balcony with the uppermost floor extending south-westward to form the set-back floor of the stone corner block. The stainless steel facade treatment would also be used to face the rear elevation of the building onto Middlesex Passage.

56. The reordering of the building's fenestration and the change in facing material to stone for the corner block would raise the visual status of BC4 to a level appropriate to its prominent location. The proposed treatment of the stonework with its heavy base, deep set windows and finely detailed upper level coursing would create a building that would enhance the townscape of this part of Bartholomew Close by creating an interesting and complimentary relationship with its neighbours, particularly with the Butcher's Hall. The use of stainless steel for the more subservient frontage to the north-eastern part of the building would result in front and rear facades characterised by intricate detail. The front facade would contrast in a complimentary manner with the more robust nature of the stone corner block in Bartholomew Close, and at the rear the proposals would be appropriate to the more domestic character of Middlesex Passage.

### Conclusion

57. The revised designs have improved the external appearance of the reserved buildings. The proposed variety of design features and architectural approaches would enliven and enrich the appearance of the buildings whilst ensuring that they are sensitive to their context and the setting of adjacent listed buildings. The buildings would enhance the appearance of the Smithfield Conservation area.
58. The scale, bulk and massing of the buildings would remain as approved by Members at the 20<sup>th</sup> November 2012 planning committee except for the alterations to the height of the NBC3 parapet which would be welcomed as it would ensure that all flats within 43 Bartholomew Close are BRE compliant in VSC terms.

**Background Papers**

- 29.07.2013 Letter English Heritage  
02.08.2013 Email Peter Bowen  
05.08.2013 Email Clare James CC  
05.08.2013 Email Richard and Jennifer Latto  
07.08.2013 Email Ann Holmes  
07.08.2013 Email Mandy Bridger  
07.08.2013 Email Gillian Harvard and Patricia Barry  
07.08.2013 Email David A Smith  
07.08.2013 Email Graham Wickens  
07.08.2013 Email Virginia Rounding  
13.08.2013 Email James Darke  
15.08.2013 Letter City Heritage Society  
26.08.2013 Email Dr Wileman, Dr Lewis, Mr Wileman and Mrs Wileman  
27.08.2013 Email Mary Hustings



## **Appendix A**

### **London Plan Policies**

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

**Policy 3.1** Protect and enhance facilities and services that meet the needs of particular groups and communities.

**Policy 3.2** New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities.

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

**Policy 3.4** Taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals which compromise this policy should be resisted.

**Policy 3.5** Housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in this Plan to protect and enhance London's residential environment and attractiveness as a place to live.

**Policy 3.8** Taking account of housing requirements identified at regional, sub-regional and local levels, boroughs should work with the Mayor and local communities to identify the range of needs likely to arise within their areas and ensure that new developments offer a range of housing choices.

**Policy 3.11** Maximise affordable housing provision and seek an average of at least 13,200 more affordable homes per year in London over the term of the London Plan.

Policy 3.12 The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes; negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development.

Policy 3.13 Boroughs should normally require affordable housing provision on a site which has capacity to provide 10 or more homes.

Policy 3.16 Protection and enhancement of social infrastructure - additional and enhanced social infrastructure provision to meet the needs of a growing and diverse population.

Policy 3.17 Health and social care facilities - Provision of high quality health and social care appropriate for a growing and changing population, particularly in areas of under provision or where there are particular needs.

Policy 3.18 Support proposals that enhance school and educational facilities and resist loss of education facilities unless it can be demonstrated there is no ongoing or future demand. Encourage multiple use of educational facilities for community or recreational use

Policy 4.1 Promote and enable the continued development of a strong, sustainable and increasingly diverse economy;  
Support the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity;  
Promote London as a suitable location for European and other international agencies and businesses.

Policy 4.2 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 4.8 Support a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need and the broader objectives of the spatial structure of this Plan, especially town centres.

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

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

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

## **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.

### ***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.

### ***CS14 Tall buildings in suitable places***

To allow tall buildings of world class architecture and sustainable design in suitable locations and to ensure that they take full account of the character of their surroundings, enhance the skyline and provide a high quality public realm at ground level.

### ***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).

### ***CS19 Improve open space and biodiversity***

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity.

### ***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.

### ***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.

### ***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.

***HOUS4 Housing space and amenities***

To require that all dwellings, where practicable, should be self-contained and provide adequate space and amenities.

***HOUS5 Mixed uses to minimise disturbance***

To require that housing provided in mixed developments is designed to minimise disturbance to both residential and commercial occupiers and where practicable, have separate access.

***HOUS10 Respect residential privacy, etc***

To require where practicable that the privacy, outlook and daylighting levels of residential accommodation is respected by the form of adjacent development.

***CS5 Meet challenges facing North of City***

To ensure that the City benefits from the substantial public transport improvements planned in the north of the City, realising the potential for rejuvenation and "eco design" to complement the sustainable transport infrastructure.

***CS4 Seek planning contributions***

To manage the impact of development, seeking appropriate contributions having regard to the impact of the contributions on the viability of development.

***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.

***CS18 Minimise flood risk***

To ensure that the City remains at low risk from all types of flooding.

***CS21 Protect and provide housing***

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near existing residential communities, to

meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

***CS22 Maximise community facilities***

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

***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.

***ENV8 Promote high quality open spaces***

To promote and ensure high standards in the layout, design, surface treatment and landscaping of open spaces and streets, and to seek the retention of existing surfaces and features which contribute positively to the character and appearance of the location and the City.

***ENV6 Design of alterations to buildings***

To ensure that all alterations or extensions to an existing building take account of its scale, proportions, architectural character, materials and setting.

***ENV9 Protection and provision of trees***

To safeguard all trees that are subject to tree preservation orders and to make tree preservation orders where expedient in the interests of amenity. To protect trees that contribute to the character or appearance of conservation areas. Elsewhere, to seek to retain or replace trees of importance to the townscape of the City and promote enhancement through additional planting where appropriate.

***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.

***ENV13 Control demolition in CA***

Conservation area consent, if appropriate, will normally be subject to a condition preventing demolition prior to the approval of detailed plans of

any replacement building and may be subject to a condition that a contract, or series of contracts, ensuring the construction of such a replacement has been signed.

***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.

***ENV29 High standard of shopfront design***

To ensure that the provision of shopfronts is of a high standard of design and appearance and to resist inappropriate designs and alterations.

***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.

***CS22 Maximise community facilities***

To maximise opportunities for the City's residential and working communities to access suitable health, social and educational facilities and opportunities, while fostering cohesive communities and healthy lifestyles.

***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.

***TRANS7 Improve pedestrian routes***

To support the retention and improvement of pedestrian routes and crossings, public rights of way and the City Walkway network.

***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.

***TRANS20 Residential parking standards***

To resist the provision of off-street car parking in new residential development in excess of the current planning standards, and to remove on-street residents' parking.

***TRANS21 Seek parking for disabled people***

To seek the provision and improvement of parking arrangements for disabled people.

***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.

***TRANS23 Require parking for motorcycles***

To provide parking facilities for motorcycles by:

i. requiring the provision of private parking spaces for motorcycles in development schemes;

ii. maintaining an adequate overall number of spaces for motorcycles in public off-street car parks and;

iii. seeking to maintain on-street motorcycle parking at current levels, pending the approval of the Local Implementation Plan.

***ECON6 Maintain character of Smithfield***

To ensure that development maintains or enhances the varied and special character of Smithfield by:

- i. normally requiring that development proposals for sites including existing non-B1 uses shall maintain the amount and proportion of non-B1 uses on the site;
- ii. seeking a proportion of non-B1 uses in development proposals for sites wholly in B1 (office) use;
- iii. seeking a variety of uses other than B1 to be located at street level.

When assessing the suitability of sites for mixed uses the potential difficulties of accessing and servicing mixed uses on small sites will be taken into consideration.

## SCHEDULE

APPLICATION: 13/00642/MDC

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.

## INFORMATIVES

- 1 The Plans and Particulars accompanying this application are:  
Townscape and Visual Assessment Update (Discharge of Condition 3) dated May 2013; BC4 Barts Square, Design Statement for Discharge of Planning Condition 3 dated May 2013; 4384-20 130; 4384-20 131; 4384-20 132; 4384-20 321; 4384-20 322; 4384-20 323; 4384-20 324; 4384-21 405 rev. B; 4384-21 406 rev. B; Design and Access Statement Plots NBC3 & BC7 dated June 2013; 13441 L P NBC3-BC7 100; 13441 L P NBC3-BC7 101; 13441 L P NBC3-BC7 102; 13441 L P NBC3-BC7 103; 13441 L E NBC3-BC7 140; 13441 L E NBC3-BC7 141; 13441 L E NBC3-BC7 142; 13441 L E NBC3-BC7 143; 13441 L E NBC3-BC7 144; 13441 L E NBC3-BC7 145; 13441 L S NBC3-BC7 150; Design and Access Statement Plots LB1, LB2 & LB3 dated June 2013; 13441 L P LB1-2-3 100; 13441 L P LB1-2-3 102; 13441 L P LB1-2-3 103; 13441 L P LB1-2-3 104; 13441 L E LB1-2-3 140; 13441 L E LB1-2-3 141; 13441 L E LB1-2-3 142; 13441 L E LB1-2-3 143; 13441 L E LB1-2-3 144; 13441 L S LB1-2-3 150; 13441 L S LB1-2-3 151; Barts Square: Building BC1 Design Statement May 2013; MLA/341/P/100; MLA/341/P/101; MLA/341/P/102; MLA/341/P/103; MLA/341/P/104; MLA/341/P/105; MLA/341/P/106; MLA/341/P/107; MLA/341/P/108; MLA/341/P/300; MLA/341/P/301; MLA/341/P/302; MLA/341/P/303; MLA/341/P/304; MLA/341/P/305; MLA/341/P/400; MLA/341/P/401.
- 2 Other conditions remain to be discharged.

Unitary Development Plan and Core Strategy Policies

ARC1 Archaeology - evaluation and impact  
ARC2 To preserve archaeological remains  
ARC3 Recording of archaeological remains  
CS10 Promote high quality environment

CS12 Conserve or enhance heritage assets  
CS13 Protect/enhance significant views  
CS14 Tall buildings in suitable places  
CS17 Minimising and managing waste  
CS19 Improve open space and biodiversity  
CS1 Provide additional offices  
SHOP3 Seek increased retail facilities  
SHOP4 Variety in size of retail units  
CS20 Improve retail facilities  
HOUS4 Housing space and amenities  
HOUS5 Mixed uses to minimise disturbance  
HOUS10 Respect residential privacy, etc  
CS5 Meet challenges facing North of City  
CS4 Seek planning contributions  
CS15 Creation of sustainable development  
CS16 Improving transport and travel  
CS18 Minimise flood risk  
CS21 Protect and provide housing  
CS22 Maximise community facilities  
CS3 Ensure security from crime/terrorism  
ENV8 Promote high quality open spaces  
ENV6 Design of alterations to buildings  
ENV9 Protection and provision of trees  
ENV11 Preserve contribution to CA  
ENV13 Control demolition in CA  
ENV28 Design of building services  
ENV29 High standard of shopfront design  
ENV35 To protect daylight and sunlight  
CS22 Maximise community facilities  
UTIL6 Provision for waste collection  
TRANS7 Improve pedestrian routes  
TRANS15 Seek off-street servicing  
TRANS18 Resist non-residential parking  
TRANS20 Residential parking standards  
TRANS21 Seek parking for disabled people  
TRANS22 Require cycle parking  
TRANS23 Require parking for motorcycles  
ECON6 Maintain character of Smithfield

**Adjei, William**

**From:** Delves, Gemma  
**Sent:** 02 August 2013 09:15  
**To:** DBE - PLN Support  
**Subject:** FW: Application No. 12/00256/FULEIA (objection)

ACKNOWLEDGED

Hi

Please can this be acknowledged and put on the web under case reference 13/00642/MDC not 12/00256/FULEIA as stated above.

Thanks

Gemma



---

**From:** Peter Bowen  
**Sent:** 02 August 2013 08:21  
**To:** Delves, Gemma  
**Subject:** Application No. 12/00256/FULEIA (objection)

Dear Gemma,

I am responding to the City's request for observations regarding the Submission of planning details, pursuant to the discharge of the Planning Committee's "Condition 3".

Firstly, the proposed developer's revisions to the facades of the buildings covered by Condition 3 must be congratulated on the greatly enhanced quality of the proposed facades and I would commend these improvements to the Committee. In this respect, the developer has demonstrated the value of constructive consultation with residents and other local stakeholders, by listening to feedback and responding in a positive manner, to create a far more inclusive and sustainable vision of this precious area of London's cityscape and heritage.

Unfortunately, however, the developer has failed to understand and respond to the full scope and intent of the Planning Committee's concerns about the proposed scheme, which were expressed very strongly by members of the Committee at its meetings last year and summarised in Condition 3. As you will recall, the Committee members were horrified by the sheer scale and immensity of the scheme and the impact that the bulk, mass and increased height of buildings in the proposals would have on the appearance and quality of this uniquely diverse and historic area of the City, with its rich blend of residential, small commercial, livery, hospitality, religious, medical, modern and medieval architectural heritage. You will also recall the concerns expressed by members of the Committee that they had been given inadequate time to prepare and consider the enormous scope and impact of the development and their requests for a site visit and more detailed consideration of the representations made by the local community.

Since those meetings, there have, of course, been elections, in which a number of councillors were elected by residents and businesses on the basis of their pledges to ensure that the proposed development was amended in such a way as to respond to the community's concerns regarding the increased height and bulk of the proposed scheme, compared to those of the current building stock. As a result, I understand that there have also been a number of changes to the composition of the Planning Committee, so that it will become even more important that the new committee ensures compliance with the conditions attached to these proposals by its predecessor and ensures that it is fully briefed on the concerns and the intent that lie behind the conditions.

In this context, it is deeply disappointing that the developers have misinterpreted the scope and intention of Condition 3, whose reference to the compliance of the "external appearance" of selected buildings with Policy CS10 was intended to focus the developer's efforts on reducing the "bulk, scale, massing and height of buildings" to ensure they "are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces." This disappointment is compounded by the fact that the adjustments needed to make the bulk and height of the new buildings consistent with the bulk and height of the existing building stock is actually not particularly great or material to the overall volume of development. The community is simply asking that the heights are consistent with those of the current buildings and (I understand) that one of the proposed walls of NBC3 be cut back to more accurately reflect the current structures.

You will recall that, in my representation dated 8 October 2012, I stated that:

I still feel that some of the more fundamental problems of the character of the scheme have not been addressed. In particular the additional height that has been added to the buildings surrounding Middlesex Passage in the revised application will be even more disproportionate to the scale of the remaining buildings. The increased height and mass of the new buildings above the height of the current buildings will affect views of the sky and light for all residents in the area and create an oppressive sense of enclosure, particularly on the lower levels of the apartment buildings and at street level. The principle of not building above the height of the current buildings should be a key constraint on the development, whatever happens.

I am sad to say that, notwithstanding the overall merits of the development and the improvements proposed to the facades, I must continue to object to the revised proposals, on the basis that the fundamental problem of height and mass have still not been addressed by the developer, even though Condition 3 was explicitly imposed on the application by the Committee to address it.

Given the crucial importance of this proposed development to the character of this unique historic area and the quality of the legacy that we wish to pass on to future generations, I would recommend strongly that the Planning Committee request the developer to comply with the full scope of Condition 3. I would also suggest that it would be very worthwhile for the members of the Committee to carry out a site visit to the area (as was requested by some members at the committee meetings last year) and to meet with local residents and representatives of our community to see at first hand what the concerns and problems are and how little change would be needed to be made to the proposed scheme to create a more positive and enduring outcome for everybody (including the occupants of the proposed development). The members should also inspect closely the revised architectural model of the scheme, which I understand that you will be requesting from the developers.

Please let me know if you would like any further clarification of my comments or if you would like to discuss my objections. In the meantime, good luck with the preparations for the Committee and in supporting the City's realisation of its core strategy.

Peter Bowen  
Flat 37  
43 Bartholomew Close  
London  
EC1A 7HN

**ACKNOWLEDGED**

Members' Room

PO Box 270

Guildhall

EC2P 2EJ

5<sup>th</sup> August 2013



Dear Gemma

**Ref: 13/00642/MDC "Barts Square" Planning Application**

I am writing to register my objection to the above planning application.

My reasons for objecting remain the same as those underpinning my objection to the original application to which the planning condition relates, the essence of which can be summarised as follows:

- The bulk, scale, massing and height of the proposed development is inappropriate and contravenes C10 of the Core Strategy
- The proposed design neither preserves nor enhances the distinctive character and appearance of this conservation area, thereby contravening C12 of the Core Strategy

The above concerns were echoed by many residents and businesses in the area and were taken on board by the Planning and Transportation Committee when determining the original planning application by requiring the redesign of a significant number of the proposed buildings. The minutes of the meeting state:

***Planning permission be granted in accordance with the details set out in the schedule subject to the following:***

***• that in the light of objections received, in addition to Buildings BC1, LB1, LB2, LB3, NBC3 a planning condition be added also to BC4 which required the external appearance of the buildings to be redesigned and brought back to the Committee for approval.***

The revised application now being put before the Planning Committee for consideration represents a significant improvement to the external facades of the relevant buildings. Notwithstanding an apparent small adjustment to NBC3 in order to bring the design within the rights to light guidelines, the revised application does nothing to address concerns over the bulk, scale, massing and height of the buildings pertaining to C10 of the Core Strategy and for this reason I must register my objection.

In registering my objection, I would like to reiterate that I fully support the need for the redevelopment of this area and I recognise that a significant amount of time and resource has gone in to evolving the designs to where they currently are. At this

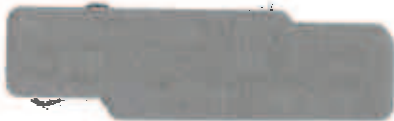
stage, a small concession by the developer to move back the projecting wall of NBC3 to the south east of 43 Bartholomew Close and reduce the height of the roof feature on NBC3 would be a very welcome compromise towards addressing some of the concerns raised.

I would strongly encourage those members of the Planning and Transportation Committee who are not familiar with the area to visit the site prior to the Committee Meeting at which the application is to be determined in order to get an appreciation of the character of this quiet and historic area.

I anticipate that the comments I have made in this response will be echoed by many residents and businesses in the area, who will be directly impacted by this new development.

It is of course for the Committee to determine whether the increase in bulk, scale, massing and height of the proposed development, compared with the current buildings, is appropriate in this case.

Yours sincerely

A large black rectangular redaction box covering the signature of Clare James CC.

Clare James CC



## ACKNOWLEDGED



Planning Application 12/00256/FULEIA  
St Bartholomew Hospital Redevelopment: Church Garth  
(Your reference 13/00642/MDC)

We should like to make a particularly strong objection to the revised proposals for the area adjacent to the cloisters of St Bartholomew the Great, described in the application as Church Garth. We are one of the few city residents with a view over this space. Our Georgian house in Cloth Fair together with John Betjeman's old house and number 41, the oldest house in the City, are visible in the montage of the revised proposal for the Garth – albeit heavily minimised by a false, non-perceptual perspective. We were therefore disappointed that the development company failed to contact, let alone consult us over these new proposals. In the light of this failure, we hope you will consider our comments particularly seriously.

Garth means a courtyard surrounded by cloisters and this area is on the site of the principal cloister of the Priory of St Bartholomew. Redevelopment provides the opportunity to recreate the ambience of such a space. While there are some improvements in the revised plans, particularly in the detailing, the proposals, rather than achieving this ambience, diminish considerably the existing space in both area and atmosphere for the following reasons:

1. The footprints at ground level of the proposed buildings (LB1 and BC1) encroach further into the space than the existing buildings. This is particularly true of LB1 to the west of the garth. Apart from a fire escape, the footprint of the existing building is more or less in line with the rear of the building (Club Gasçon) on the other side of the entrance passageway to the church. The proposed new building sits substantially in front of this line. This, together with the plan to surround the space with a hard surface on all sides, means that the area of green is nearly halved. (It is worth pointing out that the scale of the people in the montage of the garth in the revised proposals is wrong, making the space look much larger than it is.)
2. The ground floor entrances and windows onto the space are particularly intrusive. One more imaginative way of minimising this without reducing the floor area of the new proposal, apart from on the ground floor, would be to form a cloister along the façade of LB1 behind the pillars proposed in the revised plan.
3. A garth is by definition an enclosed space and the proposal to provide a pedestrian thoroughfare from the south will damage any feeling of this. If access is required from Bartholomew Close, then this should be a narrow passage leading into the space behind the arches suggested in 2 (above), creating a genuine cloister to reflect that on the east side and retaining some of the enclosed feeling of an authentic garth.
4. Despite its nominal private ownership this space has been fully open to the local community and used and appreciated by it for least the thirty years that we have known it. As the well-used swing and slide demonstrate, it is particularly appreciated by the community's children. Developing it as a smaller space to be used as a pedestrian thoroughfare will remove a public facility that would become even more valuable as the neighbouring residential population increases.

This is a precious green space adjoining Cloth Fair, itself one of the glories of the city – please do not destroy it.

Richard and Jennifer Latto  
46 Cloth Fair  
5<sup>th</sup> August 2013

## ACKNOWLEDGED

Consent was given to the Barts Square application at a meeting of the Planning Committee held 20 November 2012, consideration having been adjourned from the Committee's meeting some two weeks earlier.

In considering planning applications, planning authorities are required to take account of the views of those affected, and of any loss of amenity to residents.

The consent was conditional and arose from objections received; it reads:

*'Planning permission be granted in accordance with the details set out in the scheme subject to the following:-'*

*- that in the light of objections received, in addition to buildings BC1, LB1, LB2, LB3, NBC3 a planning condition be added also to BC4 which required the external appearance of the buildings to be redesigned and brought back to the committee for approval.'*

In the City's notice of 29 May 2013, outlining conditions, it is stated that:

*'Such revised details are necessary to ensure the satisfactory external appearance of the development in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12.'*

The conditions in the City's Core Strategy refer, in CS12 to:

*'preserving and enhancing the distinctive character and appearance of the City's conservation areas' ( section 2)*

In CS10 they state:

*'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 the setting and amenities of the City and creating an inclusive and attractive environment, by:*

- 1. Ensuring that the bulk, scale, massing, quality of materials and height of buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces.*
- 3. Ensuring that development has an appropriate street level presence and roofscape and a positive relationship to neighbouring buildings and spaces.'*

In other words, the condition was occasioned by the nature of the objections made and it requires the revisions requested, in order to meet the requirements of CS10 and CS12 of the City's core strategy. Alongside comments on loss of amenity, the aspects of CS10 and CS12 outlined above are precisely where the thrust of objections lay.

Bluntly, the scale of the buildings - their bulk, scale, massing and height were key matters at issue. By any definition, these form part of external appearance. It is impossible to meaningfully describe the external appearance of anything without referring to them.

Sadly, in consultations since then, the developer, Helical Bar, and its planning consultants, DP9, have only been willing to consider the aesthetics of external facades. For example, in considering NBC3, there has been a total unwillingness to consider lessening the size of the wall to the South East of 43 Bartholomew Close - a relatively minor change which would prevent adverse impact on the amenities of light and space currently enjoyed by residents at 43 Bartholomew Close.

It is important to stress, however, that Helical Bar has chosen this interpretation, and not that it has felt precluded from addressing issues of bulk and height. For example, a parapet has been lowered by a little over a metre (see NBC3 North West Elevation) where doing so apparently removes the possibility of the developer being challenged on legally unacceptable levels of loss of light.

There is no doubt that the revised application offers much improved facades. It does not, however, satisfy the condition which was imposed and, therefore, should not be agreed.

In relation to BC1, consent was for a scheme where the basement, ground and first floors were for retail use (See Table 1: overview of existing and proposed buildings, which was presented to the planning committee on 20/11/12). There were many objections to the siting of a restaurant on the ground floor of this building, on grounds of both noise nuisance and hygiene considerations.

The revised application has substituted residential in place of retail units on the first floor. This gives rise to a number of questions:

- 1 - is it lawful to create a change of use in this way?
- 2 - if such change of use were to be agreed, doesn't this mean a significant increase in the number of such units agreed?, Especially in the light of the City's desire to limit the number of new residential units, doesn't this open up the possibility of decreasing the number of residential units elsewhere - for example in NBC 3?
- 3 - If change of use is an option, shouldn't objectors be allowed to restate their opposition to the use of the ground floor as a restaurant?

Whilst we are all concerned to see progress, the revised application does not meet the condition imposed or fulfill the terms of the minute of the meeting held 20/11/12. It should, therefore, be sent back with an explicit instruction to consult on massing, scale, bulk and height, and not simply the aesthetics of facades, and to require a new application for the use of BC1.

Finally, on my calculations, over forty per cent of the present planning committee are new to the committee and less than a third of the present committee were present at the meeting on 20/11/12. I would urge most strongly, therefore, that a site visit is arranged

prior to this matter being discussed at committee. I know that many of us, who live at 43 Bartholomew Close, would be very happy for members to view parts of the site from the perspectives of the different floors in our property

Ann Holmes

Flat 1, 43 Bartholomew Close, EC1A 7HN

7/8/13

Flat 32  
43 Bartholomew Close  
London EC1A 7HN



Dear Gemma,

Re 13/00642/MDC Planning Application (Barts Square)

I would be grateful if you could arrange for my objections to be put before the relevant planning committee.

I have read the submissions by both Clare James and Ann Holmes regarding the above and believe that they have expressed the concerns which I share about the over this development and which I wholeheartedly endorse.

My main and overwhelming objection is the sheer scale of the project to which both refer, and seems entirely contrary to the stated objectives of the City's Core Strategy of "preserving and enhancing the distinctive character and appearance of the city's conservation areas" and "ensuring the bulk, scale, massing....and height of buildings are appropriate to the character of the City and the setting and amenities of the surrounding buildings and spaces".

Regarding the plans for BC1 I was particularly bemused by the architects' inclusion of photographic examples of classic and dare I say it beautiful mansion blocks, immediately preceding their own plans which more readily resemble a typical 1960's council block to be found in any number of local authorities but not to my knowledge the City of London.

I also question the need for such a dense development overlooking Middlesex Passage and would agree that moving back the projecting wall of NBC3 and redesigning the roof feature of NBC3 as proposed by Ms James and Ms Holmes would be a very welcome compromise from the developer.

I made objections to the original application Re 12/00252/FULEIA and to a large extent these still stand for 13/00642/MDC. I believe that the new plans do little to address the damage to the distinctive character of the area, which despite being almost inevitable, given the considerable area covered by the new buildings, could be managed by more sympathetic designs within this charming and unique area of the City.

Yours sincerely,  
Mandy Bridger

**ACKNOWLEDGED**

**Adjei, William**

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**From:** Delves, Gemma  
**Sent:** 08 August 2013 10:00  
**To:** DBE - PLN Support  
**Subject:** FW: Objections to revised Barts Square Development

Hi

Please can this be put on the web and acknowledged. Its 13/00642/MDC.

Thanks

Gemma



---

**From:** [REDACTED]  
**Sent:** 07 August 2013 16:47  
**To:** Delves, Gemma  
**Subject:** Objections to revised Barts Square Development

**ACKNOWLEDGED**

Flat 18  
43, Bartholomew Close,  
London, EC1A 7HN

6<sup>th</sup> August 2013

Dear Planning Committee,

Re Barts Square Development,

We have been to the Guildhall to inspect the plans. We appreciate the changes made to the facades, particularly those by Stuart Piercey. His company seems to be very sympathetic to the area.

We note that our main objections, to the bulk and the mass of the buildings, the alteration of the skyline, and the oppressive outcome of these plans has not been addressed and we believe contravenes C10 of the core strategy. Neither do these plans enhance the distinctive character of the area, which appears to contravene C12 of the core strategy.

The revised plans do not appear to have given more than minor lip service to the planning committee's original objection: *that in the light of objections received, in addition to Buildings BC1, LB1, LB2, LB3, NBC3, a planning condition be added also to BC4 which required the external appearance of the building to be redesigned and brought back to the Committee for approval.* The bulk and mass of the building appears to be almost exactly the same as before. A relatively minor change to bring the building more in line with the rear of 43, Bartholomew Close, in Middlesex Passage would make a huge difference to the residents of this building. We hope that members of this committee will take a walk and visualize the impact this will make on our truly lovely section of The City.

Naturally the area needs development and improvement. We are not NIMBYs. But it also needs protection from avaricious building. Please consider that they are taking away a little bit of the natural world here, our sky.

Yours sincerely,

Gillian Havard

Patricia Barry



**ACKNOWLEDGED**

FAO: Gemma Delves

Please find below my comments on and objections to the revised proposal submitted by Helical Bar.

**Background: Conditions attached to the Planning Approval for the original scheme (20<sup>th</sup> Nov 2012)**

Following a large number of objections, many of which related to the excessive scale of the development, planning approval was granted subject to the following conditions:

*- that in the light of objections received, in addition to buildings BC1, LB1, LB2, LB3, NBC3 a planning condition be added also to BC4 which required the external appearance of the buildings to be redesigned and brought back to the committee for approval.'*

In the City notice of 29 May 2013 relating to these conditions, it is stated that:

*'Such revised details are necessary to ensure the satisfactory external appearance of the development in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12.'*

The following CS10 policy extracts are relevant:

*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 the setting and amenities of the City and creating an inclusive and attractive environment, by:*

*1. Ensuring that the bulk, scale, massing, quality of materials and height of buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces.*

*3. Ensuring that development has an appropriate street level presence and roofscape and a positive relationship to neighbouring buildings and spaces.*

*6. Delivering continuous improvement in the environment, amenities and enjoyment of open spaces....etc'*

CS12 (section 2) relevant policy conditions are

*'preserving and enhancing the distinctive character and appearance of the City's conservation areas'*

**Conclusions from the conditions in CS10 and CS12**

1. Design (and redesign, which is here the relevant term) includes bulk, scale, massing, quality of materials and height of buildings. It is absolutely not limited to facades.

2. Conservation area considerations of character and appearance are well known. They evidently relate to bulk, scale, massing, quality of materials and height of buildings also. It would be absurd to suggest that Conservation area considerations related to facades only.
3. Conservation area considerations, in addition to buildings, relate to public amenities and open spaces such as Bartholomew Place.

#### **Smithfield Conservation Area**

One of the criticisms of the original plan was that there was no apparent concession made to the character of the Conservation Area, particularly the Northern sector which contains many fine buildings of modest height.

The most sensitive part of the Conservation Area is the environment surrounding Great St Bartholomews Church.

It is therefore particularly important that the understandable aim of maximum possible returns to the developers does not do so at the expense of damage to the character of the conservation area and reduced enjoyment by the local community.

#### **Consultation process**

Consultations were held between 43 BC residents and the developers' representatives DP9. At the outset it was made clear by 43 BC that they wished these discussions to include matters of bulk, height and mass.

It was made clear by DP9 representing the developers that they wished to avoid any discussion other than that related to building facades.

The discussion was therefore limited to building facades. As a result of these limited discussions the facades in the new proposal were generally agreed to be a significant improvement over the facades originally proposed.

However this leaves the larger considerations of bulk, height and mass unresolved.

#### **Bulk height and mass of the revised proposal**

As in the original proposal, the revised proposal is too imposing in terms of bulk, height and mass.

At the first Planning Committee meeting to assess the original development proposal, it was stated by Helical that the overall mass of the development did not exceed that of the existing buildings. This principle taken in isolation would have attracted general support.

While this was no doubt said in good faith, it became clear in the same Planning Committee meeting that the proposal had overstated the existing heights of numerous buildings by several



stories. Details of these overstatements and the necessary corrections to the application were announced during this meeting and were as follows:

Broadly speaking, an existing height of G+6, ie 7 stories was adopted for the following buildings:

NBC1, NBC2, NBC3/Dominion, BC2, BC3, BC4 and by inference other adjoining buildings.

Together these buildings comprise a very large area indeed, which when multiplied by the ca 3 storey overstatement creates a very large error for the bulk and mass of the existing buildings.

Due to the large increased bulk and mass of new development over and above the actual existing building heights, it seems likely that the overall bulk and mass of the new development does in reality exceed that of the existing buildings.

The revised proposal therefore affords an opportunity for Helical to conform to their own stated aim by reducing the bulk/mass/height of the buildings in the revised proposal accordingly.

It has been made clear by Planning that while a revised proposal cannot increase bulk and mass, it is completely open to the applicant to make reductions in bulk and mass.

This opportunity has not been taken in the revised proposal.

#### **Particular applicability to NBC3**

The existing E/W arm of the Middlesex passage where NBC3 is proposed has low rise buildings and empty space, rising to 4 storeys on the skyline. Both the original and revised proposals involve aggressive development of the existing space by increasing the height at every level, in particular raising the existing 4 storey skyline.

**NBC3 Lowest level** existing: Ground level and (in part) single storey. Proposed: 3 stories. **Gain 2-3 stories.**

**NBC3 Mid level** existing: Ground level. Proposed: 5 stories. **Gain 5 stories**

**Highest level existing (current skyline):** 4 stories (+ sundry tanks and pipes). Proposed: 6/7 stories. **Gain 2/3 stories**

These gains are excessive. As a result the southern outlook from 43BC is dominated by the intrusiveness, bulk and height of the proposed NBC3/Dominion buildings.

In particular, NBC3 frontage with the E/W arm of the Middlesex Passage could with minimal adjustment be wholly aligned with the blank wall at the SE corner of 43 BC. This opportunity has not been taken in the redesign.

In addition the NBC3 skyline is significantly (ca 25ft) closer to 43 Bartholomew Close than at present. As a result there is significant loss of direct sunlight and sky to lower flats in 43 BC. For example at the date of writing direct sunlight enters our flat at 9.10

am, and with the proposed plan 3 hours of sunlight would be lost. This effect can be extended in proportion to the longer and shorter days of the year.

There is also significant loss of privacy, in particular due to the large balcony area directly overlooking many of the 43BC flats.

**Particular applicability to Bartholomew Place**

Bartholomew Place is bordered by Great St Barts with its garden containing a number of specimen protected trees, and the elegant frontages of 43 BC, Founders Hall, the IT livery hall and NBC2.

This irregular square forms one of the City's 'oases' and is a potentially beautiful public amenity at a key 'gateway' location in the Conservation Area and a valuable open space which conservation area policy should seek to protect.

Currently Bartholomew Place receives a good deal of sunlight during every month of the year. (However sunlight has already been lost from the southern aspect due to the proposed increase in height of NBC1 and NBC2.)

The greatly increased height and bulk of NBC3 would cause significant additional loss of sunlight to Bartholomew Place from the western aspect where NBC3 is sited. If NBC3 is constructed as proposed, it appears likely that Bartholomew Place will be deprived of direct sunlight altogether and become a much less attractive amenity to local residents and pedestrians on one of the key routes between St Pauls and Farringdon Crossrail.

Such an outcome is clearly not consistent with CS12, which embodies the policy of "*Delivering continuous improvement in the environment, amenities and enjoyment of open spaces....etc*"

In conclusion, it would in my view be helpful to members of the Planning Committee to make a site visit to the part of the Conservation Area including 43 Bartholomew Close, the Middlesex Passage and Bartholomew Place prior to the revised application being discussed at Committee. I myself and, to my knowledge, other residents of 43 Bartholomew Close would be pleased to assist in this process by arranging access to relevant vantage points within 43 Bartholomew Close:

David A Smith  
Flat 5  
43 Bartholomew Close  
London EC1A 7HN

07.08.2013

**Adjei, William**

---

**From:** Delves, Gemma  
**Sent:** 08 August 2013 10:20  
**To:** DBE - PLN Support  
**Subject:** FW: Bart's Square - Development Helical Bar changes

Hi

Please can this be put on the web and acknowledged (13/00642/MDC).

Thanks

Gemma

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

**From:** Graham Person [REDACTED]  
**Sent:** 07 August 2013 10:30  
**To:** Delves, Gemma  
**Subject:** Bart's Square - Development Helical Bar changes



Dear Gemma,

I have read several of the comments regarding the changes proposed by Helical Bar relating to the development.

Ann Holmes seems to have eloquently presented her objections very well and rather than repeat what she has said would wish to endorse her comments.

The only addition is that it seems to me that Helical Bar have made a very narrow interpretation of the Committees instructions to suit themselves.

I would hope that the planning committee will recollect from the minutes of the meeting as to their intention. In doing so they may ensure that Helical Bar will do the right thing.

They Helical are acting as though they have got the "green light" and that these token changes will provide enough smoke and mirrors to deflect the committee from looking too closely. At the substantive issues.

Regards

Graham Wickens  
Flat 27  
43 Bartholomew Close  
London EC1A 7HN

Sent from my iPhone

**ACKNOWLEDGED**

## Delves, Gemma

---

**From:** PInComments@cityoflondon.gov.uk  
**Sent:** 07 August 2013 17:35  
**To:** Delves, Gemma  
**Subject:** Application Comments for 13/00642/MDC

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

Comments were submitted at 5:35 PM on 07 Aug 2013 from Ms Virginia Rounding.

### Application Summary

**Address:** 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

**Proposal:** 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.

**Case Officer:** Gemma Delves

[Click for further information](#)

### Customer Details

**Name:** Ms Virginia Rounding

**Email:** [REDACTED]

**Address:** Members' Room PO Box 270, Guildhall London

### Comments Details

**Commenter Type:** Councillor

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

**Reasons for Comment:** - Residential Amenity

**Comments:** While the redesign of the facades in question represent a very welcome improvement on the earlier designs, there nevertheless remain significant areas of concern with this application. First is the central question of the interpretation of the condition, and whether the determination of the developers to concentrate solely on the facades is too narrow an interpretation, leading to the condition not having been properly fulfilled. I would argue that the intention behind the condition was that the redesign of the 'external appearance' of these buildings was to encompass questions of height and bulk (which are surely aspects of 'external appearance' in that they are part of the experience of the viewer), particularly as the condition was imposed in response to the many objections, the great majority of which included concerns over height and bulk. I am therefore requesting the committee to consider whether further changes should be required in the buildings to be

redesigned externally, and whether this application in its present form should be rejected. Secondly, I would like to support the residents of 43 Bartholomew Close, who will be closely affected by this development, in their request for a change to be made in the alignment of the projecting wall of NBC3, so that it aligns better with their building, and for consideration to be given to reducing the height of the roof feature on this building.

## **Delves, Gemma**

**From:** PInComments@cityoflondon.gov.uk  
**Sent:** 13 August 2013 13:23  
**To:** Delves, Gemma  
**Subject:** Application Comments for 13/00642/MDC

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

Comments were submitted at 1:23 PM on 13 Aug 2013 from Mr James Darke.

### **Application Summary**

**Address:** 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

**Proposal:** 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.

**Case Officer:** Gemma Delves

[Click for further information](#)

### **Customer Details**

**Name:** Mr James Darke

**Email:** [REDACTED]@n

**Address:** Flat 6 39-40 Bartholomew Close London

### **Comments Details**

**Commenter Type:** Neighbour

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

**Reasons for Comment:** - Residential Amenity

**Comments:** We refer to building NBC3 (no 47 Bartholomew Close) As we understand it the proposal is "to replace the linked vertical windows with a simple regular grid of broader punched openings, evoking a functional mews style aesthetic". In our view (and it will be directly opposite to our living room window) the proposed amendment to the windows (the broad punched openings?) far from adding to the richness and warmth will, we think, seem bleak, cold and particularly eerie with its excessive contrast of light and shadow in the "punched holes" and conveying more a sense of dislocation than one of cohesion with the general atmosphere of this potentially wonderful square. We simply don't get the "mews style aesthetic" reference. The empty window spaces would appear more like those from an abandoned Italian Piazza in a metaphysical painting. If the empty window spaces could be redesigned with window frames which at least have some sympathy with the proportion and style of window



# CITY HERITAGE SOCIETY

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

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

PO Box 270

Dear Sirs,

PLANNING & TRANSPORTATION		
PSDP	CPO	PPD
TPD	19 JUN 2013	LTP
OM		SSE
ND		PP
FILE		DD

15 08 2013

GD

## Planning Application 13/00642/MDC

Site Bounded by 34-38, 39-41, 45-47 & 57B Little Britain,  
& 20, 25, 47, 48-50, 51-53, 59, 60, 61A & 62 Bartholomew Close, London EC1

At a recent committee meeting of the City Heritage Society our attention was drawn to the submission of details relating to the revised appearance of buildings LB1, LB2, LB3, and BC1BC4 & BC7. We understand that this relates only to the discharge of condition three and that the bulk, height etc. of the buildings listed are not open to amendment.

Regarding buildings LB1, LB2 and LB3 the proposed revisions are in our opinion an improvement on the previous proposals. The brick cladding and the variations between the parts of the façade are more sympathetic to Little Britain than the previous proposals. The façades facing the Church Garth and Middlesex Passage also benefit in these revised proposals.

Regarding building BC1 the façade facing Bartholomew Close is proposed to be clad in stone which seems at odds with its residential purpose but otherwise is an improvement on the previous proposal. The elevation to the church Garth is considered to be a considerable improvement on the original scheme.

Regarding BC4 the redesign omitting the haphazard pattern of windows is welcome. However replacing the brick facing with stone rather contradicts its residential function. Stone faced residential buildings are fairly rare and usually confined to high class single houses such as that of the Bishop of Ely in Dover St.



The major objection to this redesign however is the introduction of the glass and steel element. This is inappropriate in Bartholomew Close and totally unacceptable in Middlesex Passage where it appears to be a modern office block intruding into a residential enclave. This is particularly disappointing as the other proposed new façade proposed for Middlesex Passage with its warm brick finish sits comfortably into this location.

Yours Faithfully

A large, dark grey rectangular redaction box covers the signature area. A small, handwritten mark resembling a vertical line with a hook is visible above the box, and another similar mark is visible below it.

Peter Luscombe [CHS Vice Chairman]



Dear Planning Committee,

RE: Revised planning Application Ref 13/00642/MDC:

I am a resident of Flat 21, 43 Bartholomew Close. The last planning committee (the City's Planning Committee notice 29/5/13) agreed the following revisions be made to certain buildings within the plans (**most importantly NBC3**):

**"revised details are necessary to ensure the satisfactory external appearance of the development in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12."**

CS10 and CS12 state:

1. *Ensuring that the **bulk, scale, massing, quality of materials and height of buildings** are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces.*
2. *Ensuring that development has an appropriate street level presence and roof scape and a **positive relationship to neighboring buildings and spaces.***

Despite this notice from the city, Helical Bar and DP9 made it clear in further meetings with residents that they would **NOT** address **bulk, scale, massing and relationship to neighboring buildings and spaces**. They would only change the external appearance of the buildings. This contradicts the City's promises above.

NBC3 is hugely important to flats 27, 21, 15 and 5 of 43 Bartholomew Close, as they will face directly onto this new building. The current plans will mean that the living room windows of all these flats (that currently look onto an open space) will now look onto a huge brick wall just 3m away. This will cause a huge sense of **enclosure**, and is not ensuring a **"positive relationship to neighbouring buildings and spaces"**. This huge sense of enclosure was agreed by Helical Bar's independent light consultant Jerome Webb.

Please see attached before and after photographs.

This information was **NOT** presented clearly by the planning officer to committee members at the planning committee meetings. Furthermore, very few members were even present at the second committee meeting and even fewer had actually visited the site that is to be redesigned.

ACKNOWLEDGED





**BEFORE**



**AFTER**

**If NBC3 was shifted to be in line with 43 Bartholomew Close it would not obstruct the main windows of Flats 27, 21, 15 and 5, and would comply with CS10 and CS12. We urge planning committee members to consider this.**

If they would like to visit the site to see this, they are welcome to see the view from within our flat.

Yours sincerely,

Dr Helen Wileman-Lewis

Dr Jason Wileman-Lewis

Mr David Wileman

Mrs Julie Wileman

(Flat 21, 43 Bartholomew Close)

COPY OF LETTER  
SENT BY E-MAIL

Flat 24  
43 Bartholomew Close  
London EC1A 7HN  
27<sup>th</sup> August 2013

Ms Gemma Delves  
City of London Planning  
PO Box 270  
Guildhall  
London EC2P 2EJ

[gemma.delves@cityoflondon.gov.uk](mailto:gemma.delves@cityoflondon.gov.uk)/[PLNComments@cityoflondon.gov.uk](mailto:PLNComments@cityoflondon.gov.uk)

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	30 AUG 2013	LTP
OM		SSE
No	119607	PP
		DD

Dear Gemma

Planning application Barts Square-Your reference 13/00642/MDC

I refer to the application submitted by DP9 for Helical Bar pursuant to the discharge of Condition 3 of planning permission reference 12/00256/FULEIA dated 29<sup>th</sup> May 2013.

The application does not meet the planning condition for the following reasons. I therefore urge the Planning Committee to reject the application in its current form.

**The application does not comply with the requirements of Policy CS10 of the Corporation's Core Strategy and Unitary Development Plan in the manner required by Condition 3.**

CS10 requires that 'the bulk, scale, massing, quality of materials and height of buildings are appropriate to the character of the City and the setting and amenities of surrounding buildings and spaces'. It also requires that 'development has an appropriate street level presence and roofscape and a positive relationship to neighbouring buildings and spaces'.

Condition 3 refers specifically to 'the objections received' during the planning consultation, which address predominantly the bulk, scale, mass and height of the buildings in question and detriment to the amenities of surrounding buildings and existing residents. It is clear that the Condition in referring to CS10 therefore requires the applicant to address all these aspects. The current application deals only with the materials and ignores the other requirements of Condition 3 derived from CS10.

Item 36 of the Reasons for Planning Consent states that 'the majority of new development would adopt a similar scale to the existing buildings on the site'. In considering the requirements of Condition 3 and CS10 with specific reference to NBC3, this is clearly not the case. The proposed building line is brought forward on to an area which does not currently have a building on it and one storey has been added to the height of the present building which currently stands further back. The

bulk, scale, mass and height of the applicant's current proposals will create a dark, noisy and unfriendly environment in Middlesex Passage and for the residents of the adjacent buildings, including those moving in to the new development. The applicant should move the building line back to the current building line, and reduce the height of NBC 3.

In this context, I also note the requirement in the draft Local Plan published January 2013 for all developments 'to avoid harm to the townscape, by ensuring that the bulk and mass of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, urban grain and materials of the locality and relate satisfactorily to the character of streets, squares, lanes alleys and passageways'. (Policy DM10.1 New Development)

In considering the requirements of CS10 dealing with bulk, mass, scale and height, the applicant should also consider the requirements of other relevant policies. With reference to NBC3, the application does not meet the requirements of HOUS10 (Overlooking and Daylighting) and ENV35 (Daylight and Sunlight) of the Unitary Development Plan referred to in the planning consent. These policies require new developments to avoid direct overlooking, and to respect the privacy, outlook and daylighting levels of existing residential accommodation. The current proposals for NBC3, which include wrap around terracing overlooking the windows and gardens of the residents of 43 Bartholomew Close, and require moving the building line forward to the edge of Middlesex Passage, do not comply with these policies.

I am pleased to support the applicant's revised proposals for materials for the façades of NBC3 and BC7 which are a significant improvement on the original proposals.

Yours sincerely

A rectangular area of the document has been redacted with a solid black box, obscuring the signature of the sender.

Mary Hustings

cc: Alan Hustings

<b>Committee(s):</b>	<b>Date(s):</b>
Planning and Transportation	17 September 2013
<b>Subject:</b> The Vision and Direction for London's Streets and Roads	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Information</b>

## Summary

The purpose of this report is to advise Members of the recent report from the Mayor of London's appointed Roads Task Force and the Transport for London response.

The Vision is for World-class streets and roads, fit for the future.

It focuses on three core aims:

1. To enable people and vehicles to move more efficiently on London's streets and roads
2. To transform the environment for cycling, walking and public transport
3. To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life.

The Vision sets out a new strategic framework that helps to categorise each street, recognising the movement function and the place function. The Vision recommends increased investment and five things to help Transport for London, the City and the Boroughs do things better.

The Vision and TfL's response should make it easier and more efficient for the City to change its streets in the future. The Mayor and Transport for London embrace the RTF Vision and set out the approach that they will take, as the strategic highway authority, to implement the 10 recommendations. Officers welcome the report and TfL's response.

The first action for the City will be to categorise our streets. The target is to have completed this by the end of 2014. However, it will be highly desirable for this to have been completed substantially by the end of Spring 2014. Officers will bring this detail to Members in the coming months.

### **Recommendation(s)**

Members are asked to:

- Note the report

## Main Report

### Background

1. The Mayor of London appointed a Roads Task Force (RTF) in July 2012 to tackle the challenges facing London's roads and streets. As an independent body, the RTF brought together a wide range of different interests and expertise.
2. The RTF was supported in its efforts by Transport for London (TfL). The Deputy Mayor for Transport, Isabel Deding, chaired the group and TfL provided information and commissioned additional work.
3. Two meetings were held as the work of the RTF progressed; to inform and consult with politicians and officers from the London local authorities and other transport interests.
4. The City of London's own Local Implementation Plan, Objective 8, identifies an action 'to plan for a City with an operational Crossrail, a significantly increased total public transport capacity and significantly increased numbers of pedestrians and cyclists'. The timing of the RTF report and vision fits very well with the need to initiate the City's own planning for the future.

### Roads Task Force Report

5. Over the past year, the RTF has studied the challenges facing London's roads and the best examples of street management and urban design across the globe. It recognises that major improvements have been delivered in recent years, but calls on London to be bolder and embrace innovative solutions in future, at both the local and strategic level.
6. The Vision is for World-class streets and roads, fit for the future.  
It focuses on three core aims:
  - To enable people and vehicles to move more efficiently on London's streets and roads
  - To transform the environment for cycling, walking and public transport
  - To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life
7. **A new strategic framework of road and street types is proposed.** This takes account of local and network priorities and aims to guide operational, policy and investment decisions.
8. **There are nine categories of street type.** These are determined by the local or strategic nature of the movement or place function of a particular street. The speed of traffic is important to balance between 'movement' and 'place'

where safety issues have been identified. The street types are shown on page 12 of the Appendix.

9. **The RTF identified five key toolbox compartments** that are available to deliver improvements. These are:
  - Infrastructure and assets fit for the future
  - More efficient/flexible use of space
  - Intelligent systems and management
  - Changing behaviour/ managing demand
  - Substitute/relocated/enhanced capacity
10. **The RTF also recommend a new approach about the way things are done.** This includes:
  - Greater transparency and improved decision making
  - Improved accountability
  - Gearing up for delivery
  - Enabling innovation and ‘giving things a go’
  - Better evaluation and monitoring
11. **There is an aspiration for a world-class city centre.** This will ‘support the unique international, national and London-wide roles of the dynamic heart of London, ensuring an enhanced reputation as a place to do business, work, visit and live, and providing the right commercial districts for the next generation of businesses. In terms of roads and streets, this means:
  - A world-class public realm and reimagined iconic streets and places
  - A great environment for walking and cycling, with increased priority
  - Area-wide 20mph zone
  - Continued access for goods, services and visitors coming into central London – with dynamic traffic management to handle flows and priority
  - Shifting of heavy goods vehicles out-of-hours
  - Ultra-low emission environment and vehicles
  - Efficient movement within the centre, for example for people arriving at stations or going about their working day.
12. **Recommendations of the RTF report.** The 10 recommendations of the RTF, which seek to ensure that London’s streets and roads are fit for purpose now and in the future, are contained in page 30 of the Appendix.

### **Transport for London’s response**

13. The response from TfL outlines the work to date in improving and managing London’s roads. They will build on this success where there is immediate scope to put into action the RTF recommendations.

14. The TfL Business Plan has earmarked £4bn of new investment for London's roads by 2022; though the full delivery of this will depend on the final outcome of the Government's Spending Review. In essence, TfL are putting together a long-term plan for the highways, to match the plans that they have for the Underground and the buses.
15. **Tackle congestion** through a mix of technology and physical interventions. Such as: more active traffic management (SCOOT); better information to customers; over 1000 improvements to the TfL road network; further studies of the road corridors with special emphasis on the Inner Ring Road.
16. **Improve London's public spaces and streets** by: re-imagining places to make them greener, safer and more user friendly, especially at locations like Vauxhall and Elephant and Castle.
17. **Get more from the road network** by exploiting the potential to permanently or temporarily 'free up' space for freight, public enjoyment, walking or cycling. This may trial new layouts through the use of low-cost traffic measures to 'get it right' before more expensive permanent measures are built.
18. **Make it easy and attractive to walk, cycle and take the bus** by: improving wayfinding; delivering the Cycle Vision; and providing more priority for buses.
19. **Deliver a better managed network:** by dealing effectively with incidents and roadworks, enforcing the rules of the road where needed and managing the demands on the network at key locations and times.
20. **Help London grow** with some new road schemes but also by high quality bus priority and 'car-lite', sustainable development.
21. **Make the streets safer** by: a range of measures including locations like Blackfriars and Tower Hill; supporting 20mph on borough streets and on parts of the TLRN; updating camera technology; trialling innovative cycle-friendly infrastructure.
22. **Making the streets greener** through: more trees, less pollution and reduced energy usage.
23. **Ensure that the assets are fit for the future** by: delivering a high standard for the user; reinvesting revenue from lane rental; and renewing and repairing 1,800 TLRN structures and 12 tunnels.

### City of London Actions

24. The City of London is already delivering or preparing to deliver on the aspirations to provide a world-class city centre. The publication of the RFT report requires the City to undertake two new strands of work. These are listed below.
25. The first action for the City will be to categorise our streets. The target is to have completed this by the end of 2014. However, it will be highly desirable for this to have been completed substantially by the end of spring 2014. Officers have made a start on this process and will bring this detail to Members in the coming months.



26. The second action is to consider how to manage freight more effectively. To this end, the embryo of a Freight Strategy for the City of London is being prepared and should be presented as a following agenda item for the Planning and Transportation Committee.

### **Corporate & Strategic Implications**

27. The approach set out in the Roads Task Force report and the response from Transport for London are in accordance with the Corporate Plan, the emerging Local Plan and the approved Local Implementation Plan.

### **Implications**

28. The vision for London's roads and streets should make it easier for the City of London to deliver changes to the City's streets; in line with the recent schemes at Cheapside and St Paul's Churchyard. This will be facilitated by more funding, an easier approvals process, and by the City being better able to promote the need to create much better places; whilst maintaining essential movement.
29. A project will be initiated shortly to change Bank junction; in accordance with the approved Area Strategy. The RTF vision will help support the delivery of a world-class public realm at this key city place

### **Conclusion**

30. The publication of the Roads Task Force Vision and the response from Transport for London provide the City of London with the framework and the tools to plan the streets that the City will need for the coming decade.
31. It is most beneficial that the Mayor and Transport for London are setting in place a long term strategy to deal with the maintenance and development of the road and street network.

### **Appendices**

- Appendix 1 – The vision and direction for London's streets and roads: Roads Task Force, Executive Summary, July 2013

**Background Papers:**

- The vision and direction for London's streets and roads: Roads Task Force, Executive Summary, July 2013
- The vision and direction for London's streets and roads: Roads Task Force, July 2013
- Delivering the vision for London's streets and roads: Transport for London, July 2013

The Background Papers can be accessed through the following hyperlink. Hard copy is also available in the Members' Reading Room

<http://www.tfl.gov.uk/corporate/projectsandschemes/28187.aspx>

**Iain Simmons**

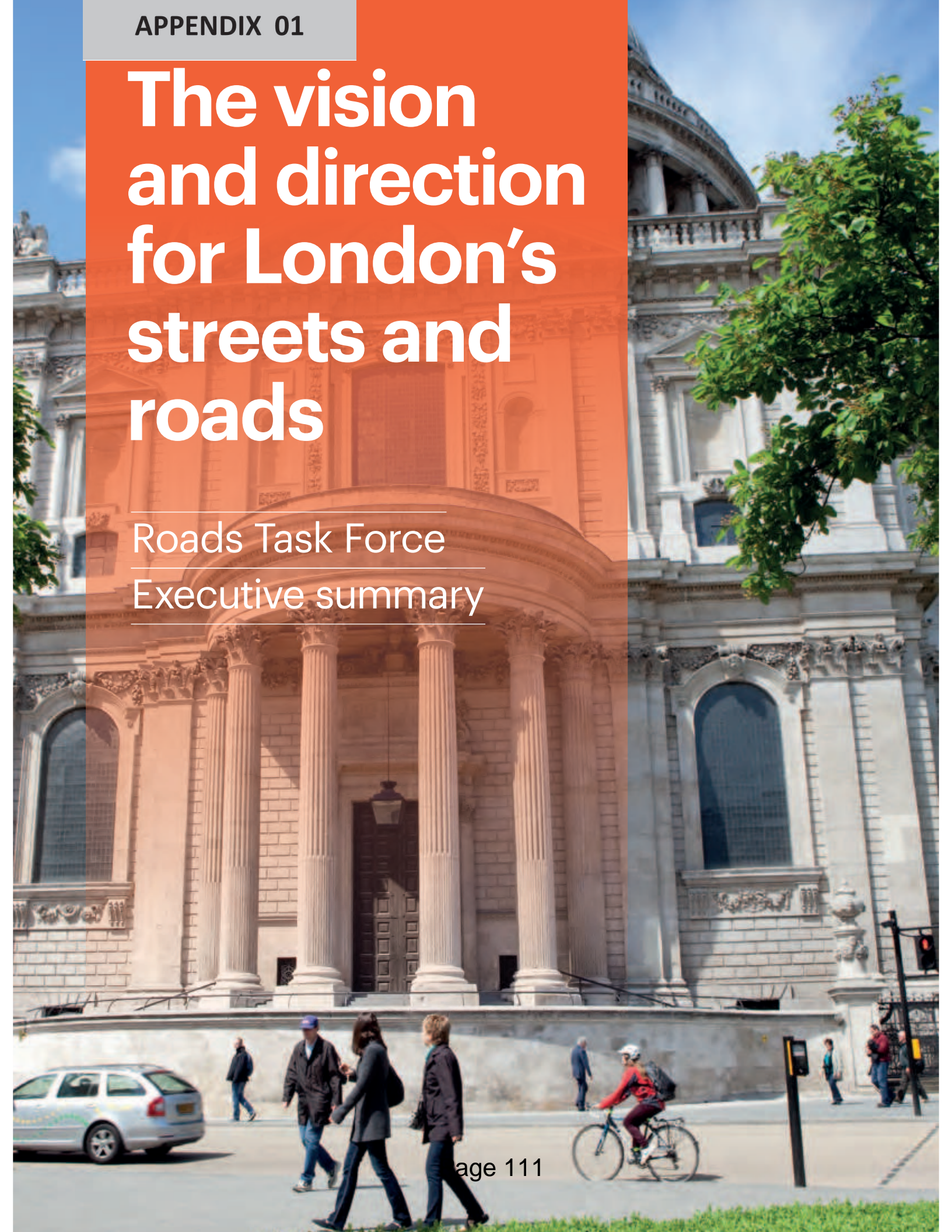
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# The vision and direction for London's streets and roads

Roads Task Force  
Executive summary



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# Introduction

## Tackling the challenges facing London's streets and roads

Every Londoner, business and visitor is affected by what happens on the city's streets and roads.

The Roads Task Force (RTF) was set up by the Mayor of London Boris Johnson to consider how to tackle the challenges facing London's streets and roads. It is an independent body that has brought together a wide range of different interests and expertise. What unites the RTF is the belief that these vital assets require a long-term strategy and commitment to investment.

The Mayor's 2020 Vision sets out his overall ambition for London. This report is a signal of the same ambition with regard to the city's streets and roads – commensurate with the vision to be the greatest city on earth – and outlines how this can be delivered.

Over the past year, the RTF has reviewed international experience, considered the evidence and engaged with a broad range of stakeholders. The results show that the Mayor and RTF are not alone in their ambition to see London's streets and roads planned, managed and developed in new ways. Offering world-class places and efficient and effective transport networks is vital to London's

continuing success as a vibrant and internationally competitive city.

This RTF report sets out a vision for 'world-class streets and roads in London, fit for the future' – and what is needed in the short, medium and long term. The RTF exhorts the Mayor to build a coalition of support to secure the means necessary to deliver this.

While considerable achievements have been delivered in recent years, with the Capital's population set to grow to around 10 million by 2031 there is now a need for even greater ambition and action. This will require substantial, long-term investment and will rely on boroughs, Transport for London (TfL), central government, businesses and other stakeholders working collaboratively. This is the start of the journey, not the end.



# Roads Task Force vision

World-class streets and roads,  
fit for the future

Page 114



# Key facts and figures

**Over the next 20 years, London's growth is expected to be equivalent to absorbing the population of Birmingham and Leeds.**

**Eighty per cent of all trips made by people and 90 per cent of all goods moved in London every day are on roads.**

**Streets account for 80 per cent of London's public spaces.**

**Of trips within Outer London, about half are taken by car. For journeys between Outer London and outside of London, 80 per cent are by car.**

**Cycles now make up about a quarter of vehicular traffic in the morning peak in central London.**

**London's buses now carry 2.3 billion passengers a year – more than double the number carried by Tube.**

**Vulnerable users make up 80 per cent of all those killed or seriously injured (KSI) on London's streets and roads.**

**About a quarter of all trips in London are made entirely on foot.**

# The functions of roads and streets

## London's road network needs to meet the RTF's vision

### The RTF's vision focuses on three core aims:

- To enable people and vehicles to move more efficiently on London's streets and roads
- To transform the environment for cycling, walking and public transport
- To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life

In order to achieve these aims, London's road network needs to perform better across its many and varied functions:



### Moving

Helping people, goods and services to get from A to B, and enabling efficient and reliable movement by a range of different modes.

**Did you know: Congestion currently costs the London economy around £4bn every year.**



### Living

Providing welcoming and inclusive places for all which support vital economic, cultural and community activities.

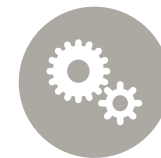
**Did you know: More than 200 town centres are identified in the London Plan which act as a focus for economic, cultural and social activity across the city.**



### Unlocking

Improving accessibility, connectivity and quality of areas earmarked for major growth to deliver the homes, jobs and new economic sectors that London needs as it grows.

**Did you know: London needs more than 40,000 new homes every year, but many potential development sites are constrained because of poor road access and the inability of the road network to cope with increased demand.**



### Functioning

Ensuring essential access for deliveries and servicing, and upgrading utilities under the roads, to serve London's growing needs and ensure a digital city.

**Did you know: The value of freight moved per annum on London's roads is £200bn.**



### Protecting

Improving safety and reducing collisions, particularly for vulnerable users, and ensuring streets where people feel secure.

**Did you know: Over the past decade, the average cost saving per year to employers and the National Health Service owing to improved road safety is £1.15bn.**



### Sustaining

Reducing emissions from the road network and supporting greener, cleaner, quieter streets and a healthier, more active city.

**Did you know: Every additional kilometre walked each day is associated with a 4.8 per cent reduction in obesity risk.**

These aims are extremely challenging, given the expected growth in London's population. Investment in rail is essential and schemes such as the Tube improvement plan and Crossrail will deliver 70 per cent extra capacity in the morning peak. Yet this will not be sufficient, by itself, to solve the problems on the Capital's road network or to cater for the diverse journeys made across the city.

A growing population means more pressure on London's road space.

Over the past 10 years, congestion on London's roads has increased by around 10 per cent, despite traffic levels falling by the same figure. This is in part due to the reallocation of road space to improve the urban realm, walking and cycling, and suggests London is approaching the limit of what can be achieved through road space reallocation alone.

The RTF has looked at what other cities around the world are doing. In successful cities, there is a clear trend towards reducing the impact of motor traffic to improve the quality of life and make them more attractive to live in and to do business. Exciting new spaces for city life have been created, and they have delivered

high-quality cycling networks and made cities great for walking.

At the same time, these cities are also improving and investing in their road infrastructure, roofing over ring roads and building tunnels to ensure people and vehicles can still get about the city.

To ensure London remains attractive and globally competitive, it must deliver more people-focused, inclusive places and transform conditions for more sustainable modes of transport. London must also deliver a well functioning road network that enables reliable journeys and tackles the congestion that afflicts the city and is a drag on economic growth. This means different things in different parts of London – as set out on pages 19-29.

London must, therefore, collectively raise its ambition for the scale and nature of investment in its street and road networks. To achieve truly transformative change, the Capital's streets and roads require at least £30bn of investment over the next 20 years or so.

Spending on rail is often seen as 'good' or 'green' and roads as

## London must collectively raise its ambition for the scale and nature of investment in its street and road networks

'bad' or 'unsustainable'. The reality is that the quality of streets and roads is vital for all users, including emergency vehicles, business, freight, buses, taxis, pedestrians, cyclists and powered two-wheelers, as well as car drivers for whom there sometimes isn't a viable alternative, particularly in Outer London.

This investment represents excellent value for money, given the 21 million people-trips made on London's road network each day, the unlocking of thousands of new homes and jobs, and the cost of not making these changes to health, to business and lost inward investment. It should also be considered in the context of the investments being made by other world cities with which London competes.

Public spending is set to be constrained for some years to come. It will be necessary to seek new and innovative ways to fund these vital improvements from a range of public and private sources, delivered through TfL, London's boroughs, business, developers and others.

One of the biggest challenges is balancing the different aims and supporting the different functions,

street by street and road by road, as well as across the city overall. London has a choice – continue to make decisions about individual streets and roads on an ad hoc basis or sign up to a more strategic approach.

Continuing with business as usual may deliver some benefits in the short term in those areas which 'get their schemes in first', but more widely traffic could be pushed on to other roads. This will increase congestion, causing rising costs for business and impacting on many Londoners. Signing up to a new approach would enable a larger, coordinated programme of place improvements to be delivered, complemented by well-designed strategic measures to make London a great city to be in and to keep it moving.



# A new strategic framework

## Representing the variety of roles that streets and roads play

The RTF has set out a new framework that takes account of local and network priorities and aims to guide operational, policy and investment decisions. The priorities for streets and roads will differ depending on their role and location.

Many of London's streets and roads cater for high volumes of 'movement' by vehicles and/or pedestrians, while others are quiet local streets. Streets and roads are also 'places' such as shopping and leisure destinations, major growth areas, or local neighbourhoods.

Accordingly, the RTF proposes nine 'street-types', representing the variety of roles that streets and roads play in a well-functioning and successful city.

This framework will enable TfL, the boroughs and stakeholders to:

- Set priorities for different streets and roads, and make trade-offs accordingly
- Reflect changing functions and aspirations as streets and areas change
- Identify the tools that may be appropriate locally to deliver change
- Understand the need for intervention at a strategic level to keep London moving

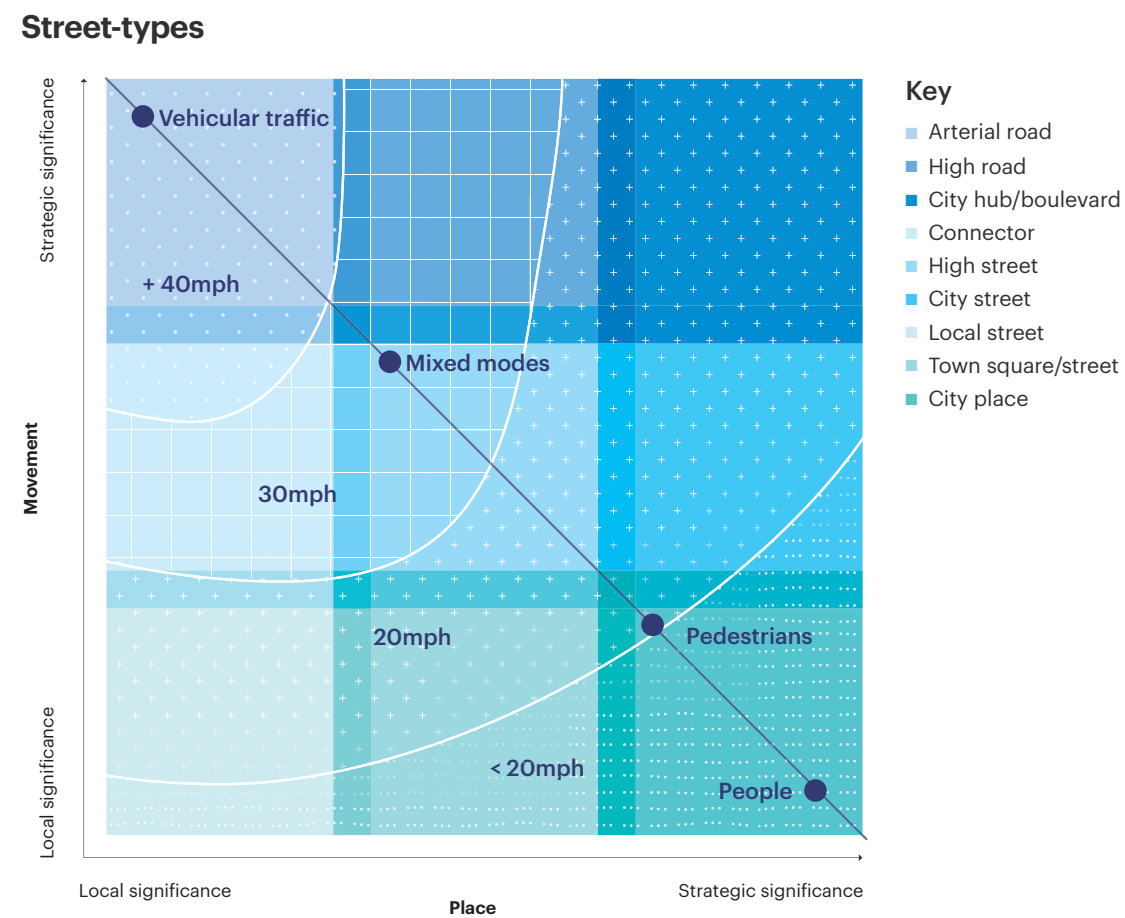
Trade-offs between the impact on different road users are sometimes inevitable. For example, on an arterial road such as the A13 or A41, the focus will be on supporting reliable and efficient movement for motor vehicles while seeking to mitigate the impacts on communities that live alongside, in terms of noise, air pollution and severance. For other street-types, the priority will be to deliver improved conditions for pedestrians and cyclists, and to enhance the urban realm.



## 'Movement' and 'place' need to be better balanced where safety issues have been identified

Speed limits are likely to play an important role where 'movement' and 'place' need to be better balanced, where there are high levels of pedestrian activity and where safety issues have been identified. This

should mean the introduction of more 20mph speed limit areas across London. The diagram below illustrates how this links to street-types.



# Learning from others

## Other cities are taking bold, strategic action

**Urban street design and Boulevard Périphérique, Paris**  
A series of initiatives designed to encourage more sustainable travel, including: the creation of wider bus lanes; access for larger goods vehicles only between 19:30 and 07:30; and the removal of on-street parking for bus lanes and cycle docking stations. In addition, three sections of the busy dual carriageway Périphérique have been roofed over to provide green spaces and reconnect the city with the suburbs. This has reduced noise and air pollution, and contributed to urban regeneration (see image 1).

**MIRACLES project, Barcelona**  
This freight project involved the introduction of variable, multi-use lanes for freight at different times; the conversion of on-street parking spaces into unloading spaces between peak hours; night-time delivery trials; roadside delivery management involving local delivery/logistic businesses; and a web-based information service providing locations and numbers of loading spaces available.



**Redesigned junction, Poynton, UK**

Traffic lights and highway clutter have been removed at Fountain Place, a major crossroads carrying 26,000 vehicles a day through the village centre. It is reported that delays to vehicles and pedestrians have reduced while trading in shops has doubled. Free-flowing traffic interacts sociably with pedestrians (see 2).

**Reduced impact development, Stockholm**

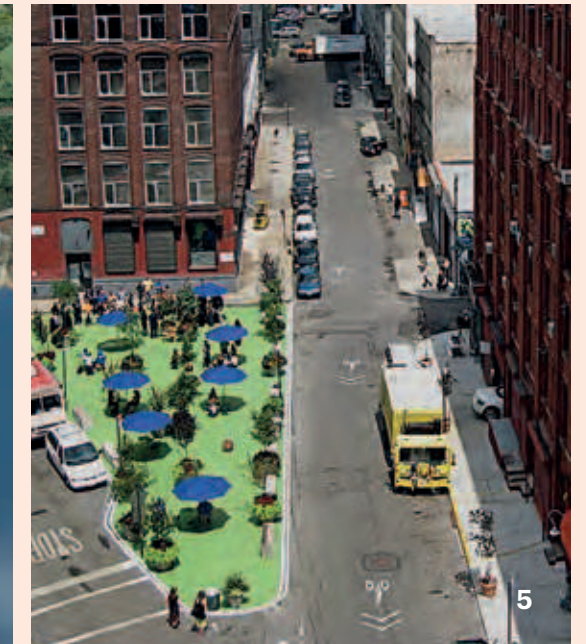
The Hammarby Sjöstad development of 11,000 apartments has been designed to have the greenest credentials from the outset, with a transport network characterised by car sharing, bike sharing, good transit access and high-quality cycle infrastructure. Currently only 21 per cent of trips are made by car, compared with 32 per cent for Stockholm as a whole (see 3).

**Bjørsvika Tunnel, Oslo**

The Bjørsvika Tunnel buried a major road in the centre of Oslo, allowing for the creation of Fjord City, which will deliver 15,000-20,000 jobs and 400,000m<sup>2</sup> of residential space. The project also includes new pedestrian and cycle paths and public transport lanes (see 4).

**New community spaces, New York**

The Down Under the Manhattan Bridge Overpass scheme in Brooklyn used planters to cordon off a new public plaza in a burgeoning residential and commercial district. On other streets, even the smallest and most 'unpromising' spaces have been turned into seating and café areas which New Yorkers have embraced (see 5).



# The toolbox

## The RTF has identified five key toolbox compartments

TfL and others have a range of 'tools' at their disposal to deliver improvements.

### Compartment 1 Infrastructure and assets fit for the future

Focused on managing and improving existing assets – including pavements, street furniture and the wider urban realm, as well as carriageways, bridges, tunnels and signals – to improve their condition and quality, while also ensuring that vehicles are as clean, quiet and safe as possible.

### Compartment 2 More efficient/flexible use of space

Focused on designing and using the available space more efficiently and flexibly by time of day, and supporting movement, as well as ensuring vibrant places and improving safety for vulnerable users, including pedestrians, powered two-wheeler riders and cyclists.

### Compartment 3 Intelligent systems and management

Focused on developing and implementing smarter systems and using new techniques and technologies to get more out of the network than ever before and deliver more reliable journeys and improved customer experience.

### Compartment 4 Changing behaviour/ managing demand

Focused on encouraging people and businesses to make changes to how, when or whether they travel, and on 'designing' the city and activities to reduce the need to travel.

### Compartment 5 Substitute/relocated/ enhanced capacity

Focused on improved/new infrastructure to create better places, and support walking and cycling, while also maintaining capacity for the efficient functioning of the network.

# The need for strategic measures

## Aspirations can only be met through an even bolder approach

To achieve the vision, it will be necessary to explore wider interventions.

This includes managing demand:

- Changing the way goods and services are delivered, for example shifting freight out of peak hours as was achieved during the 2012 Games. A greater use of consolidation centres will reduce the number of freight trips, and switching deliveries to bikes and powered two-wheelers will also deliver benefits
- Shifting to more sustainable modes by supporting the move from private car to walking, cycling, public transport and, when appropriate, powered two-wheelers such as through 'next generation' travel demand management initiatives
- Embedding different travel patterns and land use, particularly for new developments, such as through new 'car-lite' neighbourhoods
- Smarter charging for the use of road space by tolling for new road infrastructure and investigating the potential to use pricing more widely to manage demand

This will also mean maintaining or enhancing capacity:

- Providing new capacity for

sustainable modes by reviewing the potential to create new walking and cycling facilities, such as new bridges across the Thames

- Reducing junction delays by addressing key pinch points across the network
- Providing new connectivity to unlock growth areas by ensuring road connections to, and streets and public spaces within, major new developments including new river crossings
- Creating new space for communities and development by identifying opportunities to roof over existing roads to create new 'surface space' and mitigating traffic impacts
- Relocating capacity underground for strategic traffic by considering the use of tunnels to enable improvements to places on the surface

There are clearly major challenges and costs associated with many of these. More work is needed to investigate the potential of these measures to deliver the intended benefits. It is not possible to simply cherry-pick the 'easy' bits. Failure to change the way Londoners use roads, or to maintain space, will require a lowering of ambitions in other respects.

# Doing things better

A new approach must also be about the way things are done

The RTF recommends:

## Greater transparency and improved decision-making

Better guidance for project promoters, clearer milestones for schemes and greater visibility of the decision-making process.

## Improved accountability

Assign a named senior-level TfL project champion for all major schemes and new metrics to track performance on scheme progression and delivery.

## Gearing up for delivery

A renewed focus for TfL and boroughs to recruit, train and retain world-class staff, and for TfL to provide specialist support to boroughs where needed.

## Enabling innovation and 'giving things a go'

Identify opportunities for trials, establish an innovation fund and change regulations that are a barrier to trying new things.

## Better evaluation and monitoring

Improve network understanding and learning from what is done and review progress against this vision.

# What the RTF vision would mean for the Capital

Supporting a diverse London – the greatest city in the world





### A world-class city centre: Central Activities Zone

Aspiration: To support the unique international, national and London-wide roles of the dynamic heart of London, ensuring an enhanced reputation as a place to do business, work, visit and live, and providing the right commercial districts for the next generation of businesses.

In terms of roads and streets, this means:

- A world-class public realm and re-imagined iconic streets and places, for example London Bridge, Waterloo, Victoria, Oxford Street, Tottenham Court Road and King's Cross
- A great environment for walking and cycling, with increased priority
- Area-wide 20mph zone

- Continued access for goods, services and visitors coming into central London – with dynamic traffic management to handle flows and priority
- Shifting of heavy goods vehicles out-of-hours
- Ultra-low emissions environment and vehicles
- Efficient movement within the centre, for example for people arriving at stations or going about their working day

### A dense, vibrant Inner London

Aspiration: To support vibrant high streets, provide a safe, attractive and healthy home for young people, families and older people, and enhance the attractions of inner-city living through high-quality environment, design and public spaces to successfully accommodate a 20 per cent increase in homes.

In terms of roads and streets, this means:

- A more efficient allocation of space to support increasing density
- Attractive, accessible and bustling high streets
- 'Car-lite' neighbourhoods and significant increases in cycling and walking mode shares
- High-quality bus services and efficient access for goods and services
- An inspiring public realm and a safer, cleaner, greener environment
- 20mph zones
- Travel demand management measures, such as school and workplace travel plans and shifting freight to powered two-wheelers and bicycles



### A network of diverse accessible and safe neighbourhoods across Outer London

Aspiration: To maintain and enhance a high-quality of life and attractive places to live and work and raise families. This is one of London's strongest assets and key to its future success. There must



be efficient access to jobs and services and recognition of the diversity of the area, from leafy residential suburbs of 'Metroland' to more industrial suburbs.

In terms of roads and streets, this means:

- Improved journey time reliability and reduced congestion hotspots for drivers
- Enforcement focused on where it matters most (for example congestion, safety)
- High-quality bus services
- Safer, greener streets and better mitigation of noise, air quality, severance issues
- Measures to support walking and cycling
- Efficient access for goods and services
- Potential for a tolled orbital tunnel to replace surface capacity and support network operation

### Breathing life back into town centres across London

Aspiration: To support successful town centres (of all sizes, from metropolitan and major to district and local) across Inner and Outer London to serve as growing residential locations and economic, social and community centres, helping ensure a diverse range of employment and services accessible to all.

In terms of roads and streets, this means:

- More effective land use and transport integration, enabling intensification of use (including residential)
- High levels of accessibility by a mix of modes – reflecting the diversity of centres between and within Inner and Outer London, with cars important in many Outer London centres
- Increased mode shares of walking and cycling
- Improved quality and safety of the street environment and management of the strategic traffic that runs through town centres



- Efficient access for goods, services and buses
- Good quality parking – balance of car, bicycle, Blue Badge and powered two-wheeler to reflect existing/potential characteristics
- Mitigation of severance issues (eg changes to gyratories)



### Unlocking major growth and regeneration across London

Aspiration: To help London adapt and thrive into the future by supporting major development and higher-density redevelopment – especially in opportunity and intensification areas – to provide homes and jobs, and to revitalise and re-imagine key parts of the city and create new sustainable destinations and communities.

### Regeneration in east London

Aspiration: To transform previously industrial/derelict land into accessible and sustainable communities (for example London Riverside and Queen Elizabeth Olympic Park) and promote social and economic convergence with other parts of London, enabling east London to accommodate around 40 per cent of the Capital's growth.

In terms of roads and streets, this means:

- Provision of public transport access and connectivity to major new developments
- Enhanced road links to connect areas, for example river crossings
- Reducing congestion hotspots and improving corridors like the A12 and A13
- Mitigations of community impacts (such as severance, noise, air quality), with the potential roofing over of arterial roads
- Efficient access for goods and services
- Transforming the quality of place and providing a high-quality environment
- Creation of village-style streets in new developments for buses, walking, cycling and freight access, and embedding walking and cycling in new developments







### Iconic new inner-city quarters

Aspiration: To create and shape new city quarters which extend the economic reach of the productive central core and support dense, high-quality development, and inner-city lifestyles – establishing new city destinations, for example Elephant & Castle, Vauxhall Nine Elms Battersea, King’s Cross and Old Street, with an inspiring urban realm.

In terms of roads and streets (including the Inner Ring Road) this means:

- Transforming the quality of place and nature of the road infrastructure, while protecting essential movement of people
- Efficient access for goods and services
- Innovative and high-quality design and streetscape
- Ambitious levels of walking and cycling
- ‘Car-lite’ development
- Potential for ‘flyunders’ to enable transformation of surface space or high-quality separation



### High-quality growth hubs in different parts of London

Aspiration: To support new and enhanced centres of growth across Outer London to help unlock new homes and jobs, and provide a wide range of services for a rapidly growing city and support increased intensity of residential development, for example Croydon, Old Oak Common, Brent Cross (above).

In terms of roads and streets, this means:

- Enhanced town centre connectivity and public transport capacity to support intensification
- Improvements programme for key road corridors and junctions
- Enhanced public realm
- Efficient access for goods and services
- Appropriate car parking reflecting local characteristics, public transport accessibility levels and mode share aspirations
- Embedding walking and cycling in new developments and town centres

### Supporting diverse employment and businesses across London

Aspiration: To support successful centres of employment and businesses across Inner and Outer London where the majority of Londoners work, to ensure a diverse economy and accessible jobs and support strategic industrial locations, including for general and light industrial uses, waste management, logistics and environmental industries.

In terms of roads and streets, this means:

- Good local connectivity and accessibility to the local workforce – by road and public transport
- Efficient road links/junctions and access to the strategic road network to support business travel needs, for example tradesmen and small businesses reliant on vans, and access to suppliers and markets
- Appropriate parking (car, bicycle and powered two-wheeler) for employees and customers, reflecting local characteristics, public transport accessibility levels and the nature of employment (for example shift work)
- Loading/unloading provision
- Development of consolidation centres and freight break bulk points



# Recommendations

## The RTF has set out 10 recommendations to ensure London's streets and roads are fit for purpose now and in the future

Many of the recommendations will require a willingness to be even bolder and embrace change, but the time is right and action is needed now. The RTF recommends that:

- 1) The Mayor endorses the vision set out in this report and continues to make the case for a far greater investment programme in London's streets and roads. At least £30bn is needed over the next 20 years. This is a comparable level of investment to that made in the vital Tube and rail networks.
- 2) The Mayor adopts the core principle that the strategy must deliver overall against all three aims: transforming conditions for walking, cycling and public transport; delivering better, active and inclusive places and new city destinations; and maintaining an efficient road network for movement and access.
- 3) The Mayor accepts the need to be even bolder to achieve this ambition and make use of tools that have not been fully applied, including demand management and new/improved infrastructure. The Mayor must also recognise that this will entail making choices in particular locations – it will not be possible to cater fully or equally for everyone, everywhere, at the same time.
- 4) TfL, working with boroughs and other stakeholders, should undertake initial feasibility studies into the potential for applying these strategic measures within London. In the interim, a plan for the Inner Ring Road must be developed as a matter of urgency, given the cumulative development pressures.
- 5) The Mayor must ensure that TfL and other organisations involved in the management and planning of streets have fit for purpose culture, governance and resources to deliver this vision. This will require changes to be made to how things are done, as well as what is done.
- 6) TfL and the boroughs adopt and implement the new London street family and street-types approach as an aid to their planning and work with stakeholders. An agreed framework, key performance

standards and designation of an initial set of roads should be completed before the end of 2014. Ahead of this there should be early piloting with boroughs keen to adopt this framework.

- 7) TfL and the boroughs implement measures from across the different toolbox compartments. This should include a focus on innovation and trialling new approaches. The Mayor should establish an innovation fund with the aim of starting five pilot schemes by the end of 2014. TfL should set out a list of regulatory changes to overcome existing barriers – linking with the Government's Red Tape Challenge.
- 8) TfL should establish and promote London as a world leader in traffic and road network management, and more widely in 'smart' city mobility management and planning. This should use cutting-edge cooperative technology, make use of new data sources and communicate with road users in real time and in new ways to deliver benefits for reliability, customer experience, safety and the environment.
- 9) TfL should enhance its evaluation of schemes and monitoring of what is happening on the road network. This should include monitoring of both wider network conditions and the impacts of specific interventions designed to deliver the vision. There should be an annual review of progress against the aims and recommendations set out in this report.
- 10) The Mayor should promote this vision and begin a wider programme of engagement with Londoners and stakeholders (representing all interests) about the future of London's streets and roads. This should include new, exciting ways of engaging and involving people, and increasing understanding about the challenges and trade-offs, and the need for action.





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# Agenda Item 6b

<b>Committee(s):</b>	<b>Date(s):</b>
Planning and Transportation,	17 Sept 2013
<b>Subject:</b> Department of the Built Environment, Business Plan Progress Report for Q1	<b>Public</b>
<b>Report of:</b> Philip Everett, Director of the Built Environment	<b>For Information</b>
<p>This report sets out the progress made during Q1 (April – June) against the 2013/16 Business Plan. It shows what has been achieved, and the progress made against our departmental objectives and key performance indicators.</p> <p>At the end of the first quarter 2013/14 my department was £280k (8.9%) underspent against the local risk budget to date of £3.1m due largely to increases in income; Appendix B sets out the detailed position for the individual services. Overall I am forecasting a year end underspend position of £343k (3.5%) for my City Fund and Bridge House Estate services.</p> <p><b>Recommendation(s)</b></p> <p>Members are asked to:</p> <ul style="list-style-type: none"><li>• note the content of this report and the appendices</li><li>• receive the report</li></ul>	

## Main Report

### Background

1. The 2013-16 Business Plan of the Department of the Built Environment was approved by this committee on 22<sup>nd</sup> March 2013. As agreed, quarterly progress reports have been provided.

### Key Performance Indicators and Departmental Objectives

2. During the period of this Business Plan, my DMT are monitoring 33 KPIs, and this includes five corporate KPIs. Details of all KPIs can be found in Appendix A.
3. We are achieving 25 of the 33 KPIs. Of those below target, on NI192 (recycling) our percentage continues to increase and we expect to make our higher target of 41% by year end. On reducing accident rates, (TRP 3a) this is the subject of our Road Danger Reduction Plan and is a long-term objective, of which the next big step would be the implementation of a 20mph limit. It is worth noting however that our casualty numbers for KSIs (Killed and Seriously Injured) rose in 2012/13. The Draft Local Plan (PP2) is progressing more slowly than programmed as Members wanted more time to see and agree its detailed text. On 'Other Planning Applications' (DM1b), these are for minor works and have suffered recently as a consequence of internal resources being diverted to the processing of major applications, but we hope to recover during the year; and on the other indicators, we also expect to recover the position over the next few months. On the Departmental Objectives, all are proceeding as expected.

### Financial and Risk Implications

4. The first quarter monitoring position for Department of Built Environment services covered by Planning & Transportation Committee is provided at Appendix B. This reveals a net underspend to date for the Department of £280k (8.9%) against the overall local risk budget to date of £3.1m for 2013/14.
5. Overall I am currently forecasting a year end underspend of £343k (3.5%) for City Fund and Bridge House Estate services under my control. This depends largely on current levels of income (for items like road closures and hoarding licences) holding up, but the trend has continued from the last financial year and appears to be likely to continue. The table below details the summary position by Fund.

Local Risk Summary by Fund	Latest Approved Budget £'000	Forecast Outturn £'000	Variance from Budget +Deficit/(Surplus)	
			£'000	%



<b>City Fund</b>	9,473	9,130	(343)	3.6%
<b>Bridge House Estates</b>	230	230	0	0%
<b>Total Built Environment Services Local Risk</b>	<b>9,703</b>	<b>9,360</b>	<b>(343)</b>	<b>3.5%</b>

6. The reasons for the significant budget variations are detailed in Appendix B, which sets out a detailed financial analysis of each individual division of service relating to this Committee.

### **Achievements**

7. Cheapside, won the CIHT/Enterprise Mouchel Streets Award at the annual Chartered Institute of Highways and Transportation award ceremony. This award is in recognition of outstanding street design.
8. The Parking Ticket Office continues to report a recovery rate of over 81% (percentage of valid PCN debts recovered) over the last two financial years. This figure exceeds the national target which ranges from 63% to 76%.
9. The cleansing and highway teams contributed to the successful 2013 London Marathon and the preparations for the funeral of Baroness Thatcher.
10. Ben Mossop, one of our Building Control Surveyors has achieved full corporate membership of the Institution of Fire Engineers plus Professional Member grade membership of the Society of Fire Protection Engineers (MSFPE).

### **Appendices**

- Appendix A – Q1 KPI results
- Appendix B – Finance Report

### **Background Papers:**

DBE Business Plan 2013 - 2016

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## Departmental Key Performance Indicators

		Target 2013-14	Q1	
	<b>Transportation &amp; Public Realm</b>			
NI 191	To reduce the residual annual household waste per household.	508.5kg	88.5kg	😊
NI 192	Percentage of household waste recycled.	41%	39.77%	😐
NI 195	Percentage of relevant land and highways from which unacceptable levels of litter, detritus, graffiti and fly-posting are visible.	2%	1.04% (March)	😊
LTR2	Percentage of valid PCN debts recovered.	80%	83.35%	😊
LTR3a	Respond to percentage of PCN correspondence within 10 days (was 15).	90%	100%	😊
TPR1	No more than 3 failing KPI's, per month on new Refuse and Street Cleansing contract	<9 per quarter	4	😊
TPR2	No more than 3 failing KPI's, per month on new Highway Repairs and Maintenance contract.	<9 per quarter	2	😊
TPR3a	Reduction by 10% (or 5 people) number of persons killed and seriously injured compared to 2010 baseline.	-10% Or 5 people	Increase 18% Or 12 people	😞
TPR3b	Reduction by 5% (or 18 people) number of total road traffic casualties compared to 2010 baseline.	-5% Or 18 people	Decrease 68% Or 57 people	😊
TPR5	3 New Area Strategies agreed by Committee by March 31st 2014	3	On target	😊
<b>Comments</b>	<p><b>NI191-</b> This target is based on the Mayor of London's strategy targets</p> <p><b>NI192-</b> This target has been increased on the 2012/13 target as part of the revised waste strategy</p> <p><b>TPR5 -</b> Aldgate, Fenchurch and Monument Street and Bank Area Strategies</p> <p><b>TPR 3 –</b> provisional data based on Q4 12/13 due to TfL delays, until incidents are fully investigated it could result in changes to data</p>			

		Target 2013-14	Q1	
	<b>District Surveyor's (Building Control)</b>			
LBC1	To decide 90% of standard 5 week applications within the timescale compared with the number of applications received under these terms.	90%	89%	☹️
LBC2	To decide 90% of 8 week applications within the timescale where this has been agreed compared with the number of application received under these terms.	90%	92%	😊
LBC3	To issue a completion certificate within 10 days of the final inspection of completed building work in 85% of eligible cases. (was 14 days in 2011/12)	85%	97%	😊
<b>Comments</b>	<b>LBC1</b> –This figure is predominantly due to a low sample size			
	<b>Planning Policy</b>			
PP1	Consult the public on the City's preliminary draft Community Infrastructure Levy (CIL) in March 2013, draft CIL in July 2013 and progress through Examination to adoption by April 2014.	April 2014	On target	😊
PP2	Publish and submit draft Local Plan by October 2013 and progress to examination by April 2014.	April 2014	On target	😊
PP3	Publish development pipeline information bi-annually (June & Dec) and publish further 2011 Census analysis on residents by December 2013 and on workers by March 2014.	March 2014	Delay till Summer 2014	☹️
PP4	Submit local land and property gazetteer updates at least weekly to the National Address Gazetteer and improve submissions of the local street gazetteer to achieve at least Bronze national standard by June 2013 and then to maintain it during 2013/14.	85%	94%	😊
PP5	Ensure internal and public-facing GIS services are available 98% of the working day excluding IS service disruptions).	98%	99.4%	😊

		Target 2013-14	Q1	
<b>Comments</b>	PP2 - Slight delay; submission due April 2014 and examination Summer 2014.			
	<b>Development Management</b>			
DM1a	Process 65% of minor planning applications within 8 weeks	65%	76%	😊
DM1b	Process 75% of other planning applications within 8 weeks	75%	70%	😞
DM1c	Approve 95% of all validated planning applications	95%	100%	😊
DM3	Process 100% of standard land charge searches within 7 working days (12-13 target 100% in 8 days)	100%	100%	😊
DM4	To publish four conservation area appraisals and management proposals by 31 <sup>st</sup> March 2013	4	On track	😊
DM5	Ensure 90% of valid planning applications are viewable online within 3 working days of validation on UniForm	90%	90%	😊
DM6	Provide access observations to 95% planning applications within 14 days of receipt of information	95%	96%	😊
DM7	To manage responses to requests under the Freedom of Information act within 20 working days. (Statutory target of 85%)	85%	98%	😊
DM8	Investigate 100% of alleged breaches of planning control within 10 working days of receipt of complaint	100%	100%	😊
<b>Comments</b>	DM1b – Work continues to be done by the management team on this KPI, however analysis shows that the delay is mainly due to continued negotiations with applicants to secure approval of the application.			
	<b>Service Response Standards</b>			
SRS A	All external visitors to be pre-notification via the visitor management system.	100%	66.3%	😞
SRS B	Where an appointment is pre-arranged, visitors should	100%	95.2%	😐

		Target 2013-14	Q1	
	be met within 10 minutes of the specified time where Visitors arrive at Guildhall North or West Wing receptions.			
SRS C	Emails to all published (external-facing) email addresses to be responded to within 1 day.	100%	100%	😊
SRS D	A full response to requests for specific information or services requested via email within 10 days.	100%	100%	😊
SRS E	Telephone calls to be picked up and answered within 5 rings/20 seconds	90%	92.1%	😊
SRS F	Voicemail element only target 10%	10%	11.1%	😞
<b>Comments</b>	<b>SRSF</b> – While this figure is above the corporate target, it is consistent with previous results for the department.			

**Department of Built Environment Local Risk Revenue Budget - 1st April to 30th June 2013**  
**(Income and favourable variances are shown in brackets)**

**Appendix B**

	Latest Approved Budget 2013/14 £'000	Budget to Date (Apr-Jun)			Actual to Date (Apr-Jun)			Variance Apr-Jun £'000
		Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	Gross Expenditure £'000	Gross Income £'000	Net Expenditure £'000	
<b>Planning &amp; Transportation (City Fund)</b>								
Town Planning	2,250	730	(128)	602	737	(155)	582	(20)
Planning Obligations Monitoring	63	43	(28)	15	31	(15)	16	1
Transportation Planning	231	603	(453)	150	641	(429)	212	62
Road Safety	210	55	(3)	52	52	(2)	50	(2)
Street Scene	0	0	0	0	79	(112)	(33)	(33)
Building Control	75	364	(345)	19	351	(283)	68	49
Highways	3,142	996	(118)	878	957	(126)	831	(47)
Traffic Management	(530)	221	(338)	(117)	233	(563)	(330)	(213)
Off Street Parking	84	1,025	(600)	425	984	(605)	379	(46)
On Street Parking	3,715	933	(5)	928	927	(6)	921	(7)
Drains & Sewers	328	153	(11)	142	155	(69)	86	(56)
Contingency	(95)	0	0	0	0	0	0	0
	<b>9,473</b>	<b>5,123</b>	<b>(2,029)</b>	<b>3,094</b>	<b>5,147</b>	<b>(2,365)</b>	<b>2,782</b>	<b>(312)</b>
<b>Planning &amp; Transportation (BHE)</b>								
London Bridge	60	14	0	14	47	0	47	33
Blackfriars Bridge	44	9	0	9	9	0	9	0
Southwark Bridge	45	10	0	10	10	0	10	0
Millennium Bridge	81	19	0	19	18	0	18	(1)
	<b>230</b>	<b>52</b>	<b>0</b>	<b>52</b>	<b>84</b>	<b>0</b>	<b>84</b>	<b>32</b>
<b>TOTAL PLANNING &amp; TRANSPORTATION COMMITTEE</b>	<b>9,703</b>	<b>5,175</b>	<b>(2,029)</b>	<b>3,146</b>	<b>5,231</b>	<b>(2,365)</b>	<b>2,866</b>	<b>(280)</b>

Forecast for the Year 2013/14			Notes
LAB £'000	Forecast Outturn £'000	Over / (Under) £'000	
	2,250	2,215	(35)
	63	63	0
	231	231	0
	210	268	58
	0	0	0
	75	75	0
	3,142	3,106	(36)
	(530)	(807)	(277)
	84	74	(10)
	3,715	3,688	(27)
	328	312	(16)
	(95)	(95)	0
	<b>9,473</b>	<b>9,130</b>	<b>(343)</b>
	60	60	0
	44	44	0
	45	45	0
	81	81	0
	<b>230</b>	<b>230</b>	<b>0</b>
	<b>9,703</b>	<b>9,360</b>	<b>(343)</b>

**Notes:**

- 1. Transportation Planning** - unfavourable variance to date is mainly due to contract payments of £18k to Living Street for 2013 Gold Support Package SLA, £11k for cycle skills network audit & user focused maps, and £20k for the floating car traffic speed survey.
- 2. Road Safety** - projected year end overspend is due to additional agency staff working on the Road Reduction Plan for six months.
- 3. Building Control** - the unfavourable variance to date is due to a shortfall in Building Control fees due to a slow start in works coming through. This may result in an increased deficit on the Building Control Chargeable/Non-Chargeable A/C if this trend continues until year end.
- 4. Traffic Management** - favourable variance to date and projected year end underspend is due to increases in fee income from Road Closures and Hoardings & Scaffolding Licences.
- 5. Off Street Parking** - favourable variance to date is largely due to contract savings for reduced maintenance of barrier equipment at White Rows Car Park.
- 6. Drains & Sewers** - favourable variance to date mainly relates to income in advance for sewer connections works.
- 7. London Bridge** - the unfavourable variance to date is due to miscoding of electricity bills which will be transferred to the correct budget.

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# Agenda Item 6c

<b>Committee(s):</b>	<b>Date(s):</b>
Planning and Transportation	17th September 2013
<b>Subject:</b> Towards a City Freight Strategy	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Ward (if appropriate):</b> All wards	
<p><b><u>Summary</u></b></p> <p>Experience gained during the Olympic and Paralympic Games suggests that the adoption of revised methods of freight distribution and servicing has considerable potential to reduce congestion, improve air quality and free-up road space for road safety and environmental improvement schemes within the City.</p> <p>This report recommends that the City works with TfL (and other central London authorities) to assemble more data about freight operations and to undertake various pilot studies to assess the viability of measures to encourage more sustainable delivery and servicing arrangements.</p> <p>The intention would be to use the experience gained from the pilot studies to inform the development of a future City Freight Strategy.</p> <p><b>Recommendations</b></p> <p>I recommend that your Committee agrees to:</p> <ol style="list-style-type: none"><li>1. Work towards the adoption of a City Freight Strategy;</li><li>2. Authorise the Director of the Built Environment to initiate the short-term measures set out in paragraphs 21-32 of this report;</li><li>3. Receive a further report on the outcome of the short-term measures together with a draft City Freight Strategy.</li></ol>	

## **Main Report**

### **Background**

1. Freight accounts for a significant proportion of traffic in the City of London and freight vehicles compete for scarce road space with other priority and vulnerable road users such as buses, cyclists and pedestrians. Freight vehicles also account for a disproportionate number of collisions/casualties and are a significant source of air pollution.
2. However, efficient delivery and servicing arrangements are essential for the business City and future growth in City employment will lead to increased demand for deliveries/servicing. It is estimated that the planned growth of London will lead to a 15%

growth in demand for freight and servicing by 2025 (TfL - *Transport 2025 Transport vision for a growing world city*).

3. If nothing is done it is likely that conflict between freight and other road users will increase in connection with the anticipated future growth in the numbers of pedestrians and cyclists using the City's streets. Accommodating all these extra demands within the City's constrained street network will be a challenge but experience gained during the Olympics and potential advances in Smart City logistics and vehicle technology suggest that opportunities do exist to reduce the impact of servicing and delivery activity as part of the City's future transport strategy.
4. Potential measures could include 'timed delivery' zones, 'low or zero emission' delivery zones, consolidation centres, out-of-hours deliveries, safer vehicles and driver training. However, a coordinated strategy would be needed to ensure that the introduction of any such measures did not prejudice the efficient servicing of the City or its competitive position in relation to other business centres.

### **The Size of the Prize**

5. Recent experience during the Olympic and Paralympic Games demonstrated the impact of measures that encouraged the freight industry to re-mode, re-route, re-time and reduce journeys. The results were impressive, contributing to a reduction in overall traffic levels of up to 10% in central London against normal traffic levels for the time of year. There were also benefits for operators with night-time deliveries, for example, showing a reduction in fuel consumption of between 3 and 6% and reductions in drivers' hours of up to 20%. If freight operators can be encouraged to adopt similar measures on a permanent basis there is considerable potential to secure improvements in traffic conditions, road safety, air quality and the City's overall environment.
6. The City's most recent traffic composition survey (2012) shows that freight vehicles make up 20.3% of traffic across City screen lines between 07.00 and 19.00, the majority of these being light goods vehicles (16.2%). The daily traffic profile shows that the peak time for freight traffic coincides with the morning peak period when the road network is most congested and when pedestrian and cyclist traffic is also highest. Following on from the Olympic experience, even a modest reduction in peak journeys by freight vehicles will help to reduce congestion and improve journey time reliability.
7. In 2012 goods and heavy goods vehicle drivers caused collisions resulting in 15% of all casualties to vulnerable road users in the City i.e. 49 out of a total of 325 casualties. When looking at killed and seriously injured statistics, goods vehicles were involved in 22% of pedestrian KSIs and 27% of cyclist KSIs. With the anticipated growth in numbers of pedestrians and cyclists in the City, addressing the conflict between freight vehicles and vulnerable road users as part of an overall freight strategy has the potential to deliver significant road safety benefits.
8. The City has been designated an Air Quality Management Area as objectives for reducing PM10 and nitrogen dioxide pollutants are not being met. The London Atmospheric Emissions Inventory (LAEI) indicates that in 2015 freight vehicles will account for 24% of PM10 emissions and 33% of NOx emissions generated by road vehicles in the City. Thus there is clear potential to secure air quality improvements through reducing the number of freight vehicles, particularly at peak times, and encouraging a switch to lower emission vehicles.
9. There is also potential to reduce and rationalise kerbside loading and unloading, particularly at peak times, in order to free-up space for other road users and to permit the re-modelling of streets to secure road safety and environmental improvements.

## **Towards a Freight Strategy**

10. Freight has received relatively little attention to date compared to other transport modes. The City has limited and uncoordinated policies relating to freight and these are spread over a number of documents including the Road Danger Reduction Plan (RDRP), the Air Quality Strategy and the Local Development Plan (LDP). Some isolated trials and studies have been undertaken (e.g. quiet out-of-hours deliveries, low emission vehicles, waiting and loading restriction review, freight corridor study) but there has not been any coordinated attempt to promote more sustainable methods of delivery and servicing within the City. To fill this gap, it is recommended that work commences on the development a sustainable City Freight Strategy.
11. An adopted City Freight Strategy would set out an action plan and put the City in a good position to bid for external funding. It would demonstrate the importance the City attaches to sustainable freight and provide a platform for engagement with City businesses and their suppliers. It would underpin potential promotional campaigns to encourage businesses and suppliers to adopt more sustainable delivery and servicing methods. It would help to deliver improved road safety, improved air quality, reduced congestion and more space for buses, cyclists and pedestrians at peak times whilst recognising the need for the efficient servicing of City businesses.
12. The objectives of a freight strategy would be to:
  - Successfully accommodate the increasing pedestrian and cyclist numbers within the City whilst reducing conflict with freight road users
  - Improve road safety
  - Meet the needs of businesses within the City to operate efficiently
  - Improve sustainable freight activities in the specific sectors of office servicing, retail logistics, waste and construction (including consideration of increased use of river transport)
  - Reduce the carbon and air pollutants produced as a result of freight movements servicing the City
  - Maximise the use of limited capacity on the existing highway network
  - Prevent night-time noise disturbance from freight activities

## **Gaps in Knowledge**

13. At present there are gaps in our knowledge about the extent and nature of freight activity in the City and the relative effectiveness and practicality of potential measures to encourage a more sustainable approach. Relatively little is known about the freight industry's current working practices and operating costs and how these may be affected by future developments in vehicle, logistics and communications technologies. These gaps need to be addressed in order to provide a robust evidence base to underpin the development of a future freight strategy.
14. Examples of key areas where knowledge is limited include:
  - The extent and type of freight activity in the City between 1900 and 0700;
  - The extent to which freight vehicles have business in the City or are just passing through;

- The proportion of cycles that are used for freight purposes such as couriers or food deliveries;
  - The extent to which light vans are being used for freight purposes as opposed to servicing/maintenance and/or commuting purposes;
  - The load factor achieved by freight vehicles i.e. how efficient are current operations;
  - The level and timing of freight and servicing activity needed to ensure the efficient operation of local businesses.
  - Noise disturbance and health/wellbeing impacts of noise from deliveries in residential areas and increased background and delivery 'event' noise at night
15. In terms of encouraging more sustainable freight solutions, we have some evidence from the Olympics and various other trials and studies that suggest that measures such as quiet out-of-hours deliveries, low emission vehicles and consolidation centres have potential to deliver improvements. However many of the potential measures are at a relatively early stage of development and more information will be needed on their costs and benefits and their applicability in the City's context before recommending a definitive future strategy.
16. It is therefore recommended that a first step towards the development of a City Freight Strategy should be to concentrate on improving our knowledge base through enhanced data collection and analysis, liaison with local businesses and freight operators to better understand their needs and working practices and pilot schemes to assess the costs and benefits of specific interventions. It is anticipated that much of this foundation work would be undertaken in conjunction with TfL.

### **TfL's Position**

17. It is important for the City to work closely with TfL (and other central London authorities) because of the cross-boundary nature of freight operations and the need to coordinate local City initiatives with TfL's strategic approach. At the local level, TfL also has an important role to play as by far the highest volumes of freight vehicles in the City are on the TLRN (Upper/Lower Thames Street and New Bridge Street/Farringdon Street corridors) for which TfL is the highway authority.
18. The Olympics demonstrated that there is scope to reduce freight traffic at peak times. This experience has encouraged TfL to devote more resources to freight, seeing a big opportunity to free up road space by reconfiguring freight activities. As a result TfL is reconstituting its in-house freight unit in order to develop new freight initiatives and engage more closely with the freight industry.
19. TfL is also planning a major programme of work on freight which will help to provide the evidence for and set the strategic context for the City's own freight strategy. Key elements of this work include:
- Preparing a Freight Delivery Plan;
  - Improving freight data gathering and modelling to inform future decisions on managing freight by the end of 2014;
  - Implementing up to three night-time delivery and servicing activity pilots to assess feasibility, costs and benefits by early 2015;

- Undertaking a feasibility study with boroughs and industry to develop proposals for re-timing freight access into central London by end of 2015;
  - Delivering a campaign promoting freight consolidation initiatives to retail and construction sectors in central London by end of 2014;
  - Undertaking a pilot commencing in 2013 to demonstrate the potential of logistical information and collaborative working to reduce vehicle movements through load sharing and innovative methods of consolidation and storage;
  - Participating in the EU-funded Last Mile Logistics (LAMILO) project investigating the potential for night-time deliveries by rail to central London rail termini and onward delivery by electric vehicles and cycle freight.
20. It is strongly recommended that the City offers to work with TfL to develop and participate in these initiatives to ensure that the data collection and pilot studies are tailored in such a way as to help inform the development of the City's own freight strategy.

### **The Way Forward – Recommended Approach**

21. The City Corporation does have a number of tools at its disposal to influence delivery and servicing arrangements, such as waiting and loading restrictions, but these are limited in scope and cannot by themselves bring about the desired improvements in road safety, air quality and traffic conditions. In order to deliver a workable freight strategy it will therefore be necessary to gain more knowledge of the logistics sector and to enlist the support of local businesses and delivery companies and encourage them to drive forward changes in their operating practices.
22. The recommended approach is therefore to initiate a limited number of short-term measures, as follows, that will support TfL's work programme and contribute towards the identification of an appropriate range of measures for inclusion in a future City Freight Strategy in about two years' time.

#### Data collection

23. The intention would be to assemble City-specific data on freight activity and operational practices to complement TfL's data gathering and to facilitate the before and after assessment of pilot projects.

#### Night-time Delivery and Servicing Activity

24. Night-time deliveries increased in the City during the Olympics without there being an increase in noise complaints, though it is important to recognise that this was not 'business as usual' and residents may have been away on holiday or more tolerant due to the special circumstances. It is recommended that the City volunteers to participate in one of the three pilot studies that TfL intend to undertake to see whether a greater switch to out of hours deliveries can be achieved without causing undue disturbance. Such studies would need to include an impact assessment and address any conflicts with the City's Noise Strategy which seeks to control deliveries which cause noise nuisance during the hours of 23.00 to 07.00.
25. It is also recommended that the City Corporation agrees to join the Out of Hours Delivery Consortium which TfL is in the process of setting up. This will involve a number of Authorities working towards a more widespread adoption of appropriate and considerate out of hours delivery activity

#### 'Timed' and 'Low Emission' delivery zones

26. The City has been successful in attracting funding through the Mayor's Air Quality Fund to investigate opportunities for and the implications of introducing 'timed delivery' zones and 'low emission' delivery zones in areas of high pedestrian and cycle activity. A feasibility study will be undertaken to identify appropriate mechanisms for introducing such zones including the design of a pilot scheme. Depending upon the outcome of the feasibility study it is proposed to implement a pilot scheme on one or more of the priority corridors identified in the Fenchurch & Monument Area Enhancement Strategy. This will test whether there is potential to roll out such zones more widely across the City.

#### Establishment of a City Freight Forum

27. The design and implementation of 'timed' and 'low emission' delivery zones will require close liaison and consultation with local businesses to minimise any difficulties for their operations. Ideally the introduction of such zones should be part of a package approach also including business-led measures such as procurement changes and managing suppliers to reduce numbers of deliveries.
28. It is proposed therefore to establish a City Freight Forum with representatives of local businesses and freight operators to encourage partnership working and the adoption of more sustainable freight arrangements. Initially the Forum would cover the areas selected for the pilot delivery zones and depending upon its success could be rolled out more widely across the City to ensure that businesses and operators have an opportunity to contribute to the development of the City's Freight Strategy.

#### Consolidation Centres

29. To complement TfL's promotion of freight consolidation initiatives it is recommended that the City examines whether there is potential to use space within any of the City's car parks or other premises within the City for such facilities.

#### Road Danger Reduction

30. The City's adopted Road Danger Reduction Plan (RDRP) contains a number of initiatives which address freight-related safety issues:
- Reviewing the road safety elements of the Considerate Contractors scheme;
  - Reviewing the safety aspects of the operations and contracts undertaken using vehicles within the City, ensuring that all drivers are trained in relation to cycle safety and the fleet is fitted with appropriate safety measures such as reverse cameras, audible warning and 'fresnel' mirrors.
31. The emphasis of the RDRP measures is directed towards the City Corporation's own operations and at the construction sector in particular. It is recommended that this initiative be widened to encourage all businesses within the City to specify similar vehicle safety features and driving training for their freight transport operations, whether provided in-house or by contractors.

#### Delivery and Servicing Plans

32. The City requires Delivery and Servicing Plans for all major development and any other development that will cause significant impacts on the local or wider area, through

operational deliveries and servicing. These plans are required by condition attached to planning permissions but due to lack of resources their implementation is not monitored or enforced which limits their effectiveness. It is recommended that additional staffing resources be devoted to this task for a trial period to assess the level of compliance and effectiveness of such plans.

### **Corporate & Strategic Implications**

33. The development of a City Freight Strategy accords with the objectives of the City's Corporate Plan and would contribute towards the delivery of Core Strategy Policy CS16 which seeks to improve the sustainability of the City's transport system, improve conditions for safe and convenient walking and cycling, minimise congestion and reduce vehicle emissions.
34. An adopted freight strategy would also complement other adopted strategies including the City's Road Danger Reduction Plan and Air Quality Strategy.
35. There are no significant negative impacts on any of the City's equality target groups arising from this report.

### **Financial Implications**

36. Funds are already available through the Mayor's Air Quality Fund and Sub-Regional partnerships for boroughs to implement freight initiatives and with TfL's increased interest in freight it is likely that further bidding opportunities will become available. Freight projects are also high on the agenda for EU funding. The City previously obtained Civitas funding for the Bank, Cornhill and Leadenhall Street Corridor Freight Study and is currently participating in the EU funded Trailblazer (Delivery and Servicing Plans) and LaMiLo (Last Mile Logistics) studies.
37. The cost of the short-term initiatives recommended in this report will largely be met within existing budgetary and staff resources (Local and Strategic Transport Planning) although the extent of the programme under each heading will depend upon the resources available. Possible additional sources of funds might include S106 contributions, the Community Infrastructure Levy (CIL), EU funding, private sponsorship or most likely utilise the City's On-Street Parking Reserve; which can be used to change the highway and traffic infrastructure and, deliver the Mayor's Transport Strategy.
38. The cost of the 'timed' and 'low emission' delivery zone pilot projects will be covered by the City's allocation from the Mayor's Air Quality Fund.

### **Conclusion**

39. Subject to Members approving the recommended approach set out above, a further report would be prepared in due course on the outcome of the various pilot initiatives together with a draft City Freight Strategy for the Committee's consideration.

**Contact:**

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# Agenda Item 7

<b>Committee(s):</b>	<b>Date(s):</b>
Planning and Transportation	17 September 2013
<b>Subject:</b> Management of Public Lifts and Escalators Adjoining Barbican Estate	<b>Public</b>
<b>Report of:</b> <b>City Surveyor</b> (CS 291/13)	<b>For Information</b>
<b>Summary</b>	
<p>This report is to advise your Committee 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.</p>	
<b>Recommendation(s)</b>	
Members are asked to:	
<ul style="list-style-type: none"><li>• Note the report</li></ul>	

## Main Report

### Background

1. Responsibility for the management and maintenance of the public lifts and escalators within the City falls within the remit of the Planning and Transportation Committee and is exercised by City Surveyor's Department. A full list of the city's public lifts and escalators is appended to this report. (Appendix 1)
2. On behalf of the City of London Corporation I have under my responsibility some 260 lifts, escalators and cradles in Operational and Investment Properties. These include the management and maintenance of the 12 public lifts and 3 escalators which fall within the remit of the Planning and Transportation Committee.
3. The proposals contained within this report relate only to those 6 public lifts and 3 escalators adjoining the Barbican Estate (Appendix 2).
4. These installations vary in type, quality and manufacturer. Each is subject to a repair and maintenance and service contract with Apex Lifts. They each

receive a monthly service programme and yearly insurance inspection and any necessary works identified are carried out.

5. The current regime for managing the lifts and escalators adjoining the Barbican Estate is by means of a corporate maintenance and service contract which commenced in July 2012 and operates for a period of 5 years, with the option of extending if the maintenance contractor, Apex Lifts, demonstrates satisfactory performance. It includes for the provision of all mandatory, statutory and safety tests and inspections and for the regular planned maintenance to all lifts and escalators.
6. The maintenance contract covers all necessary reactive repairs resulting from faults and breakdowns. Cyclical works of upgrading or improvement are planned in advance to suit the needs of the installation.
7. By nature of their location, external public lifts and escalators are subject to a more arduous environment than the general lift stock, e.g. extremes of weather, graffiti, unwanted abuse, etc. and are predominantly at unmanned locations.

### **Current Position**

8. The isolation of these lifts and escalators from the Guildhall and not having an on-site manned presence has historically made them problematical to manage and monitor.
9. Each lift and escalator is fitted with Electronic Monitoring Units (EMU's) which operate for 24 hours, 365 days and are now electronically linked to Apex Lifts who are immediately informed when a lift or escalator has suffered a failure.
10. Apex Lifts are required to respond within contracted service response times of 30 minutes for an acute call out e.g. entrapment and 2 hours for an emergency breakdown.
11. It is appreciated that lifts and escalators out of service cause great inconvenience to those less able to use stairs, particularly the elderly, those with disabilities and those with young families.
12. Members will be aware that recently a number of faults to some of these lifts and escalators have been followed by delays in attendance by the contractor to diagnose and effect the necessary remedial action. In addition the contractor has failed to erect suitable signage when attending breakdowns.
13. My Contract Management Team have met with Apex Lifts and the following actions have been agreed with Apex to improve the service:-
  - With EMU's in place, direct communication from the lift to the Apex Service Desk to speed response times via email alerts
  - Review of critical spares to increase stock levels to reduce out of service times.

- Daily reports through to the City Surveyors Department (CSD) Property Service Desk and the CSD Technical Advisory Group highlighting any problem public lifts and escalators.
- Chasing and follow up by the Property Service Desk for any lift or escalator out of service more than 24 hours.
- Apex has new laminated notices that will be left on the lift or escalator if after a visit from an engineer the lift remains out of service.

#### 14. Contract Performance Management and Financial Deduction

- Contractor performance is monitored by the monthly measurement of 10 Key Performance Indicators (KPI's).
- For the first year of the contract the contractor has to achieve satisfactory performance against 7 of the 10 KPI's per monthly period.
- There is an improvement target in the contract and from year 2 the contractor has to achieve 8 of the 10 KPI's per monthly period and in the 3rd, 4th and final year the contractor has to achieve 10 out of 10 KPI's per monthly period.
- If the contractor fails to achieve the contracted KPI target then a performance deduction of 25% of profit is made from the payment due. If the failure continues to the next period then the performance deduction increases to 50% of profit from the payment due.
- Three consecutive periods of failure will instigate a formal "Contract Review" and a remedy open to the City of London Corporation is the right to terminate the contract.
- For the month of July 2013, period one of year 2 of the contract, Apex achieved 7 out of 10 KPI's and failed against the target of 8 out of 10 KPI's. Accordingly a performance deduction of 25% of profit was made by the City from the payment due and Apex have received a formal request to provide an action plan on how they will achieve the required target of 8 out of 10 KPI's.
- To ensure that Apex Lifts are able to satisfactorily perform the contract as required by the City, my Contract Management Team is working closely with Apex Lifts to identify their recent under performance.

#### 15. General Cleaning Regime

- To compound the problems caused by the location of the public lifts and external escalators, the area surrounding the Barbican Centre is currently subject to extensive construction works for new offices, flats and Crossrail works and this is causing additional amounts of dirt and dust.
- The current cleaning regime for the lifts and escalators is that they are cleaned on a fortnightly basis.
- Due to these circumstances described, I have instructed our cleaning contractor to instigate a weekly cleaning regime and in addition urgently undertake a deep clean of the public lifts and escalators and

repeat every 6 months for the duration of these intensive construction works.

## **Corporate & Strategic Implications**

16. The proposals contained within this report relate to the Community Strategy in the following ways;
- Good Transport for a Thriving City – *to improve the “pedestrian experience”*
  - An Inclusive and Outward Looking City – *enhancing accessibility.*

## **Implications**

17. The additional weekly cleaning costs for the public lifts adjoining the Barbican Estate can be contained within my local risk budget and this will be monitored.

## **Conclusion**

18. The location of 12 external public lifts and 3 escalators are subject to a more arduous environment than the general lift stock, e.g. extremes of weather, graffiti, unwanted abuse etc. and are predominately at unmanned locations.
19. In addition the area surrounding the 6 public lifts and 3 external escalators surrounding the Barbican Estate is currently subject to extensive construction work which is causing cleansing challenges.
20. Members will be aware that recently a number of faults to some of these lifts and escalators have been followed by delays in attendance by our corporate contractor to diagnose and affect the necessary remedial outcome.
21. My Contract Management Team regularly meets with the contractor and have recently deducted 25% of profit due to the contractor for non-performance. In addition the Contract Management Team has instructed the contractor to provide an Action Plan on what the contractor will be doing to prevent further poor performance.
22. In order to mitigate the current problems caused to the lifts by the cleansing challenges, I have instructed our corporate cleaning contractor to increase the fortnightly cleaning regime to a weekly cleaning regime for the duration of the intensive adjacent construction works.

## **Appendices**

- Appendix 1 – City of London Corporation Public Lifts and Escalators
- Appendix 2 – City of London Corporation Public Lifts and Escalators Adjoining the Barbican Estate

**Background Papers:**

None

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## APPENDIX 1

### City of London Corporation Public Lifts and Escalators

Location	Year Installed
<b>Public Lifts</b>	
Moor House	2005
Speed House (Corner of Fore St and Silk St)	2007
Wood Street	2008
1 London Wall, East Pavilion	2003
1 London Wall, West Pavilion	2003
Little Britain	Modernised 2007
Atlantic House, Holborn Viaduct	2001
Pilgrim Street	1992
Millennium Bridge Inclinators	2012
Tower Place	2002
Tower Place Scenic Lift	2002
Tower Bridge Under Span	2012 (To be handed back to CoL Sept 2013)
<b>Escalators</b>	
Moorgate Public Escalator (Up)	1973
1 London Wall Public Escalator (Down)	2003
1 London Wall Public Escalator (Up)	2003

## APPENDIX 2

### City of London Corporation Public Lifts and Escalators Adjoining the Barbican Estate

Location	Year Installed
<b>Public Lifts</b>	
Moor House	2005
Speed House (Corner of Fore St and Silk St)	2007
Wood Street	2008
1 London Wall, East Pavilion	2003
1 London Wall, West Pavilion	2003
Little Britain	Modernised 2007
<b>Escalators</b>	
Moorgate Public Escalator (Up)	1973
1 London Wall Public Escalator (Down)	2003
1 London Wall Public Escalator (Up)	2003



# Agenda Item 8

<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation	<b>17 Sep 2013</b>
<b>Subject:</b> City Fund Highway Second Declaration – Walbrook Square, EC4	<b>Public</b>
<b>Report of:</b> City Surveyor (CS.293/13)	<b>For Decision</b>

## Summary

The City declared a substantial area of City Fund highway land to be surplus to highway requirements in February 2013 to allow its disposal and enable the permitted development scheme at Walbrook Square, EC4.

The land measures 6,256 ft<sup>2</sup> and is encompassed by the scheme, the majority being airspace required for high level cleaning equipment projections.

Bloomberg has latterly realised that its plans did not allow for high level cleaning equipment to move around the buildings from one elevation to another because it had not designed a connecting system at the corners of the buildings where highway oversailing is involved, and it has approached the City to remedy, to acquire further necessary interests in highway land. The extra City Fund airspace affected by the oversail measures 416 ft<sup>2</sup>.

The highway disposal terms have been revised and are to be separately reported for approval of the Property Investment Board and the Finance Committee subject to your approval to declare the affected area surplus to highway requirements.

## Recommendation

Members are asked to;

- Note the previous declaration affecting 6,256 ft<sup>2</sup> of City Fund highway land at Bucklersbury, Cannon Street, Walbrook and Queen Victoria Street, EC4.
- Resolve to declare a further area of City Fund highway land at Bucklersbury, Cannon Street, Walbrook and Queen Victoria Street, EC4 measuring 416 ft<sup>2</sup> (38.64m<sup>2</sup>) above the highway stratum and encompassed by the permitted development (11/00935/FULMAJ) at Walbrook Square to be surplus to highway requirements thereby enabling a total area of 6,672 ft<sup>2</sup> 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.

## Main Report

### Introduction

1. Bloomberg UK Limited, the UK operation of the American global financial data analysis and news corporation, acquired a speculative development scheme from Legal & General Assurance Society Limited at Walbrook Square, EC4 and a long leasehold interest in the site.
2. Bloomberg required the development primarily for its occupation, and set about redesigning the scheme to suit its requirements. Planning permission for its revised scheme was granted at your meeting of the 30th March 2012 (11/00935/FULMAJ).
3. The permitted scheme encompasses highway land around its periphery, with a large proportion of that land being required for high level cleaning projections above the highway stratum.
4. Bloomberg wished to acquire the necessary interests in the affected highway in order to regularise and consolidate title and advised that its scheme affected an area of 6,256 ft<sup>2</sup> of highway land owned by City Fund.
5. You resolved to declare the affected land to be surplus to highway requirements at your meeting of the 26th February 2013 and the transaction terms were subsequently approved by the Property Investment Board and the Finance Committee.

### **Current Position**

6. In progressing the transaction, Bloomberg has latterly realised that its plans did not allow for high level cleaning equipment to move around the buildings from one elevation to another because it had not designed a connecting system at the corners of the buildings where highway oversailing is involved, and it has approached the City to remedy, to acquire further necessary interests in highway land.
7. Before the City is able to dispose of City Fund highway, it must first declare the affected land surplus to highway requirements.
8. Although the City can dispose of its highway land as a property owner, the highway stratum will nevertheless remain vested in the City as the highway authority. If stopped-up, the highway would revert to its owner.
9. **Affected Highway** - The development scheme is bounded by Walbrook, Bucklersbury, Cannon Street and Queen Victoria Street, EC4.
10. The additional parcels of City Fund highway land in which the developer is seeking a suitable airspace interest measure 416 ft<sup>2</sup> (38.64 m<sup>2</sup>) as shown on the attached plan, which are owned by the City and held for highway purposes.
11. The total area of City Fund highway land affected by the scheme will therefore amount to 6,672 ft<sup>2</sup>.
12. The additional airspace interest which the developer is seeking is situated above the highway stratum where normal highway activity will continue, and thus will not necessitate stopping-up.

## Proposal

13. Subject to your agreement to declare the additional area of affected highway surplus to requirements, it is proposed that the City grants a suitable airspace lease in respect of the cleaning projections upon terms to be approved by the Property Investment Board and the Finance Committee.

## Corporate & Strategic Implications

14. The disposal of highway land will support the development, which *inter alia* ensures the supply of first class business accommodation in the City (A World Class City).

## Implications

15. **Financial** - The financial implications of any disposal will be considered by the Property Investment Board and the Finance Committee.
16. **Stopping-up** - The highway land affected by the airspace projections from the approved development scheme will not involve stopping-up.
17. **Power of Disposal** - The transaction involves the disposal of City Fund land held by the City of London for highway purposes. Disposal of land held for highway purposes is authorised by Section 9 City of London (Various Powers) Act 1958, which allows the City of London Corporation to dispose of its land within or outside of the City in such manner and for such consideration and on such terms and conditions as it thinks fit.
18. **Property Investment Board / Finance Committee** - The terms of the negotiated highway disposal transaction are to be reported to the Property Investment Board and the Finance Committee for consideration, subject to you first declaring that the additional highway land will become surplus to requirements.

## Conclusion

19. The necessary declaration to confirm that the highway is surplus to requirements will enable the development according to the planning permission that has been granted and assist investment and regeneration in the City by a major and internationally renown organisation.

## Appendices

- Appendix 1 - None

## Background papers

- City Surveyor's report no.CS.015/13; City Fund Highway Declaration – Walbrook Square, EC4 (26 Feb 2013).
- Planning Consent no. 11/00935/FULMAJ (30 Mar 2012).

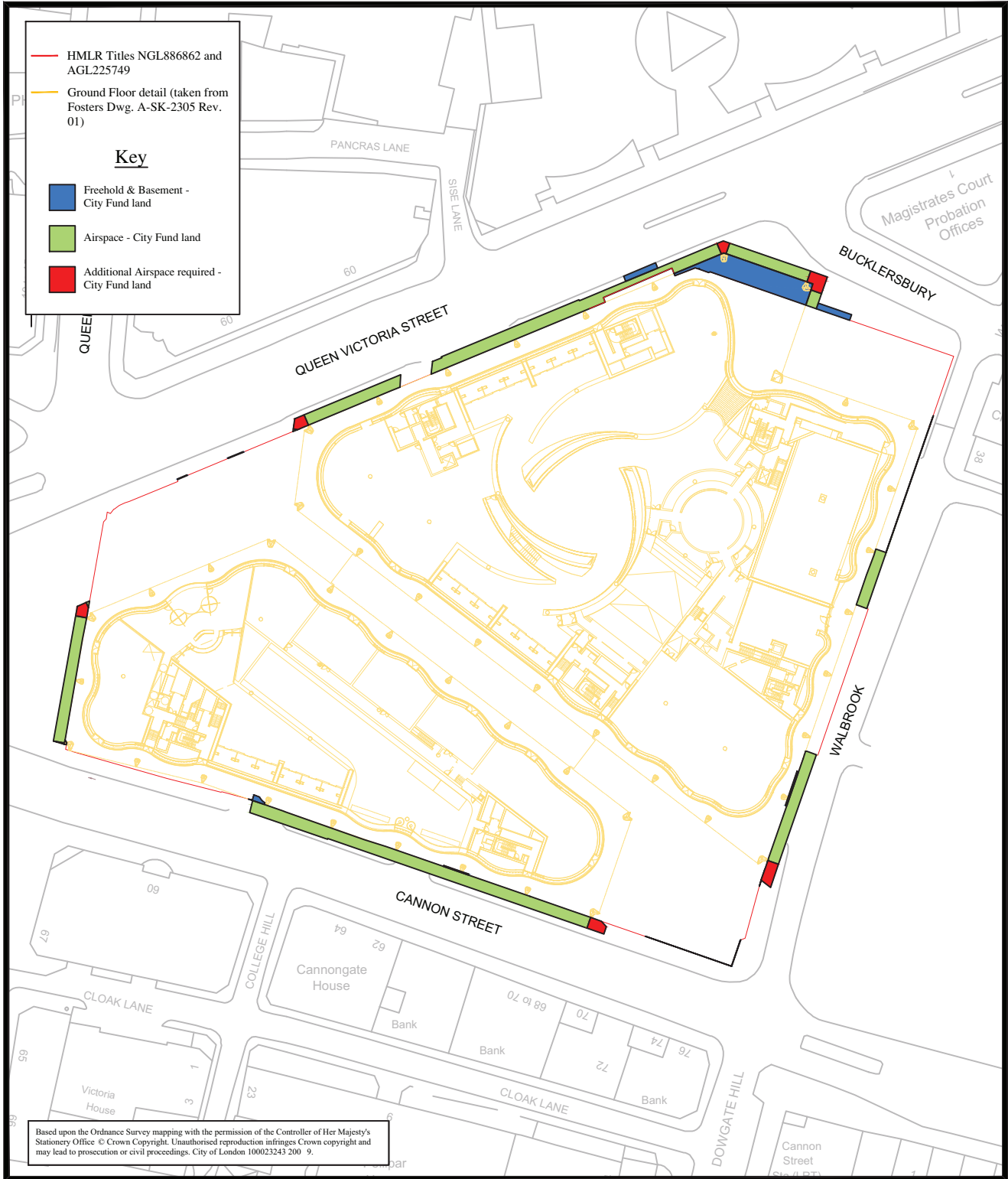
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Address :  
  
Walbrook Square Development  
London EC4

Title :  
  
Highway Declaration

Pro code      UPRN



**CITY OF LONDON**

*P.G.Bennett, MA (Cantab) FRICS*  
*City Surveyor*

**CITY SURVEYOR'S DEPARTMENT**  
Corporate Property Group :  
Cartographic Plans & Research Section

**Page 161**


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# Agenda Item 12

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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