

ST PAUL'S CATHEDRAL: HEARING STATEMENT  
COLLATED ADDITIONAL MAIN MATTERS (MM6, MM8, MM10, MM11, MM12, MM13, MM15, MM16,  
MM17)

INTRODUCTION

This Hearing Statement has been prepared on behalf of the Dean and Chapter of St Paul's Cathedral for submission to the Examination in Public of The *City Plan 2040* (hereafter referred to as the CP).

It should be read alongside the other documents previously submitted as part of St Paul's Cathedral's representations to plan consultation, in particular those submitted in response to the Regulation 19 Draft of the *City Plan 2040*.

Separate, individual statements have been prepared regarding Main Matters 1, 2, 4, 7, and 9, due to the nature of these aspects of the Plan.

This short statement provides a brief overview of other comments in relation to relevant Main Matters, cross-referenced to our Regulation 19 Responses and linked to other Main Matters.

This short paper responds to the questions for each of the Main Matters in the round; we trust that the questions we are answering are inferred.

A cover letter has been prepared to be read alongside our Hearing Statements. The letter is included as an appendix to this Statement and others, but we recommend is read in advance of what follows below as an introduction, and summary of Chapter's overall views.

Additionally, our Hearing Statements reference *The Setting of St Paul's Cathedral, Its contribution to heritage significance: an analysis and evidence base* (City Plan 2040 Examination in Public version). This evidence report is also included as an appendix to this statement and others, and is referred to as 'the *Setting Study*'.

MAIN MATTER 6 – CULTURE & VISITORS

Our Regulation 19 Response discussed the benefits of policies that drive footfall to the City, and the role of the cathedral within this context, explicitly requesting further policy links within the plan related to 'Destination City' to include the context (physically, topographically, economically and in cultural planning) of St Paul's Cathedral.

We would add that the role of the Cathedral in stimulating the destination factor of the City are some of the multifaceted benefits which can be harnessed by heritage: this is discussed within our other representations (MM1, MM2 and MM7). Ensuring *sustainable heritage* is achieved - by which we mean, in the broadest sense of interpretation, passing on our shared heritage to the future in better health and viability. We ask that policy is strengthened in context of the City, so that heritage assets which are the 'brand' of the City including the Cathedral, are respected, preserved, enhanced with policies which encourage these assets to thrive. This goes to the heart of our concerns with the harm, conflict, and strategic imbalance of the plan.

## MAIN MATTER 8 – DESIGN

The Cathedral also provided comment on Design policies within our Regulation 19 Representations. We would again note the multifaceted nature of sustainable design. This should work hand in hand with a response to heritage and townscape context so important to our other representations (see MM1, MM2 and MM7). We have offered suggestions which would improve the deliverability of the plan policies.

## MAIN MATTER 10 – HEALTHY AND INCLUSIVE CITY

Regulation 19 Responses from the Cathedral also referenced the importance of health and wellness policies in the plan, specifically with regard to mental health provision and wellbeing, including spiritual wellbeing.

## MAIN MATTER 11 – SAFE AND SECURE CITY

Those policies regarding safety and security were also the focus of minor Regulation 19 comments, that are not yet addressed within the plan. In particular this relates to ensuring the safety of those who experience the significance of the cathedral and sustain this significance, which are furthermore important to those heritage policies outlined elsewhere (see MM7).

## MAIN MATTER 12 – OPEN SPACES AND GREEN INFRASTRUCTURE

The Cathedral provided Regulation 19 representations concerning green infrastructure, specifically the City Churches 'churchyards programme' which the City initiated in partnership with London Diocese, but then abandoned. It is important to note that these have an intrinsic relationship with those benefits heritage brings to the City and indeed wider London (see MM1, MM2 and MM7). We note the importance placed within the plan of the ecological value of the St Paul's Cathedral churchyard (which is jointly managed with the City). In conjunction with our representations relating to a 'World Square' policy for the environs of St Paul's, we note that there could be a stronger reinforcement of policy towards investment and enhancement of these precious open spaces. There has been no investment in St Paul's churchyard since the 1970's, when the working population of London was a fraction of what it is today.

Would this plan not be an opportunity to make a policy which, for every roof-terrace which adds new open space to the City, there should be a contribution towards the upkeep and enhancement of the existing historic ground-level open spaces?

## MAIN MATTER 13 – CLIMATE RESILIENCE AND FLOOD RISK

Regulation 19 Representations were provided concerning climate resilience, specifically District Heating Schemes. Again, this is an important aspect of 'sustainable heritage' working in tandem with those heritage policies discussed at MM1. We warmly support policies which enable the CityGen –

but notice that we have expressed interest in a connection to the network for over a decade, and still there is no sign of investment that would deliver a connection within the plan period.

#### MAIN MATTER 15 – TRANSPORT AND SERVICING & MAIN MATTER 16 – ACTIVE TRAVEL AND HEALTHY STREETS

Specific comment was provided by the Cathedral concerning the possibility of limiting traffic to the south side of the Cathedral with regards to the suggested 'World Square' (see our Regulation 19 Representations). In general, access to heritage and sustaining visitor numbers remains an important part of our outlook.

We notice from the plans of the strategic road network that Ludgate Hill and St Paul's Churchyard are not identified as strategic road. Whilst the City are (perhaps fairly) reticent about making any firm commitment to reducing the highway space or supporting restrictions to through-traffic around the Cathedral (which would in turn enable a 'world square') we feel that it is a missed opportunity not to designate an 'intention' to explore a change to this part of the road network within the plan period, and to commit to a policy which asks the highway authority (TFL) to examine options for future change.

#### MAIN MATTER 17 – INFRASTRUCTURE

The Cathedral provided comment regarding the provision of digital infrastructure, and the aspiration for installation of WiFi in its environs. The link to the 'World Square' (and thus MM7) is therefore also of relevance.