



## Planning and Transportation Committee

**Date:** TUESDAY, 26 APRIL 2016  
**Time:** 11.15 am  
**Venue:** LIVERY HALL - GUILDHALL

**Members:**

Alderman David Graves	Deputy Brian Harris
Alderman Peter Hewitt	Christopher Hayward
Alderman Robert Howard	Gregory Jones QC
Alderman Vincent Keaveny	Deputy Henry Jones
Michael Welbank	Paul Martinelli
Marianne Fredericks	Brian Mooney
Oliver Lodge	Deputy Alastair Moss
Randall Anderson	Sylvia Moys
Alex Bain-Stewart	Graham Packham
David Bradshaw	Judith Pleasance
Henry Colthurst	Deputy Henry Pollard
Revd Dr Martin Dudley	James de Sausmarez
Peter Dunphy	Tom Sleigh
Emma Edhem	Graeme Smith
Sophie Anne Fernandes	Angela Starling
Deputy Bill Fraser	Patrick Streeter
George Gillon	Deputy James Thomson
Graeme Harrower	

**Please note that the appointments listed above are subject to the approval of the Court of Common Council on Thursday 21 April 2016.**

**Enquiries:** Amanda Thompson  
tel. no.: 020 7332 3414  
[amanda.thompson@cityoflondon.gov.uk](mailto:amanda.thompson@cityoflondon.gov.uk)

**Lunch will be served in Guildhall Club at 1PM**  
**NB: Part of this meeting could be the subject of audio or video recording**

**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. **APPOINTMENT OF COMMITTEE (REPORT TO FOLLOW)**  
To receive the Order of the Court of Common Council, appointing the Committee and approving its Terms of Reference.  
  
*This agenda item was not available at the time of publishing and will be circulated separately.*
4. **ELECTION OF CHAIRMAN**  
To elect a Chairman for the ensuing year in accordance with Standing Order 29.  
  
**For Decision**
5. **ELECTION OF DEPUTY CHAIRMAN**  
To elect a Deputy Chairman for the ensuing year in accordance with Standing order 30.  
  
**For Decision**
6. **APPOINTMENT OF SUB-COMMITTEES AND WORKING PARTIES**  
Report of the Town Clerk.  
  
**For Decision**  
(Pages 1 - 6)
7. **PLANNING AND TRANSPORTATION COMMITTEE MINUTES**  
To agree the public minutes and summary of the meeting held on 5 April 2016.  
  
**For Decision**  
(Pages 7 - 14)
8. **STREETS AND WALKWAYS SUB-COMMITTEE MINUTES**  
To receive the minutes of the Streets and walkways Sub Committee meeting held on 4 April 2016.  
  
**For Information**  
(Pages 15 - 22)
9. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**  
Report of the Chief Planning Officer and Development Director.  
  
**For Information**

(Pages 23 - 36)

10. **VALID APPLICATIONS LIST FOR COMMITTEE**  
Report of the Chief Planning Officer and Development Director.

**For Information**  
(Pages 37 - 40)

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

- a) City ATTRO (Pages 41 - 62)

**For Decision**

- b) Eastern Cluster 3-D Computer Modelling (Pages 63 - 66)

**For Information**

- c) Clusters and Connectivity: Research Report on the City as a Place for SMEs  
(Pages 67 - 70)

**For Information**

12. **PUBLIC LIFT UPDATE**

Report of the City Surveyor – to be tabled.

**For Information**

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

14. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

15. **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.

**For Decision**

**Part 2 - Non-public Agenda**

16. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 5 April 2016.

**For Decision**  
(Pages 71 - 72)

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

18. **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.**

# Agenda Item 6

<b>Committee:</b> Planning and Transportation	<b>Dated:</b> 26 April 2016
<b>Subject:</b> Appointment of Sub Committees	<b>Public</b>
<b>Report of:</b> Town Clerk	<b>For Decision</b>

## Summary

1. The purpose of this report is to consider the appointment of the Committee's Sub-committees and working party, and approve the compositions and terms of reference.
2. The Planning and Transportation Committee appoints two sub-committees and one working party:-
  - Streets and Walkways Sub Committee
  - Local Plan Sub Committee
  - Local Plan Working Party (membership to be the same as the Local Plan Sub Committee.)
3. For ease, details of the composition and terms of reference of the Sub-committees and working party are set out in Appendix A.

## Recommendations

4. It is recommended that:-
  - a) The Committee appoints the Streets and Walkways Sub Committee for the ensuing year and approves its terms of reference detailed at Appendix A to this report; and
  - b) The Committee appoints the Local Plan Sub Committee and the Local Plan Working Party for the ensuing year and approves the terms of reference detailed at Appendix A to this report.

## **Main Report**

### **Background**

5. This report considers the appointment, terms of reference and composition of the Planning and Transportation Committee's sub-committees and working party.
6. Each of the Committee's proposed sub-committees and working party are considered in turn below. Details of their terms of reference and proposed composition are set out in Appendix A of this report.

### **Streets and Walkways Sub-Committee**

7. The Sub Committee was originally formed in 2004 and has acted fairly independently of the Grand Committee since then. The Terms of Reference have always included responsibility for such things as traffic engineering and management, street scene enhancements, the Riverside Walkway, and road safety matters.
8. It should be noted that the Sub Committee continues to have power to act in those matters, in order to avoid potentially delaying projects by requiring the Grand Committee's approval as well, when they often involve tight timescales to complete them or use external funding.
9. Expressions of interest are sought for **seven Members of the Committee** who wish to serve on this Sub Committee.
10. The Sub Committee meets every 5-6 weeks on a Monday and has met nine times since it was last appointed in May 2015.

#### **Chairman and Deputy Chairman of the Sub Committee**

11. The Sub Committee elects its own Chairman and Deputy Chairman at its first meeting following the first meeting of the new Grand Committee which in this case will be 9 May 2016.
12. The Committee is therefore requested to agree the membership and the Terms of Reference of the Streets and Walkways Sub Committee for the ensuing year, (at Appendix A), with power to act.

### **Local Plan Sub-Committee**

13. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as

well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee.

14. Expressions of interest are sought for **five Members of the Committee** who wish to serve on this Sub Committee, together with an *ex-officio* Member appointed by the Policy and Resources Committee.
15. The Committee also agreed in September 2005 to appoint a Working Party to consider the LDF in more detail, when necessary. Those meetings usually take place in tandem with those of the existing Sub Committee, and they share the same membership, except the Working Party also includes two officers: the Town Clerk or his representative and the Director of the Built Environment or his representative.
16. This Sub Committee and Working Party meet when necessary to progress the Local Plan or LIP. The Sub Committee last met on 4 March 2016 and is due to meet again on 17 May 2016. Although the meetings can be long, membership of the Sub Committee presents the opportunity to be involved in the early stages of deciding the many policies upon which the City's entire planning strategy is based.
17. The Committee is requested to agree for the ensuing year the membership of the Sub Committee that considers the City's Local Plan and Local Implementation Plan, which will be the same for the Working Party.

## **Appendices**

Appendix A – composition and terms of reference of the Planning and Transportation Committee's sub-committees and working party.

## **Background Papers:**

Appointment of Sub Committees, Working Parties and Representatives on Other Committees – Report 2 May 2014

## **Contact:**

Amanda Thompson

Telephone: 020 7332 3414

Email: [amanda.thompson@cityoflondon.gov.uk](mailto:amanda.thompson@cityoflondon.gov.uk)

(A) **Streets and Walkways Sub-Committee**

**Composition**

1. The Streets and Walkways Sub Committee comprises –
  - a) The Chairman and Deputy Chairman of the Grand Committee along with seven other Members;
  - b) Together with three *ex-officio* Members representing the Finance, Police and Open Spaces, City Gardens and West Ham Park Committees.
2. The 2015/16 Membership comprised the following Members –

Michael Welbank (Chairman, Grand Committee)
Marianne Fredericks (Chairman, Sub Committee and Deputy Chairman, Grand Committee)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker (ex-officio, Finance Committee)
The Rev Dr Martin Dudley
Alderman Alison Gowman (ex-officio, Police Committee)
Deputy Brian Harris (Deputy Chairman, Sub-Committee)
Christopher Hayward
Sylvia Moys
Graham Packham
Jeremy Simons (ex-officio, Open Spaces)

**Terms of Reference**

3. The Sub Committee is responsible for:-
  - (a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;
  - (b) all general matters relating to road safety;
  - (c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;
  - (d) public lighting, including street lighting;
  - (e) day-to-day administration of the Grand Committee's car parks
  - (f) all matters relating to the Riverside Walkway, except for adjacent open spaces; and



- (g) to be responsible for advising the Grand Committee on:-
  - (i) progress in implementing the Grand Committee’s plans, policies and strategies relating to the City’s Highways and Walkways; and
  - (ii) the design of and strategy for providing signposts in the City
- (h) Those matters of significance will be referred to the Grand Committee to seek concurrence.

(B) **Local Plans Sub Committee**

**Composition**

4. The 2015/16 Membership comprised the following Members –

Michael Welbank (Chairman of the Grand Committee and Sub Committee)
Marianne Fredericks (Deputy Chairman of the Grand Committee)
Randall Anderson
The Reverend Dr Martin Dudley
Sylvia Moys
Graham Packham
Dhruv Patel (ex-officio, Policy and Resources Committee)

**Terms of Reference**

5. The Committee first appointed a Sub Committee in October 2004 with the specific task of considering the Local Development Framework (LDF), which replaced the Unitary Development Plan as the spatial planning strategy for the City. It was later agreed that this Sub Committee would also be suitable for considering details of the traffic-related Local Implementation Plan (LIP) as well. Its Terms of Reference are simply to consider those types of documents in detail and make recommendations to the Grand Committee

This page is intentionally left blank

## PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 5 April 2016

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

### Present

#### Members:

Michael Welbank (Chairman)	Alderman Professor Michael Mainelli
Marianne Fredericks (Deputy Chairman)	Paul Martinelli
Alex Bain-Stewart	Sylvia Moys
David Bradshaw	Graham Packham
Revd Dr Martin Dudley	Judith Pleasance
Peter Dunphy	Deputy Henry Pollard
Emma Edhem	James de Sausmarez
Graeme Harrower	Tom Sleigh
Deputy Brian Harris	Graeme Smith
Christopher Hayward	Patrick Streeter

#### Officers:

Simon Murrells	- Assistant Town Clerk
Amanda Thompson	- Town Clerk's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Simon Owen	- Chamberlain's Department
Carolyn Dwyer	- Director of Built Environment
Annie Hampson	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Paul Monaghan	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Alison Hurley	- City Surveyors Department

#### 1. **APOLOGIES**

Apologies for absence were received from Sophie Anne Fernandes, George Gillon, Gregory Jones QC, Deputy Henry Jones, Oliver Lodge, Brian Mooney and Deputy James Thomson.

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

There were no declarations of interest.

3. **MINUTES**

RESOLVED – That the minutes of the meeting held on 10 March 2016 were agreed as a correct record subject to the following amendments:

Members present - The inclusion of Christopher Hayward.

Apologies - The correction of Deputy Brian Harris's name which was recorded as Deputy Bill Harris.

4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

The Committee received a report of the Chief Planning Officer and Development Director in respect of development and advertisement applications dealt with under delegated authority.

**RESOLVED** – That the report be noted.

5. **VALID APPLICATIONS LIST FOR COMMITTEE**

The Committee received a report of the Chief Planning Officer and Development Director which provided details of valid planning applications received by the department since the last meeting.

**RESOLVED** – That the report be noted

6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**

6.1 **22 Bishopsgate**

The Committee received a report of the Chief Planning Officer and Comptroller and City Solicitor concerning the potential acquisition of land for planning purposes at 22 Bishopsgate.

The Chief Planning Officer advised of a late objection sent on behalf of Hiscox and indicated that the objection regarding Neighbourly Matters could be addressed by the City requiring compliance with the Neighbourly Matters Agreement in the Indemnity referred to at Recommendation (iii).

The Owners had advised that progress of the scheme was at risk due to a lack of certainty of the settlement of rights of light claims and had asked if the City would be prepared to consider intervening by utilising the powers under S227 to enable reliance on the powers in S237. For this to occur it would be necessary for the City to acquire an interest in the redevelopment site, and the City's compensation liabilities to be indemnified by the Owners. Because of the strategic importance of the development and the need to achieve floor space targets in the Local Plan, all proper steps had been taken with Right of Lights claimants, and the use of powers under S227 were considered appropriate.

Some Members expressed concern that by intervening the City could be in danger of acting prematurely and setting a precedent. However the Chief

Planning Officer advised that each case would need to be considered on its merits.

The Comptroller advised that the need to engage S237 had arisen from the large number of those affected with whom negotiations had taken place but where no agreement had been reached rather than due to any issues regarding progress of negotiations with any particular affected neighbour.

RESOLVED - That

That acquisition of an interest in the Redevelopment Site by the City Corporation under S227 of the Town and Country Planning Act 1990 in order to engage powers under S237 for the planning purpose of facilitating the carrying out of the Development (in its current form or as it may be varied or amended) and subsequent disposal of that interest to the Owners (or an associated company) under section 233 of the Town and Country Planning Act 1990 be approved in principle, and that the final decision to acquire be delegated to the Town Clerk, and be subject to him determining in consultation with the Chairman and Deputy Chairman of Planning and Transportation Committee:-

(i) that adequate attempts have been made to remove injunction risks by negotiating release of affected rights of light by agreement and that those entitled to rights of light are not prepared, by agreement (on reasonable terms and within a reasonable time) to permit infringements of those rights in time to achieve the development programme; and

(ii) that there is a suitable Indemnity in place; and

(iii) the terms on which the acquisition and disposal referred to above are to be made

## 6.2 **120 Moorgate**

The Committee received an update report of the Chief Planning Officer and Comptroller and City Solicitor concerning the redevelopment of 120 Moorgate which had been deferred from the previous meeting.

The Committee noted that a report had previously been prepared in relation to the potential use of S237 powers to facilitate the timely delivery of the redevelopment scheme in response to concerns that it was not possible to reach agreement with a neighbouring owner at 1 Finsbury Circus.

However the owner of 120 Moorgate had now advised that negotiations were close to completion and there no longer appeared to be a need to use S237 powers. In view of this, consideration of the Owner's request was not currently required, and, provided that the heads of terms were formally documented, it would no longer be necessary to report this matter to Committee for consideration.

## **7. REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT**

### **8.1 Technical Consultation on Implementation of Planning Changes**

The Committee received a report concerning the City's response to the to the Department of Communities and Local Government's (DCLG's) consultation document seeking views on how planning measures set out in the Housing and Planning Bill should be implemented.

The Committee was advised that responses to the consultation would inform the detail of secondary legislation that would be prepared once the Housing and Planning Bill received Royal Assent.

The Committee noted that the consultation document proposed significant changes to the planning system and could have a significant impact on the way that the City's planning service was provided, including the potential for a reduction in planning application fee income.

RESOLVED - That the comments detailed in the report be agreed and form the basis of the City Corporation's response to the DCLG technical consultation on implementation of planning changes, subject to any final comments of the Chairman and Deputy Chairman.

### **8.2 DBE Business Plan**

The Committee received the Business Plan for 2016-19 for the Department of the Built Environment which outlined the departmental vision, key aims and priorities for the next three years.

The Director of the Built Environment reported that the document consisted of an overarching plan relating to the whole department, with Key Performance Indicators (KPIs) broken into two distinct categories reflecting the work of the Planning & Transportation and Port Health & Environmental Services Committees which the department reported into.

In response to a question concerning future monitoring of the Business Plan, the Director advised that this would be done by way of quarterly monitoring reports to the Committee which she would ensure were sufficiently comprehensive.

Reference was made to the fact that there was no mention of the role of Members or partnership working in delivering the objectives contained in the Plan.

RESOLVED – that the contents of the report and associated appendices be approved.

### **8.3 Eastern City Cluster Area Enhancement Strategy - Proposed update of Strategy**

The Committee received a report proposing a review and update of the enhancement strategy for the Eastern City Cluster Area.

The Committee was advised that the review of the Strategy aimed to align the document with the policy framework provided by the City's Local Plan. The Local Plan identified 5 Key City Places as areas of significant change and the Eastern Cluster was identified as one of them. The review of the strategy would reflect and address the evolving change and pressuring needs in the area and also support the objectives of key corporate strategies, including the Air Quality Strategy, the Cultural Strategy and the Visitor Strategy.

In response to a question concerning whether or not it would be possible to see the old and new versions of the boundaries, the Director of the Built Environment advised that these could be circulated to Members after the meeting.

A Committee Member stressed the need for the Committee to also be mindful of the capacity of the City Police to deal with a growing urban environment and an increasingly vibrant night time scene.

RESOLVED - that the review and update of the area strategy is authorised at an estimated cost of £160,000, funded from the Pinnacle Section 106 Agreement (£100,000), and Transport for London LIP (Local Implementation Plan) funding for 2016/17 (60,000).

### **8.4 Modification of E-Business & Information System Contract**

The Committee received a report concerning the existing contract for the supply of an e-business & Information System which included a Local Land Charges system which had not been delivered and was no longer required.

Members noted that in order to remove the local Land Charges system from the contract, Committee approval and a Deed of Variation were required.

RESOLVED - that the modification of the e-business & Information System contract to remove the provision of the Local Land Charges system be approved.

### **8.5 DBE Projects Programming Report**

The Sub-Committee received a report of the Director of the Built Environment setting out the programme for the current and upcoming (Gateway 2) Transportation and Public Realm projects.

RESOLVED - To

- a) Give approval to enter into a Section 278 agreement with the developer in respect of 100 Minorities in order to progress to the next gateway be given;
- b) Note the full programme of projects being undertaken by the Transportation and Public Realm Division as set out in the Project Programme Document in Appendix 1 of the report; and
- c) Note that a further report of the Transportation and Public Realm Division's capital projects will be presented in six months' time.

#### 8.6 **Bank Area Enhancement Strategy**

The Sub-Committee received a report of the Director of Built Environment providing an update on the implementation of the Bank Area Enhancement Strategy.

RESOLVED – That the update information be received and actions noted.

#### 9. **PUBLIC LIFT UPDATE**

The City Surveyor reported that unfortunately due to a technical systems error it had not been possible to produce a verified report to table at the meeting and instead this would be circulated afterwards

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

**MIPIM 2016** – In response to a question concerning the recent MIPIM event, the Chief Planning Officer advised that a full report would be coming to a future meeting.

**Pre-Application Discussions** – In response to a question concerning whether or not these were secret, the Assistant Town Clerk advised that information in relation to these was detailed in the Planning Protocol.

**Naming of Documents** – Members who used ipads to access committee documents reported difficulties in locating electronic versions of reports as they were unable to identify individual items easily. The Committee Clerk undertook to look into this.

#### **Mansell Street – Idling Buses**

#### **Taxi Rank – Liverpool Street**

#### **Tourist Buses – St Paul's**

In response to a question concerning increased air pollution caused by idling buses/taxis, the Chairman advised that this issue really needed to be looked at by both the Planning and Transportation and Port Health and Environmental Committees, and suggested that a meeting be arranged between the respective Chairmen, the Director of the Built Environment, and a representative from Transport for London.



11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
Expression of Thanks

On behalf of the Committee the Deputy Chairman expressed her sincere thanks to the Chairman for all his exceptional hard work and dedication to the Planning and Transportation Committee and wished him well for in his new role as Chief Commoner.

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 Schedule 12A of the Local Government Act.

13. **TOWER BRIDGE BASCULE REDECKING AND APPROACH VIADUCT WATERPROOFING**

The Committee considered and approved a report concerning the Tower Bridge Bascule Redecking and Approach Viaduct Waterproofing Project.

14. **LONDON WALL CAR PARK - COLP ACCOMMODATION STRATEGY - TO FOLLOW**

This item was WITHDRAWN.

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

There were no Non-Public questions.

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

There were no urgent items.

**The meeting closed at 12.20 pm**

-----  
Chairman

**Contact Officer: Amanda Thompson**  
**tel. no.: 020 7332 3414**  
**amanda.thompson@cityoflondon.gov.uk**

## **STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Monday, 4 April 2016**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 4 April 2016 at 11.00 am

### **Present**

#### **Members:**

Marianne Fredericks (Chairman)  
Deputy Brian Harris (Deputy Chairman)  
Randall Anderson  
Deputy John Barker (Ex-Officio Member)  
Alderman Alison Gowman (Ex-Officio Member)  
Sylvia Moys  
Graham Packham  
Michael Welbank

#### **Officers:**

Fern Aldous	- Town Clerk's Department
Alistair MacLellan	- Town Clerk's Department
Olumayowa Obisesan	- Chamberlain's Department
Deborah Cluett	- Comptroller and City Solicitor's Department
Iain Simmons	- Department of the Built Environment
Louisa Allen	- Open Spaces Department
Kay English	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Giles Radford	- Department of the Built Environment

### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Jeremy Simons and the Revd. Dr Martin Dudley.

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

There were no declarations.

### **3. MINUTES**

The minutes of the meeting held on 22 February 2016 were approved as an accurate record subject to the following amendments:

Pg.1: Wendy mead *to become* Wendy Mead  
That the ward of those in attendance be added

Pg.2: Item 2 – 4c) by virtue of being an Honorary Liveryman of Hackney Carriages *to read* by virtue of being an Honorary Liveryman of Hackney Carriages Livery Company

Pg.5: Item 4.8 – “The Chairman proposed that Item 4.8 “North-South Cycle Superhighway” be heard at the beginning of the meeting. This was agreed” be added

Pg.6: “If no decision was taken the Town Clerk advised that the project would not go ahead and the work with TfL would need to begin again” *to read* “If no decision was taken the Town Clerk advised that the project would not go ahead and the work with TfL would need to stop.”

“A Member proposed a motion that the Sub-Committee agree the proposals for a limited time only” *to read* “A Member proposed a motion that the Sub-Committee agree the proposals for an experimental order”

Pg.7: Resolution d) *to read* “officers to undertake to chase for the further section of the letter received from TfL outlining the migration measures in the Tudor Street and Temple area”.

#### 4. **OUTSTANDING REFERENCES**

The Sub-Committee considered a report of the Town Clerk outlining the outstanding references.

It was reported that the trial concerning the fatal collision at Ludgate Hill had found the driver not guilty. Although the junction had Trixi mirrors installed the driver had reported that he had not been trained in their use; officers undertook to speak to Transport for London (TfL) about the inclusion of the mirrors in safety training, as well as embedding their use into the Considerate Contractor Scheme. It was noted that the construction of the Cycle Superhighway had led to the redesign of the junction.

#### 5. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY SINCE THE LAST MEETING OF THE SUB-COMMITTEE**

The Sub-Committee received a report of the Town Clerk outlining decisions taken under delegated authority or urgency since the last meeting of the Sub-Committee.

#### **RECEIVED**

#### 6. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

##### 6.1 **1 Angel Court Improvements GW4-5 V9**

The Sub-Committee considered a report of the Director of Built Environment detailing the works to the Angel Court area, due to commence in October-November 2016, with completion set for March 2017. In response to a query

from Members it was confirmed that the proposed seating would include anti-skateboarding grooves. Members asked if the height of the benches could be raised, both to improve the comfort for less mobile users and to further deter skateboarding. Officers undertook to investigate the proposal.

**RESOLVED** – That the design as shown in Appendix 3 of the report and the implementation of the project at a total estimated cost of £333, 061 be approved, with works to be undertaken by the City’s highway term contractor, JB Riney.

## 6.2 Bank Junction Improvements

The Sub-Committee considered a report of the Director of Built Environment seeking delegation for Officers to receive and manage any future funding from TfL for the works to Bank Junction.

**RESOLVED** – That:

- the receipt from TfL of an additional £154K funding for the 2015/16 financial year be noted;
- that as S106 funding previously approved for this project from 125 Old Broad Street (transport) and Mondial House (transport), £150K and £4K respectively, was substituted by the TfL allocation in 2015/16, that these S106 funds will now be rolled forward into reaching Gateway 4 be noted;
- the inclusion into the capital programme of a TfL funding contribution for 2016/17 financial year of £200K be authorised;
- the total estimated budget needed to reach Gateway 4 of £1.179M
- Authorise Officers to accept any further TfL funding allocations, specifically for the All Change at Bank project, in consultation with the Head of Finance, into the capital programme; replacing and rolling forward agreed s106 contributions, if applicable, up to the anticipated budget value of £1.179M.
- the procurement route for additional design and traffic modelling services be noted.
- 

## 6.3 Eastern City Cluster Update Report

The Sub-Committee received a report of the Director of Built Environment proposing an update to the Eastern City Cluster Strategy in light of the significant developments in the area. There was a discussion on the need for developers to take responsibility for coordinating their developments, both in planning and during construction (servicing, deliveries etc.) This also needed to be reflected in improved coordination between departments within the corporation.

**RESOLVED** – That the review and update of the area strategy be authorised at an estimated cost of £160,000, funded from the Pinnacle section 106 Agreement (£100,000) and Transport for London LIP (local Improvement Plan) funding for 2016/17 (£60,000)

#### 6.4 Special Events on the Highway

The Sub-Committee received a report of the Director for Built Environment outlining the special events due to take place on the highway. Officers sought the views of Members of fast-tracking and waiving fees for applications for street parties to mark the Queen's 90<sup>th</sup> Birthday. It was agreed that parties that were community based and held on the weekends could be fast-tracked and it was asked that residents be encouraged to make an application as soon as possible. The following points were discussed:

- Members asked that those hosting marathons/races in the city consider using Guildhall Yard as part of the course.
- It was asked that the reference to bouncy castles in the report be treated sensitively in light of a recent fatal accident.
- Officers confirmed that in the event of a major incident (for example a Tube strike) the City Corporation were consulted on whether planned events should go ahead.
- The use of drones to film events was discussed. Members felt that any approval for their use should be in consultation with the Police and that safety was of paramount importance. It was asked that the finalised proposals be brought back to the committee.

**RESOLVED** – That members agree to support the events as outlined in the report and Appendix 1

#### 6.5 Street Lighting Review

The Sub-Committee considered a report of the Director of Built Environment detailing the plans for the upgrade of the City's street lighting. This was to include the replacement of both the lighting units and the control transmitter. There was a discussion over whether the project could be combined with the plan to install 4G wireless hubs over the city. Members felt that this was an example of potential "joined up working" that had been missed. It was asked that details of the IT project and the work that would be required to fit the hubs be circulated to members of the Committee as well as included in the report for its consideration at Projects sub-committee.

**RESOLVED** – That:

- Progression of the project to Gateway 5 be authorised subject to agreement of the funding strategy by Resource Allocation Sub-Committee at Gateway 4a, and that;
- The requirements to roll forward the existing unspent balance on the project of £22,174 to Gateway 5 be noted.

## 6.6 Mitre Square - Gateway 4-5

The Sub-Committee considered a Gateway 4/5 report of the Director of Built Environment on the proposed work to Mitre Square. The public consultation had raised a number of issues for consideration, including alternative school drop off points and the placing of fixed play equipment (considered more appropriate on the Aldgate side of the school).

**RESOLVED** – That approval be granted for:

- the project approach to deliver the works in two phases;
- the design for Phase 1, as shown in Appendix 2 of the report;
- the implementation budget for Phase 1 (£440,216), as set out in section 5 and Appendix 3 of this report, fully funded from the Section 278 agreement and Transport for London, and;
- the release of £50,000 from the Sec.106 contribution to the Fees sub-task in order to continue with the detailed design process for Phase 2.

## 6.7 Transportation and Public Realm Division Projects Programme

The Sub-Committee received a report of the Director of the Built Environment setting out the programme for the current and upcoming (Gateway 2) Transportation and Public Realm projects. Of the £164 million cost of the works £3.8 million had been contributed from the Corporation budget. There was a discussion on the scope of the Bus reliability project; officers confirmed that this had been developed under a directive from TfL. The use of finger posts for way-finding was also discussed and it was confirmed that way-finding review would be linked to the development of the Cultural hub

**RECEIVED**

## 6.8 Bank Area Enhancement Strategy

The Sub-Committee received a report of the Director of Built Environment providing an update on the implementation of the Bank Area Enhancement Strategy. Members wished to record their thanks to officers for their work on the Austin Friars and Birkin Lane developments.

**RECEIVED**

## 6.9 Road danger Reduction Plan 2016/17

The Sub-Committee received a joint report of the Director of Built Environment and the Commissioner of the City of London Police outlining the road danger reduction plan for 2016/17. In response to a query by Members, Officers reported that the updated Commercial Vehicle unit statistics were as below:

Vehicles stopped: 1313  
Offences: 1533  
Summons: 692

Fixed Penalty Notices: £61, 400  
Vehicles Prohibited: 295

It was further reported that the number of lorries found to be in breach of the safer lorry scheme had fallen dramatically (from 32 in the first month of the scheme, to 17 over the following 6 months); it was felt this was a sign that the legislation was effective.

Members encouraged greater “joint working “between the Department for Built Environment and the City of London police on the issue of the location of traffic stops.

## **RECEIVED**

*Under Standing Order 40 the Chairman proposed to extend the time of the meeting. This was agreed.*

7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**  
There were no questions.
8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**  
The chairman raised a query in relation to Poultry Avenue. Officers confirmed this was a market operational issue.
9. **EXCLUSION OF THE PUBLIC**  
RESOLVED: That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act
10. **NON-PUBLIC MINUTES**  
The non-public minutes of the meeting held on the 22 February 2016 were approved as an accurate record.
11. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**  
There were no non-public questions.
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**  
There was no non-public urgent business.



**The meeting ended at 1:03pm**

-----  
Chairman

**Contact Officer: Fern Aldous  
tel. no.: 020 7332 3801  
fern.aldous@cityoflondon.gov.uk**

This page is intentionally left blank

# Agenda Item 9

<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	26.04.2016	
<b>Subject:</b>		
Delegated decisions of the Chief Planning Officer 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 Chief Planning Officer and Development Director or those so authorised 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	Decision & Date of Decision
16/00098/LBC Aldersgate	303 Lauderdale Tower Barbican London EC2Y 8NA	Internal alterations to flat including altering kitchen layout and removal of suspended ceiling; relocation of bedroom door and alterations to doors and other fitted joinery.	Approved 31.03.2016
16/00135/LBC Aldersgate	163 Shakespeare Tower Barbican London EC2Y 8DR	Internal alterations to flat to reconfigure the kitchen, utility room and bedrooms including the removal of existing and erection of new partition walls; installation of suspended ceiling throughout and alteration of existing and installation of new fitted joinery.	Approved 31.03.2016
15/01348/PODC Aldgate	60 - 70 St Mary Axe London EC3A 8JQ	Submission of Final Local Training Skills and Job Brokerage Strategy pursuant to Schedule 3 paragraph 5.2 of the S106 Agreement dated	Approved 05.04.2016

		10 June 2010 planning application reference 08/00739/FULEIA.	
16/00130/MDC Aldgate	Gartmore House 8 Fenchurch Place London EC3M 4AJ	Details of a noise survey and anti-vibration mounting blocks pursuant to condition 2 & 3 of planning permission dated 5/1/2016 (15/01131/FULL).	Approved 24.03.2016
16/00188/NMA Aldgate	115 Houndsditch London EC3A 7BR	Non material amendment under section 96A of the Town and Country Planning Act 1990 to reduce the height of the perimeter fencing to the south west of the roof terrace from 1800mm to 1220mm.	Approved 22.03.2016
16/00113/LBC Bassishaw	Salters Hall 4 Fore Street London EC2Y 5DE	Application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to vary condition 5 of listed building consent dated 8th November 2013 (ref: 13/00464/LBC) to amend the internal layout to the garden floor and ground floor.	Approved 05.04.2016
16/00159/MDC Billingsgate	21 Lovat Lane London EC3R 8EB	Details of sound insulation and noise reduction assessment submitted pursuant to condition 6 of planning permission dated 1st May 2015 (ref: 15/00185/FULL).	Approved 12.04.2016
14/00667/MDC Bishopsgate	24 & 25 Widgate Street London E1 7HP	Details of (i) facilities and methods to accommodate construction vehicles and deliveries; (ii) a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects and; (iii) an acoustic report all pursuant to conditions 1, 2, 4 and 5 of planning permission (application no. 14/01219/FULL) dated 16th April 2015.	Approved 24.03.2016
15/01310/ADVT Bishopsgate	180 Bishopsgate London EC2M 4NQ	Installation and display of one illuminated projecting sign measuring 0.60m high x 0.48m wide and located at a	Approved 05.04.2016

		height of 2.75m above ground level.	
16/00070/MDC Bishopsgate	117, 119 & 121 Bishopsgate, Alderman's House, 34-37 Liverpool Street, 1 Alderman's Walk_ Part of White Hart Court London EC2M 3TH	Particulars and samples of the materials to be used; details of the proposed new facades including typical details of the fenestration and stonework to the stallriser, ground floor elevations details of all alterations to the retained facades to include new windows and shopfronts pursuant to conditions 15 (a) (in part); (b) (in part); (c) (in part) and (d) (in part) of planning permission dated 17.04.2014 (13/01199/FULMAJ).	Approved 22.03.2016
16/00118/ADVT Bishopsgate	17 Devonshire Square London EC2M 4SQ	Installation and display of three non-illuminated hoarding advertisement panels measuring: i) 2.47m x 10.36m at a height of 0.15m above ground level; ii) 2.31m x 3.875m at a height of 0.15m above ground level; and iii) 2.31m x 4.885m at a height of 0.15m above ground level.	Approved 31.03.2016
16/00121/MDC Bishopsgate	8 Devonshire Square London EC2M 4PL	Details of a Construction Environmental Management Plan pursuant to condition 2 of planning permission dated 22/4/2015 (15/00165/FULL).	Approved 05.04.2016
16/00140/FULL Bishopsgate	15 - 25 Artillery Lane London E1 7LP	Installation of extractor flue at roof level.	Approved 12.04.2016
16/00238/NMA Bishopsgate	4 - 5 Devonshire Square London EC2M 4YD	Non material amendment under section 96A of the Town and Country Planning Act 1990 to amend the wording of condition 19 of planning permission 14/00849/FULL to relocate the cycle parking.	Approved 05.04.2016
16/00239/NMA Bishopsgate	8 Devonshire Square London EC2M 4PL	Non material amendment under section 96A of the Town and Country Planning Act 1990 to amend the wording of condition 9 of planning permission 15/00165/FULL	Approved 05.04.2016

		with regards to cycle parking provision.	
16/00063/ADVT Bread Street	Old Change House 128 Queen Victoria Street London EC4V 4BJ	Installation and display of: (i) one internally illuminated fascia sign, measuring 1.8m wide by 0.75m high, displayed at a height of 2.79m above ground floor level; (ii) one internally illuminated projecting sign measuring 0.67m wide by 0.9m high, displayed at a height of 3.4m above ground floor level.	Approved 22.03.2016
15/01061/FULL Bridge And Bridge Without	31 Eastcheap London EC3M 1DE	(i) Refurbishment of windows to the front of the building at 1st to 5th floor level. (ii) Replacement of the single glazed windows at the rear of the building with double glazed windows at 1st to 5th floor level.	Approved 24.03.2016
15/01094/LBC Bridge And Bridge Without	31 Eastcheap London EC3M 1DE	(i) Refurbishment of windows to the front of the building at 1st to 5th floor level. (ii) Replacement of the single glazed windows at the rear of the building with double glazed windows at 1st to 5th floor level.	Approved 24.03.2016
16/00027/ADVT Bridge And Bridge Without	Peninsular House 30 - 36 Monument Street London EC3R 8LJ	Installation of one set of non-illuminated individual letters at fascia level measuring 0.50m high by 6.975m wide and 6.69m above ground level.	Approved 24.03.2016
16/00129/ADVT Bridge And Bridge Without	3 Eastcheap London EC3M 1AG	Installation and display of: i) one internally hung and internally illuminated sign measuring 1.295m high x 1.990m wide located at a height of 3.0m above ground level; ii) one set of non-illuminated individual letters and logo measuring 0.4m high x 2.7m wide located at a height of 4.7m above ground level; and iii) one double sided externally illuminated projecting sign measuring 0.5m high x 0.6m wide located at a height of 3.2m above	Approved 07.04.2016

		ground level.	
16/00064/FULL Broad Street	Augustine House 6A Austin Friars London EC2N 2HA	(i) Installation of new access door to the south elevation at second floor level; (ii) Refurbishment of existing second floor roof terrace; and (iii) Installation of new black metal balustrade.	Approved 31.03.2016
15/01283/MDC Candlewick	32 Lombard Street London EC3V 9BQ	Details of impact on the below ground utilities infrastructure pursuant to condition 7 of planning permission dated 21st July 2015 (14/01103/FULL).	Approved 31.03.2016
16/00114/MDC Candlewick	1 King William Street London EC4N 8DH	Details of green roofs pursuant to condition 6 planning permission dated 1 October 2013 (13/00366/FULMAJ).	Approved 05.04.2016
16/00117/LDC Candlewick	1 King William Street London EC4N 8DH	Details of the design and appearance of the office entrance doors and metal screens pursuant to condition 2(a) part of listed building consent 13/00367/LBC dated 4th July 2013.	Approved 05.04.2016
16/00002/MDC Castle Baynard	St Andrews House 18 - 20 St Andrew Street London EC4A 3AG	Scheme for protecting nearby residents and construction logistics plan pursuant to conditions 3 and 4 of planning permission dated 18 December 2015 (ref: 15/00673/FULL).	Approved 24.03.2016
16/00022/FULL Castle Baynard	4 John Carpenter Street London EC4Y 0AN	Replacement of life expired mechanical and electrical plant comprising three replacement cooling towers and a new cooling tower switch room.	Approved 31.03.2016
16/00091/MDC Castle Baynard	Salisbury Square House 8 Salisbury Square London EC4Y 8AP	Submission of details pursuant to condition 6 (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces; (b) details of the proposed new facade(s) including typical details of the fenestration and entrances; (c) typical details of	Approved 07.04.2016

		stonework; (d) details of ground floor elevations; (e) details of the ground floor office entrance(s); (f) details of windows and external joinery; (g) details of soffits, hand rails and balustrades; (h) details of all alterations to the existing facade; (i) details of plant, flues, fire escapes and other excrescences at roof level; (j) details of external surfaces within the site boundary including hard and soft landscaping of planning permission 14/01141/FULL dated 16.06.15.	
16/00096/ADVT Castle Baynard	107 Fleet Street London EC4A 2AF	Installation and display of: (i) one internally illuminated fascia sign measuring 0.759m high x 4.347m wide, displayed at a height of 3.090m above ground level; (ii) one internally illuminated fascia sign measuring 0.752m high x 3.175m wide, displayed at a height of 3.129m above ground level; (iii) one internally illuminated sign measuring 0.752m high x 3.267m wide, displayed at a height of 3.188m above ground level; (iv) one internally illuminated fascia sign measuring 1.054m high x 2.820m wide, displayed at a height of 3.345m above ground level; (v) one internally illuminated fascia sign measuring 1.054m high x 2.789m wide, displayed at a height of 3.385m above ground level; (vi) one internally illuminated sign measuring 0.92m high x 2.796m wide, displayed at a height of 3.430m above ground level; (vii) one projecting sign measuring 0.6m high by 0.8m wide,	Approved 24.03.2016



		displayed at a height of 3.76m above ground level.	
16/00112/MDC Castle Baynard	Blackfriars Bridge Paul's Walk London EC4V	Submission of details relating to the design details of walkway surfaces for the new stair and landings at Blackfriars Bridge pursuant to discharge of condition 11b (in part) of planning permission dated 08.09.2015 (Ref: 15/00589/FULL)	Approved  06.04.2016
16/00128/ADVT Castle Baynard	Bridge House 181 Queen Victoria Street London EC4V 4DD	Installation and display of four non-illuminated hoarding advertisement panels measuring: i) 2m x 2.44m at a height of 0.15m above ground level; ii) 2m x 3.66m at a height of 0.15m above ground level; iii) 2m x 8.54m at a height of 0.15m above ground level; and iv) 2m x 1.55m at a height of 0.15m above ground level.	Approved  07.04.2016
16/00145/FULL Castle Baynard	Condor House 10 St Paul's Churchyard London EC4M 8AL	Retention of three air conditioning condenser units at roof level.	Approved  07.04.2016
16/00198/NMA Castle Baynard	Audit House 58 Victoria Embankment London EC4Y 0DS	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 13/00789/FULL dated 07 March 2014 to omit the chimney within mansard roof and revisions on mansard roof arrangements.	Approved  29.03.2016
16/00248/MDC Castle Baynard	From Blackfriars Bridge To White Lion Hill Paul's Walk London	Details of a Land Contamination Assessment, Phase One Contamination Risk Assessment Report, Factual Report on Ground Investigation and a Methodology for dealing with unexpected contamination for works below ground level submitted pursuant to condition 4 (in part) of planning permission dated 08.09.2015 (Ref:	Approved  24.03.2016

		15/00589/FULL).	
16/00205/NMA Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook London EC4	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 11/00935/FULEIA dated 30th March 2012 for internal alterations to create additional bridge links.	Approved  12.04.2016
15/01384/MDC Cornhill	15 Bishopsgate & Tower 42 Public Realm London EC2N 3NW	Details of a scheme to resist structural damage arising from an attack with a road vehicle or road vehicle borne explosive device pursuant to condition 10 of planning permission dated 4th January 2016 (14/01251/FULMAJ).	Approved  08.04.2016
16/00214/LBC Cripplegate	Stalls Lounge Level -1 Barbican Centre Silk Street London	Replacement of low level lighting and floor finishes, alterations to existing suspended lighting troughs, and proposed extension to low level partition.	Approved  12.04.2016
16/00094/FULL Dowgate	1 - 2 Laurence Pountney Hill London EC4R 0EU	Introduction of two dormer windows to an existing mansard roof.	Approved  05.04.2016
16/00095/LBC Dowgate	1 - 2 Laurence Pountney Hill London EC4R 0EU	Introduction of two dormer windows to an existing mansard roof.	Approved  05.04.2016
16/00127/MDC Dowgate	1 - 2 Laurence Pountney Hill London EC4R 0EU	Details of new windows and rooflights pursuant to condition 3(a) (in part) of planning permission dated 03 November 2015 (ref: 15/00958/FULL and condition 2(a) (in part) of listed building consent dated 03 November 2015 (ref: 15/00840/LBC).	Approved  05.04.2016
16/00283/MDC Dowgate	1 - 2 Laurence Pountney Hill London EC4R 0EU	Details of external joinery pursuant to condition 2(a)(in part) of listed building consent dated 03.11.2015 (ref: 15/00840/LBC) and condition 3(a) (in part) of planning permission dated 03.11.2015 (ref: 15/00958/FULL).	Approved  05.04.2016
15/00239/FULL	68 Long Lane	(i) Change of use from Class	Approved

Farringdon Within	London EC1A 9EJ	B1 (Office) to Class C3 (Residential) to provide a single dwellinghouse (ii) extension and external alterations at third floor level (iii) alterations at roof level including the formation of a roof terrace (iv) associated external alterations.	12.04.2016
15/01019/MDC Farringdon Within	Mitre House 160 Aldersgate Street London EC1A 4DD	Energy Statement Report pursuant to condition 9 of planning permission dated 30 April 2015 (ref: 15/00086/FULMAJ).	Approved 24.03.2016
15/01162/MDC Farringdon Within	20 Farringdon Street London EC4A 4AB	Construction Delivery Strategy and Construction Logistics Plan pursuant to condition 10 (construction logistics plan) of planning permission dated 22 December 2015 (ref: 15/00509/FULMAJ).	Approved 22.03.2016
15/01311/FULL Farringdon Within	The Guild Church of St Martin Within Ludgate Ludgate Hill London EC4M 7DE	Conversion of an existing window to the vestry lobby at ground floor level on the north elevation of the building to form a new entrance door.	Approved 22.03.2016
16/00080/ADVT Farringdon Within	34 Ludgate Hill London EC4M 7DE	Installation and display of i) externally illuminated fascia sign measuring 0.365m in height x 7.5m in width, situated at a height of 4.445m above ground level; ii) internally illuminated hanging sign measuring 0.6m in diameter x 0.1m in depth, situated at a height of 3.835m above ground level; and iii) non-illuminated signage panel above entrance measuring 1.55m in height x 1.25m in width, situated at a height of 2.375m above ground level.	Approved 31.03.2016
16/00081/LBC Farringdon Within	34 Ludgate Hill London EC4M 7DE	Installation and display of i) externally illuminated fascia sign measuring 0.365m in height x 7.5m in width, situated at a height of 4.445m above ground level; ii) internally illuminated hanging	Approved 31.03.2016

		sign measuring 0.6m in diameter x 0.1m in depth, situated at a height of 3.835m above ground level; and iii) non-illuminated signage panel above entrance measuring 1.550m in height x 1.25m in width, situated at a height of 2.375m above ground level.	
16/00097/ADVT Farringdon Within	36 New Bridge Street London EC4V 6BJ	Installation and display of: i) Three internally illuminated fascia signs measuring 0.5m high x 3.36m wide situated at a height above ground level of 2.96m; ii) One internally illuminated fascia sign measuring 0.5m high x 6.8m wide situated at a height above ground level of 2.96m; one internally illuminated projecting signs measuring 0.6m in diameter situated at a height above ground level of 2.96m; and iii) One internally illuminated ATM plastic surround measuring 1.34m high x 0.87m wide.	Approved 05.04.2016
16/00120/NMA Farringdon Within	2 King Edward Street London EC1A 1HQ	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 14/00197/FULL dated 22 May 2014 as amended by 15/00020/NMA dated 10 March 2015 for alterations to the layout of the roof plant.	Approved 22.03.2016
16/00138/MDC Farringdon Within	20 Farringdon Street London EC4A 4AB	Details of finished floor levels in relation to the existing highway pursuant to condition 11 of planning permission dated 22 December 2015 (ref: 15/00509/FULMAJ).	Approved 22.03.2016
16/00057/MDC Farringdon Without	Halsbury House 35 Chancery Lane London WC2A 1EL	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 6e of planning permission dated	Approved 24.03.2016

		20th June 2014 (reference: 13/01189/FULL).	
16/00061/MDC Farringdon Without	Halsbury House 35 Chancery Lane London WC2A 1EL	Environmental Acoustic Assessment pursuant to condition 16 of planning permission dated 20th June 2014 (reference 13/01189/FULL).	Approved  24.03.2016
16/00085/MDC Farringdon Without	35 Chancery Lane London WC2A 1EL	Framework Delivery and Servicing Plan and Interim Travel Plan pursuant to conditions 21 and 22 of planning permission dated 20th June 2014 (reference 13/01189/FULL).	Approved  12.04.2016
16/00093/MDC Farringdon Without	25 Furnival Street London EC4A 1JS	Submission of a Construction Logistics Plan pursuant to condition 5 of planning permission dated 27.04.15 (14/00866/FULL).	Approved  29.03.2016
16/00167/MDC Farringdon Without	35 Chancery Lane London WC2A 1EL	Details of glazing and anodised aluminium cladding pursuant to conditions 6a) in part and 6b) in part of planning permission dated 20th June 2014 (reference 13/01189/FULL).	Approved  12.04.2016
16/00185/ADVT Farringdon Without	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	Installation and display of two non-illuminated hoarding advertisements measuring: i) 2.4m high x 31m wide; and ii) 2.4m high x 14m wide.	Approved  12.04.2016
16/00213/NMA Farringdon Without	40 Furnival Street London EC4A 1JQ	Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 15/01240/FULL dated 19.01.16 to amend condition 7 to take account of minor design changes.	Approved  29.03.2016
16/00111/MDC Langbourn	Land Bounded By Fenchurch Street, Fen Court, Fenchurch Avenue & Billiter Street (120 Fenchurch Street)	Details of a programme of archaeological work for 116 Fenchurch Street pursuant to conditions 10 and 11 of planning permission dated 8 February 2016 (application	Approved  12.04.2016

	London EC3	number 14/00237/FULMAJ).	
16/00067/ADVT Tower	60 Mark Lane London EC3R 7ND	Installation and display of i) vinyl signage above entrance measuring 0.9m in height and 1.15m wide, situated at a height of 5.8m above ground level; and ii) three vinyl signs to existing lantern measuring 0.165m in height and 0.225m wide to replace existing signage.	Approved  22.03.2016
16/00068/LBC Tower	60 Mark Lane London EC3R 7ND	Installation of vinyl signage above entrance and vinyl signage to lantern to replace existing signage, and refurbishment of existing menu box.	Approved  22.03.2016
16/00072/LDC Tower	10 Trinity Square London EC3N 4AJ	Details of works to the 2nd floor timber panelled "Club Rooms" and repair works to the main entrance steps and paving pursuant to conditions 2 [In Part] and 4(k) [In Part] of listed building consent (application no. 14/00778/LBC) dated 16th January 2015.	Approved  07.04.2016
16/00122/MDC Tower	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES	Details of finished floor levels in relation to existing highway levels pursuant to condition 1 of planning permission (application no.15/00702/FULMAJ) dated 20th January 2016.	Approved  31.03.2016
16/00194/LDC Tower	10 Trinity Square London EC3N 4AJ	Details of the installation of new services within the listed fabric pursuant to condition 4(j) [In Part] of listed building consent (application no.14/00778/LBC) dated 16th January 2015.	Approved  12.04.2016
16/00223/MDC Vintry	40 Cannon Street London EC4N 6JJ	Submission of a Noise Assessment Report pursuant to condition 12 of Planning Permission 14/00774/FULL dated 18.09.14.	Approved  07.04.2016
15/01032/FULL Walbrook	1 Prince's Street London EC2R 8BP	Replacement of existing ATM with new ATM; and making good to surrounding stonework.	Approved  22.03.2016

15/01033/LBC Walbrook	1 Prince's Street London EC2R 8BP	Replacement of existing ATM with new ATM; making good to surrounding stonework; replacement of secondary glazing in one window.	Approved 22.03.2016
16/00089/MDC Walbrook	15-17 St Swithin's Lane London EC4N 8AL	Details of a programme of archaeological work, foundations and piling configuration pursuant to conditions 8 and 9 of planning permission dated 24 April 2015 (application number 14/00658/FULMAJ).	Approved 31.03.2016
16/00166/BANK Walbrook	Bank-Monument London Underground Station Complex King William Street London EC3V 3LA	Submission of a Construction Worker Travel Plan pursuant to condition 11 of The London Underground (Bank Station Capacity Upgrade) Order 2015 and the associated Deemed Planning Permission under Section 90(2A) of the Town and Country Planning Act 1990.	Approved 07.04.2016
16/00169/BANK Walbrook	Bank-Monument London Underground Station Complex King William Street London EC3V 3LA	Submission of the Code of Construction Practice, Deconstruction and Construction Logistics Plan and Traffic Management Plan pursuant to conditions 3, 4 and 5 of The London Underground (Bank Station Capacity Upgrade) Order 2015 and the associated deemed Planning Permission under section 90(2A) of the Town and Country Planning Act 1990.	Approved 07.04.2016

This page is intentionally left blank



<b>Committee:</b>	<b>Date:</b>	<b>Item no.</b>
Planning and Transportation	26.04.2016	
<b>Subject:</b> Valid planning applications received by Department of the Built Environment		
<b>Public</b>		

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment 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 VALID APPLICATIONS

<b>Application Number &amp; Ward</b>	<b>Address</b>	<b>Proposal</b>	<b>Date of Validation</b>
16/00083/FULL Aldgate	115 Houndsditch, London, EC3A 7BR	Creation of a roof terrace to the east of the 5th floor on part of the existing flat roof. Roof terrace is to be provided with privacy shuttering to the perimeter.	26/02/2016
16/00288/FULL Aldgate	100 Fenchurch Street, London, EC3M 5JD	Alterations to the existing shopfront to include new automatic sliding double doors at the main entrance, new glazing to shopfront and installation of 2 No. external ATM to Fenchurch Street elevation.	22/03/2016
16/00273/FULL Bridge And Bridge Without	31-35 Eastcheap, London, EC3M 1DE	Minor external alterations at the rear of the building. Enclosure to rear outrigger for a plant enclosure.	29/03/2016
16/00271/FULL Bridge And Bridge Without	23-29 Eastcheap, London, EC3M 1DE	The internal enlargement of the entrance lobby and its change of use from part A1 (shop) and part B1a (office) to B1a (office) use. Removal of the existing roof additions and their replacement with a mansard roof extension (mansard the same as approval 15/00924/FULL).	30/03/2016
16/00267/FULL Bridge And Bridge Without	23-29 Eastcheap, London, EC3M 1DE	Change of use of the ground floor unit at No. 23-25 Eastcheap from A1 (shop) to either A3 (restaurants and cafes) or A4 (drinking establishments) use, the ground floor unit at No. 27	30/03/2016

		from part A1 (shop) and part B1a (offices) to B1a (offices) and the basement at No. 23-29 Eastcheap from part A1 (shop) and part A4 (drinking establishments) to either A3 (restaurants and cafes) or A4 (drinking establishments) use.	
16/00269/FULL Bridge And Bridge Without	31-35 Eastcheap, London, EC3M 1DE	Change of use of the basement of Nos. 31-35 Eastcheap and the ground floor unit at No 35 from A1 (shop) use to flexible use for either A3 (restaurants and cafes), A4 (drinking establishments) or D2 (assembly and leisure) use.	30/03/2016
16/00182/FULL Candlewick	119-121 Cannon Street, London, EC4N 5AT	Replacement of existing ground floor office entrance with new doors and fenestration and replacement of existing entrance canopy with a new canopy.	17/03/2016
16/00252/FULL Castle Baynard	The Harrow Public House, 22 Whitefriars Street, London, EC4Y 8JJ	Installation of two awnings with electric heaters.	16/03/2016
16/00295/FULL Castle Baynard	Outside, 8 Ludgate Circus, London, EC4M 7LF	Change of use of 1 no. BT telephone box to 1 no. retail kiosk (A1).	23/03/2016
16/00141/FULL Coleman Street	Finsbury House, 23 Finsbury Circus, London, EC2M 7EA	Erection of new plant area and acoustic screening on mezzanine level flat roof (to include 15 no. condenser units) and installation of 14 no. wall mounted external louvers on the east elevation at mezzanine, 2nd, 3rd and 4th floors with associated structural steel work on mezzanine level roof.	01/04/2016
16/00320/FULL Cordwainer	Aldermay House, 15 Queen Street, London, EC4N 1TX	Provision of a roof terrace for the use of the tenants of the buildings, including a 1.1m high frameless glass balustrade.	31/03/2016
16/00291/FULL Cornhill	20 Old Broad Street, London, EC2N 1DP	Change of use of ancillary ground floor office storeroom (Use Class B1) to retail kiosk (Use Class A1), installation of new shopfront and associated works.	22/03/2016
16/00184/FULL Cornhill	77 Cornhill, London, EC3V 3QQ	Installation of 1 no. condenser unit at roof level.	29/03/2016
16/00332/FULL Cornhill	Shop 34, The Royal Exchange, London, EC3V	Installation of new access door into the external shopfront to match adjacent door.	04/04/2016

	3LN		
16/00296/FULL Farringdon Within	Outside, 30 - 34 New Bridge Street, London, EC4V 6BJ	Change of use of 1 no. BT telephone box to 1 no. B1(a) self-service office.	23/03/2016
16/00335/FULL Farringdon Within	Flat 20, Priory House, 6 Friar Street, London, EC4V 5DT	Construction of an enlarged replacement dormer to the side elevation and installation of four rooflights.	06/04/2016
16/00231/FULL Farringdon Without	Holborn Gate, 330 High Holborn, London, WC1V 7PP	Erection of a timber pergola with perspex roof.	09/03/2016
16/00215/FULMAJ Farringdon Without	Dewhurst House, 24-30 West Smithfield, London, EC1	Conversion and part demolition of the building to create a hotel (Class C1), including refurbishment of the northern part of the building fronting West Smithfield and Hosier Lane and demolition of the southern part of the building fronting Cock Lane and erection of an 8 storey extension above ground and single level shallow basement below; alteration to rear service bay area, including the provision of 1 no. disabled parking space and cycle parking; replacement plant at roof level and basement, including reduction of existing plant enclosure on northern part of the building; ancillary restaurant at basement level and other incidental works, all in connection with the change of use of the building.	21/03/2016
16/00299/FULMAJ Farringdon Without	90 Fetter Lane, London, EC4A 1EN	Refurbishment and alterations to the building, including; removal of roof plant; minor infills and extensions to ground to sixth floors, additional seventh and eighth floors for Class B1 use, creation of flexible use at part lower ground and part ground for Class A1/A3/A4/B1; creation of new terraces at fifth, sixth, seventh and eighth floors; new plant at basement and eighth floor level; recladding to exterior elevations and replacement fenestration to Fetter Lane and Norwich Street, provision of new main office entrance on Fetter Lane and associated double height space at ground floor, the provision of cycle parking at basement level and associated facilities and other	29/03/2016

		incidental works.	
16/00297/FULL Langbourn	XL House, 23 Lime Street, London, EC3M 7HB	Installation of new shopfront to include replacement glazing and new entrance doors.	08/04/2016
15/01114/FULL Lime Street	36 Great St Helen's, London, EC3A 6AP	Section 73(a) application for the implemented partial demolition of the building and retention of works carried out without complying with the following conditions 2, 3, 4, 5, 6, 7, 8, 10 of planning permission dated 13th February 2014 (App No 13/01130/FULL).	31/03/2016
16/00186/FULL Portsoken	St Botolph Aldgate Church Yard, Aldgate High Street, London, EC3N 1AB	Alterations to existing churchyard railings, gates and layout and the erection of new railings/gates at the church's southern elevation; re- landscaping and laying out of Churchyard.	11/03/2016
16/00216/FULL Tower	1 Aldgate, London, EC3N 1RE	Installation of new entrance and full height glazed window on the corner of Aldgate and Jewry Street elevation and installation of ATM in the Aldgate elevation	18/03/2016
16/00236/FULL Vintry	Senator House, 85 Queen Victoria Street, London, EC4V 4AB	Refurbishment and alterations to the building, including; erection of a roof pavilion at seventh floor and creation of a landscaped roof terrace; amendments to the existing elevations onto Queen Victoria Street and Cleary Gardens; creation of additional pedestrian and cycle entrances onto Upper Thames Street and associated works.	14/03/2016
16/00279/FULL Vintry	50 Cannon Street, London, EC4N 6JJ	Installation of two air conditioning condensers and an aerial at roof level.	18/03/2016
16/00076/FULL Walbrook	27 Old Jewry, London, EC2R 8DQ	Change of use and subdivision of the basement, ground and mezzanine levels from a vacant bank (Use Class A2) to flexible use as Class A3 or A4; formation of two new customer entrances with associated shopfront alterations; installation of external ventilation duct; installation of plant and air conditioning units to the roof at first floor level and associated internal alterations.	03/03/2016

<b>Committee(s)</b> Police Committee – For information Policy and Resources – For decision Planning and Transportation – For decision	<b>Date:</b> 14/04/2016 14/04/2016 26/04/2016
<b>Subject:</b> Update report – City ATTRO	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Clarisse Tavin, Project Manager	

## Summary

A report to propose a City Anti-Terrorism Traffic Regulation Order (ATTRO) was presented to Planning & Transportation, Police, and Policy & Resources Committees in December 2015 and January 2016. (A copy of the Policy and Resources Committee decision from 14 April 2016 is attached to this report at Appendix 4)

Members approved the ATTRO in principal and that a public consultation and publication of Notice of the proposal be carried out, subject to further information being presented as follows:

- Members to approve the draft Protocol between the City of London Corporation (“the City Corporation”), the City of London Police and Transport for London (TfL);
- Members to determine whether or not to proceed with the ATTRO following the statutory consultation on the ATTRO;
- An annual review of the ATTRO be presented to Members, and;
- Confirmation that the ATTRO is to be used in a proportionate manner.

Since January 2016, meetings between the City Corporation, the City of London Police and TfL have been held resulting in a draft Protocol being produced in agreement between all three parties (see Appendix 1). The proposed Protocol provides guidance on the processes between the three parties and any other agency that will need to be involved, and seeks to ensure that the ATTRO will be used in a proportionate and appropriate manner. The Protocol also provides information on the use of the ATTRO and the review process, and is to be read in conjunction with the ATTRO including the Schedule (see Appendix 2).

On the basis of the Protocol, approval has been received from TfL to include its roads in the City’s area for which it is the Highway Authority in the ATTRO. The draft ATTRO including the Schedule has therefore been updated to reflect this (see Appendix 2).

Neighbouring boroughs have been approached and informed about the proposed ATTRO. However, at present, it is not proposed to include their boundary roads with the City in the ATTRO (see map in Appendix 3). If it is subsequently agreed to include these roads, the order will be amended accordingly.

## Recommendation(s)

Members are asked to:

1. Approve the commencement of the statutory process for making of the proposed ATTRO, subject to the applicable statutory processes;
2. Approve the proposed draft Protocol in Appendix 1;
3. Authorise the Director of the Built Environment or a delegated officer to carry out consultation and publication of Notice of the proposal to make the ATTRO;
4. Note that the outcome of the statutory notice procedures and consultation responses will be reported to the Planning and Transportation and Policy and Resources Committees, for those Committees to determine whether or not to proceed with the ATTRO and/or other next steps;
5. Authorise the Comptroller and City Solicitor or a delegated officer to enter into any necessary agreements under Section 101 of the Local Government Act 1972 with Transport for London to carry out the statutory steps associated with the proposal, notification and making of the ATTRO on TfL roads on their behalf;
6. In the event of any neighbouring traffic authorities agreeing to their boundary roads with the City being included in the ATTRO, (a) authorise the Comptroller and City Solicitor or his delegated officer to enter into any necessary agreements under Section 101 of the Local Government Act 1972 (or other joint working agreements); and (b) authorise the Director of the Built Environment or her delegated officer to amend the ATTRO to include boundary roads with neighbouring traffic authorities, as the relevant traffic authorities may agree (and subject to all necessary statutory processes).

## **Main Report**

### **Background**

1. In July 2015, the Commissioner of City of London Police requested formally that an ATTRO be made by the City Corporation, for the City of London area.
2. Subsequently, the ATTRO report was presented to Planning and Transportation Committee on 15<sup>th</sup> December 2015, Police and Policy and Resources Committees on 21<sup>st</sup> January 2016. Members approved the ATTRO in principal subject to the following:
  - Members to approve the draft Protocol between the City of London Corporation, City of London Police and TfL;
  - Members to determine whether or not to proceed with the ATTRO following the statutory consultation on the ATTRO;
  - An annual review of the ATTRO being presented to Members, and;
  - Confirmation that the ATTRO is to be used in a proportionate manner.

### **Current Position**

3. This update report provides information on how the order would operate and clarifies the ATTRO processes between the City Corporation, the City of London Police and TfL as requested by Members.
4. Since January 2016, further meetings and workshops have been held between the City of London Police and TfL and resulted in the production of a joint Protocol, and TfL agreeing to include its roads in the City for which it is the Highway Authority.

5. In order to further ensure that the ATTRO is proportionate and to provide additional transparency in how it is operated, a draft Protocol has been developed jointly between the City Corporation, the City of London Police, and TfL (see Appendix 1).
6. The proposed Protocol is to be read in conjunction with the ATTRO including the Schedule (see Appendix 2), and sets out arrangements regarding the provision for advance notice, and operating the 48 hour time limit on any restrictions. This is to ensure that the ATTRO is a proportionate measure, used to the minimum extent necessary and suspended as soon as circumstances permit.
7. The Protocol also specifies that an annual review of the ATTRO will be carried out by the City Corporation, the City of London Police, and TfL, and reported back to Members. This will allow for continuous checks and adjustments if required. Post-implementation reviews will also be conducted and reported to Members.
8. It should be noted that the current legislation specifies that a police officer of the rank of a constable can enable commencement, suspension or revival of restrictions of an ATTRO. However, in order to provide re-assurance that the commencement of restrictions under the ATTRO will be scrutinised and approved at an appropriate level, it has been agreed and set out in the Protocol that the City ATTRO will only be authorised by a City of London Police Officer of the rank of superintendent or higher (unless the superintendent is unavailable in which case it may be authorised by an inspector, as long as it is approved by a superintendent as soon as practicable).

## **Corporate & Strategic Implications**

9. Nationally, the Government has a well-documented counter terrorism strategy known as CONTEST. One of the four strands of this National Strategy is titled PROTECT. The police are able to better protect the City community through the application of the ATTRO powers. These powers were introduced by the Civil Contingencies Act 2004.
10. Locally, The City Together Strategy has five themes. Two of these themes are relevant directly to the issue of an ATTRO.

- Supports our communities

To improve people's health, safety and welfare within the City's environment through proactive and reactive advice and enforcement activities.

- Safer and stronger

To continue to ensure the City is a safe place in which to do business, work, visit, and live.

11. The City of London Local Plan 2015 aims to ensure that the City remains a safe place to work, live and visit. Core Strategic Policy CS3 makes specific provision for implementing measures to enhance the collective security of the City against terrorist threats, applying security measures to broad areas,

including the City as a whole. The Policy also encourages the development of area-based approaches to implementing security measures.

12. Within the framework of the Safer City Partnership, counter-terrorism is one of eight priorities for improving the City's security, and a Counter-Terrorism Thematic Group is chaired by the Assistant Commissioner. The need and actions associated with an ATTRO is being monitored by that group.
13. The Local Policing Plan for 2015-18 has as an Outcome that "the City of London is protected against the threat from terrorism and remains a safe place for all". The plan states: "the threat from terrorism and extremism remains high and is becoming more diverse and complex in how it is manifested. The City of London's historical, cultural and economic importance means it will always be an attractive target for those intent on causing high profile disruption....By continuing to protect the City of London from terrorism we will continue to protect the UK's interests as a whole". In terms of prevention, the plan states: "We will continue to work in partnership with the City of London Corporation to enhance security measures across the City of London."
14. The City of London is vulnerable to terrorist attack due to the concentration of high profile historic, prestigious and financial targets. Consequently, this risk is high on the current Corporate Strategic Risk Register.

### **Legal implications**

15. **Statutory power to make the ATTRO** – Sections 6, 22C and 22D of the Road Traffic Regulation Act 1984 (as amended by the Civil Contingencies Act 2004) enables traffic orders to be put in place by the traffic authority for the purposes of avoiding or reducing the likelihood of danger connected with terrorism, or preventing or reducing damage connected with terrorism.
16. **Statutory duties of traffic authority** - As traffic and highway authority, the City Corporation has the duty to secure the expeditious, convenient and safe movement of traffic (having regard to the effect on amenities) (S122 Road Traffic Regulation Act 1984) and the duty to secure the efficient use of the road network avoiding congestion and disruption (S16 Traffic Management Act 2004). The Schedule to the ATTRO sets out requirements aimed at meeting these duties by ensuring that any restrictions will be the minimum necessary to remove or reduce the danger and are consistent with the statutory requirements for making ATTROs. In implementing the ATTRO the traffic impacts of restricting or prohibiting traffic to roads within the City, including, potentially, pedestrian traffic, will be considered. In the event of a threat, the disruption to traffic flow would also have to be weighed against the threat of more severe disruption and greater risk being caused due to failure to prevent an incident.
17. By way of further controls, the Schedule to the draft ATTRO requires that in most cases at least seven days' notice of any restrictions must be given to persons likely to be affected (unless this is not possible due to urgency or where the giving of notice might itself undermine the reason for activating the ATTRO), and notice must also in any event be given to the City Corporation, TfL and other affected traffic. The arrangements are further explained in the Protocol.



18. **Human Rights and Proportionality** - In considering the request for an ATTRO, regards has been given to the duty to act in accordance with the European Convention on Human Rights. In relation to possible restriction of access to property, any interference with Article 1 rights to enjoyment of property must be justified. Interference may be regarded as justified where it is lawful, pursues a legitimate purpose, is not discriminatory, and is necessary. It must also strike a fair balance between the public interest and private rights affected (i.e. be proportionate). It is considered that the public interest in being protected by the existence and operation of the ATTRO can outweigh interference with private rights which is likely to occur when restrictions are in operation. The scope of restrictions must be proportionate and should only last until the likelihood of danger or damage is removed or reduced sufficiently in the judgment of a senior police officer. The Schedule to the ATTRO sets out arrangements (further expanded in the Protocol) for ensuring that any interference is proportionate. Given the risks to life and property which could arise if an incident occurred, and the opportunity provided by the ATTRO to remove or reduce the threat of and/or impacts of incidents, it is considered that the ATTRO can be justified and any resulting interference legitimate.
19. Leading Counsel has reviewed the proposed arrangements and has advised that, with some modifications (which have been adopted in the proposals before you), the recommendations are ones which the City Corporation may properly and reasonably agree.

#### **Outline Programme:**

- April 2016: City London Corporation Committees
- May 2016 : ATTRO to be advertised and start of the three week statutory consultation period
- June/July 2016: Results of consultation and recommendation whether or not to proceed with the ATTRO to be reported to the Planning and Transportation and Policy and Resources Committees to decide whether or not to make the ATTRO.

#### **Appendices**

- Appendix 1 – Protocol
- Appendix 2 – Draft Traffic Regulation Order & Schedule
- Appendix 3 – ATTRO map
- Appendix 4 – Decision of the Policy and Resources Committee on 14 April 2016

#### **Background Papers:**

- “Anti-Terrorism Traffic Regulation Order report” presented at Planning and Transportation Committee on 15<sup>th</sup> December 2015, Police and Policy and Resources Committees on 21<sup>st</sup> January 2016.

**Clarisse Tavin**

Project Officer/ Department of the Built environment

T: 0207 332 3634

E: [Clarisse.tavin@cityoflondon.gov.uk](mailto:Clarisse.tavin@cityoflondon.gov.uk)

# **Protocol for Commencing, Suspending and Reviving the City of London (Protective Measures) (No. 1) Traffic Regulation Order 2016**

## **1.0 Introduction**

---

1.1 The Road Traffic Regulation Act 1984 (RTRA 1984) allows for traffic regulation orders to be made specifically for the purposes of avoiding (or reducing the likelihood), of danger associated with terrorism. This is referred to as an Anti-Terrorism Traffic Regulation Order. It can be used to restrict vehicular and/or pedestrian traffic temporarily or permanently for counter-terrorism purposes.

1.2 The City of London (Protective Measures) (No. 1) Traffic Regulation Order 2016 (the “ATTRO”) was requested by the Commissioner of Police and is based on advice received from the Police Commissioner’s counter-terrorism security advisers, and protective security experts from the Centre of Protection of National Infrastructure (CPNI) ([Web link to be inserted](#)). The advice relates to the whole of the City of London having regard to its intensely crowded nature and role as a high profile world centre of economic activity. In addition, there are a range of threats to iconic buildings, critical national infrastructure and high profile gatherings such as military events. These all exist or occur within the City. The current security threat level for the UK is SEVERE, which means an attack is highly likely. Therefore in the current heightened security climate, an explicit anti-terrorism power to control access to streets in the City is now considered necessary.

1.3 Following consideration of the request the City of London Corporation (“the City Corporation”) resolved to commence the statutory procedures to make the ATTRO. [FURTHER SENTENCE TO BE ADDED IN CONSULTATION WITH TfL TO REFLECT THE MAKING OF THE ATTRO IF IT IS DECIDED TO PROCEED]

## **2.0 Purpose of the Protocol**

---

2.1 This Protocol sets out the process that will be followed by the City Corporation, the City of London Police and Transport for London (TfL) in implementing the provisions of the ATTRO. It aims to ensure that it is operated in a proportionate and appropriate manner, and by providing transparency as to how it will be operated so far as can be achieved according to the circumstances. It also sets out how its implementation will be reviewed and guides the communication process between

with the City Corporation, the City of London Police, and TfL. This Protocol is to be read in conjunction with the ATTRO including the Schedule.

2.2 It is acknowledged that in operating the ATTRO it is important to balance the security benefits of a protective security scheme against the disruption to traffic, local residents and businesses. The Protocol ensures that the various parties' interests, and the public interest, are considered and the arrangements between the City Corporation, the City of London Police, and TfL are clearly outlined.

## 3.0 Applicable Legislation & Guidance

---

3.1 The ATTRO is a counter terrorism measure pursuant to the provisions of the Civil Contingencies Act 2004. It provides a statutory basis for the implementation of protective security measures, both physical and regulatory, intended to prevent or minimise the risk from vehicle borne terrorist attacks.

3.2 The Civil Contingencies Act 2004 (Schedule 2) came into effect on 19 January 2005 and extends existing road traffic regulation legislation enabling it to be applied explicitly for anti-terrorism purposes. The Act allows traffic orders to be put in place under Sections 22c of the Road Traffic Regulation Act 1984 (RTRA 1984). ([Web link to the legislation to be inserted](#))

3.3 Specifically Section 22C of the RTRA 1984 allows the making of ATTROs, both permanent and temporary for:

- Avoiding or reducing, or reducing the likelihood of, danger connected with terrorism: and
- Preventing or reducing damage connected with terrorism' as defined by Section 1 Terrorism Act 2000 ([web link to the legislation to be inserted](#))

3.4 In connection with what may require protection, Section 22C(1) includes reference to "persons and property" on or near the road.

3.5 Section 22D of the RTRA 1984 provides that an ATTRO may be made "only on the recommendation of the Chief Officer of Police for the area to which the order relates". It also includes provisions to:

- Restrict pedestrian access to premises in roads affected
- Installation of vehicle control measures e.g. activation of rising bollards

3.6 The implementation of the ATTRO must also be carried out in compliance with the European Convention on Human Rights including in relation to the possible restriction of access to property, and Article 1 rights to enjoyment of property. ([Web link to the legislation to be inserted](#))

## 4.0 Commencement, suspension or revival of the Order

---

### **Commencement or Revival of the Order for Urgent Situations and Pre-Planned Events**

4.1 The current legislation specifies that a police officer of the rank of a constable can enable commencement, suspension or revival of restrictions of an ATTRO. In order to provide re-assurance that the ATTRO will be used in a proportionate manner, it has been agreed that the imposition of restrictions under the ATTRO may only be authorised by a City of London Police Officer of the rank of superintendent, or, if a superintendent is unavailable, a City of London Police Officer of the rank of Inspector. In the event of the restrictions being authorised by an Inspector, a superintendent's confirmation shall be sought as soon as practicable. If the restriction is not confirmed by the Superintendent it shall cease. The ATTRO enables access to one or more streets in the City's area to be restricted including roads which form part of the Transport for London Road Network (TLRN). The City Corporation and TfL, must be given prior notice, which should be at least seven days or as soon as practicable.

4.2 It is the City of London Police (and in particular the security specialists within the Police), which have access to the intelligence as to whether a specific building or area constitutes a terrorist target. The ATTRO will only be implemented under the direction of the City of London Police, where the Superintendent (or, if he/she is unavailable the Inspector) is satisfied that there is sound reason to do so on the basis of a security assessment or intelligence of a likelihood of danger or risk of damage connected to terrorism.

4.3 Different circumstances may initiate the implementation of the ATTRO based on security assessment or intelligence of a threat, and could result in requiring an ATTRO for an urgent situation or pre-planned events. The details of these processes are included in the Appendix 1a and 1b.

4.4 The decision to implement the ATTRO in an urgent situation, and the process that follows will be led by City of London Police who will regularly review the position in the light of intelligence available. In these circumstances the Town Clerk and TfL must be consulted as soon as reasonably practicable. The flow chart in Appendix 1a details this process in more detail.

4.5 The decision to implement the ATTRO for a pre-planned event will be made by City of London Police but the process that follows will be led by the City Corporation in conjunction with TfL as the Highway Authorities. In these circumstances notice of the impending restrictions will be publicised allowing the City Corporation, TfL and neighbouring traffic authorities affected the opportunity to put in place measures to mitigate the adverse effects on traffic and people (see details in the Notification section below). The flow chart in Appendix 1b details this process in more detail.

4.6 The ATTRO will not be used for pre-planned events where there is no risk of danger or damage connected with terrorism.

4.7 Liaison between the City Corporation, City of London Police, and TfL is essential to ensure effective and acceptable implementation of the ATTRO which balances the needs of security with the impact on local residents, local businesses and traffic flow.

4.8 In addition, a Police Constable in uniform will have discretion to waive restrictions on a case by case basis.

### **Suspension of the Order**

4.9 The Order is to be suspended as soon as the City Police of the rank of Superintendent or above is satisfied that the likelihood of danger or damage connected with terrorism relied upon to commence or revive the Order is removed or adequately reduced. The City Corporation and TfL will need to be informed immediately or as soon as reasonably practicable.

### **Notification**

4.10 The aim is to provide Notice to affected stakeholders (including the public) as soon as practicable of any restrictions which are to be put in place.

4.11 The City Corporation and TfL will utilise its normal channels of communication to notify affected stakeholders that the ATTRO has been implemented. Notice of Intent to commence, suspend or revive the Order will be published at least 7 days before the proposals take effect (see draft Notice in Appendix 2) as follows:

- Social media;
- City of London website;
- Publication in the Evening Standard;
- On-street notice;
- Distribution direct to the City's key stakeholders such as businesses, residents, neighbouring authorities, other interest groups and disability groups who may be affected;
- TfL notification channels.

4.12 If the giving of the Notice of Intent is not considered appropriate for example due to urgency or national security, the arrangements in paragraph 4.10 will not be used, but shorter notice that the ATTRO is to be made, or notice that it has been made will be given using the following channels of communication:

- Social media;
- City of London website;
- TfL notification channels.

## **5.0 Review**

---

5.1 After a maximum period of 48 hours, all restrictions will be lifted unless an extension is approved by the City of London Police Commissioner, the Town Clerk and TfL. Reasons to support an extension will need to be presented by the City of

London Police to the City Corporation and TfL and any extension will be for the minimum period necessary having regard to the specific circumstances. Regular meetings will be held between the City Corporation, the City Police and TfL to keep the requirement for the restrictions under review and ensure the restrictions can be removed or modified as soon as practicable.

5.2 Where the restrictions under the ATTRO have been put in place for urgent situations, continuous reviews of the restrictions will be organised by the City of London Police Extraordinary Security Group (Gold Level), chaired by Commander Operations, as soon as the intelligence suggests the restrictions may be reduced or modified and in any event within 24h following their introduction. The purpose of the reviews is to ensure the restrictions are removed or modified as soon as practicable having regards to the specific circumstances and to the likelihood of danger or damage connected with terrorism, or the effectiveness of the measures currently in place.

5.3 The ATTRO will be jointly reviewed annually by the City Corporation, City of London Police and TfL (and where appropriate neighbouring traffic authorities). This will allow for regular checks and adjustments to be made in the light of experience. The review will be reported to the Planning & Transportation and the Policy and Resources Committees.

5.4 A multi-agency training programme involving representatives from the City Corporation City of London Police and TfL, and will be put in place to ensure that the ATTRO is applied consistently and in line with the Protocol. The multi-agency Protocol will also be the subject of regular review.

## 6.0 Enquiries/Observations

---

6.1 Enquiries and observations about the implementation of the ATTRO should be directed to:

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

[dbe@cityoflondon.gov.uk](mailto:dbe@cityoflondon.gov.uk)

## Appendices

---

Appendix 1a&b – Flow Charts for urgent situations and pre-planned events.  
Appendix 2 - Draft notice of intent

# Glossary

---

## **Gold (strategic) Command Tier**

In response to an emergency (as defined in the Civil Contingencies Act 2004), or to a major incident, or in a planned response to an event involving the emergency services and/or other partner agencies, a gold (strategic) tier of command should be established and a strategic coordinating group (SCG) should be formed. The police gold commander usually chairs the SCG.

## **Silver (tactical) Command Tier**

At both spontaneous incidents and planned events where silver (tactical) commanders are appointed by the police and other emergency services, consideration must be given to how they and their personnel will communicate and coordinate with each other.

## **Bronze (operational) Command Tier**

The nature, extent and autonomy of interoperability at bronze (operational) tier is based on the scale and nature of the incident or event and is defined by parameters set by the silver (tactical) commander.

# Useful References

---

Traffic Management Act 2004: [www.gov.uk/traffic-management-act](http://www.gov.uk/traffic-management-act)

Highways Act 1980 (amended): [www.legislation.gov.uk/ukpga/1980/66](http://www.legislation.gov.uk/ukpga/1980/66)

Local Authorities Traffic Orders (Procedure)(England) Regulation Orders:  
[www.legislation.hmso.gov.uk/si/si1996](http://www.legislation.hmso.gov.uk/si/si1996)

Centre for the Protection of National Infrastructure (CPNI):  
[enquiries@cpni.gsi.gov.uk](mailto:enquiries@cpni.gsi.gov.uk)

Civil Contingencies Act: [www.legislation.hmso.gov.uk/acts/acts\\_2004](http://www.legislation.hmso.gov.uk/acts/acts_2004)

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

Terrorism Act 2000

European Convention on Human Rights

Human Rights Act 1998: [www.equalityhumanrights.com](http://www.equalityhumanrights.com)

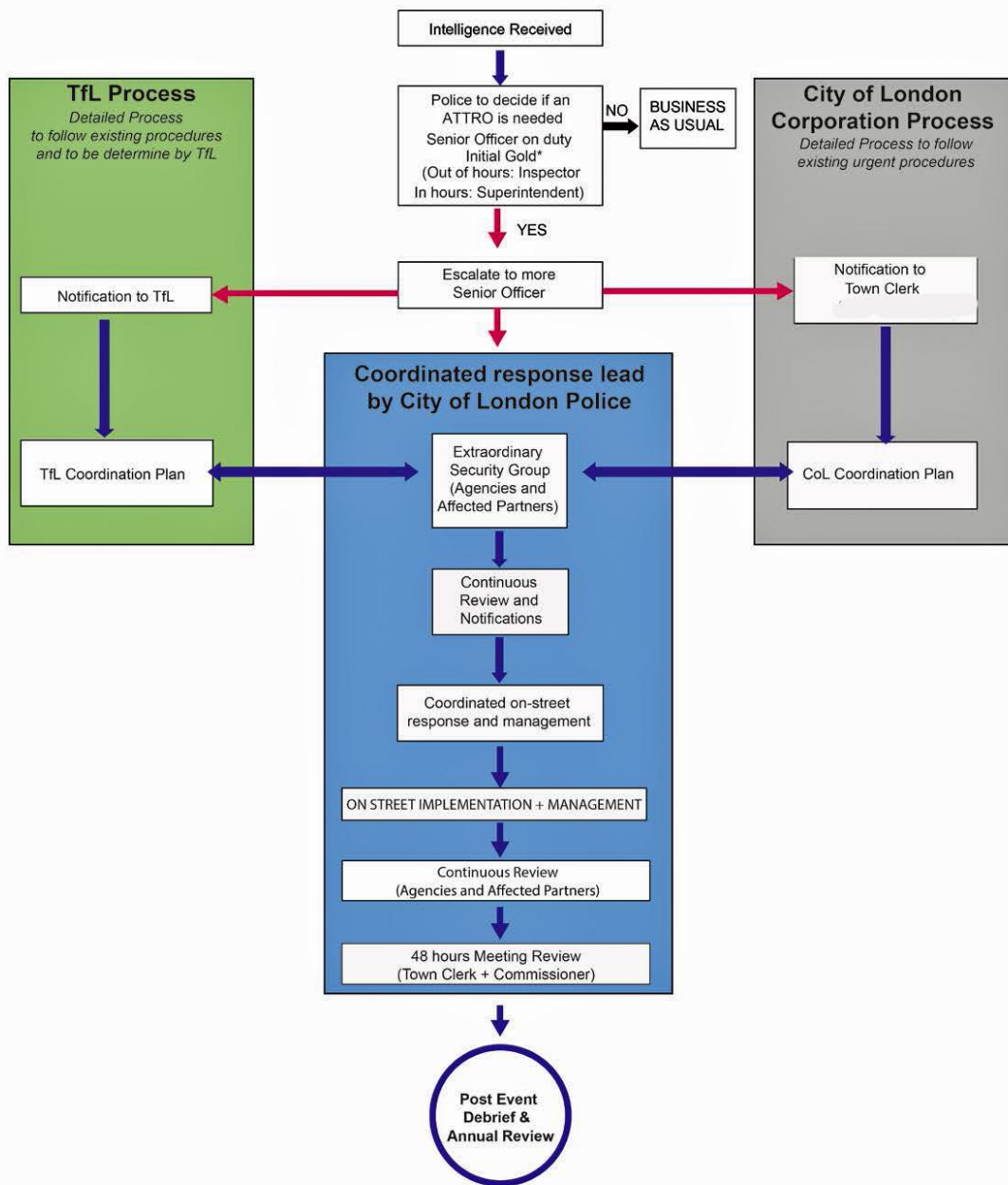
[www.gov.uk/terrorism-national-emergency](http://www.gov.uk/terrorism-national-emergency)

Local Policing Plan for 2015-2018

Document Control		
Version	Revised	Issued
1		March 2016
2		
3		

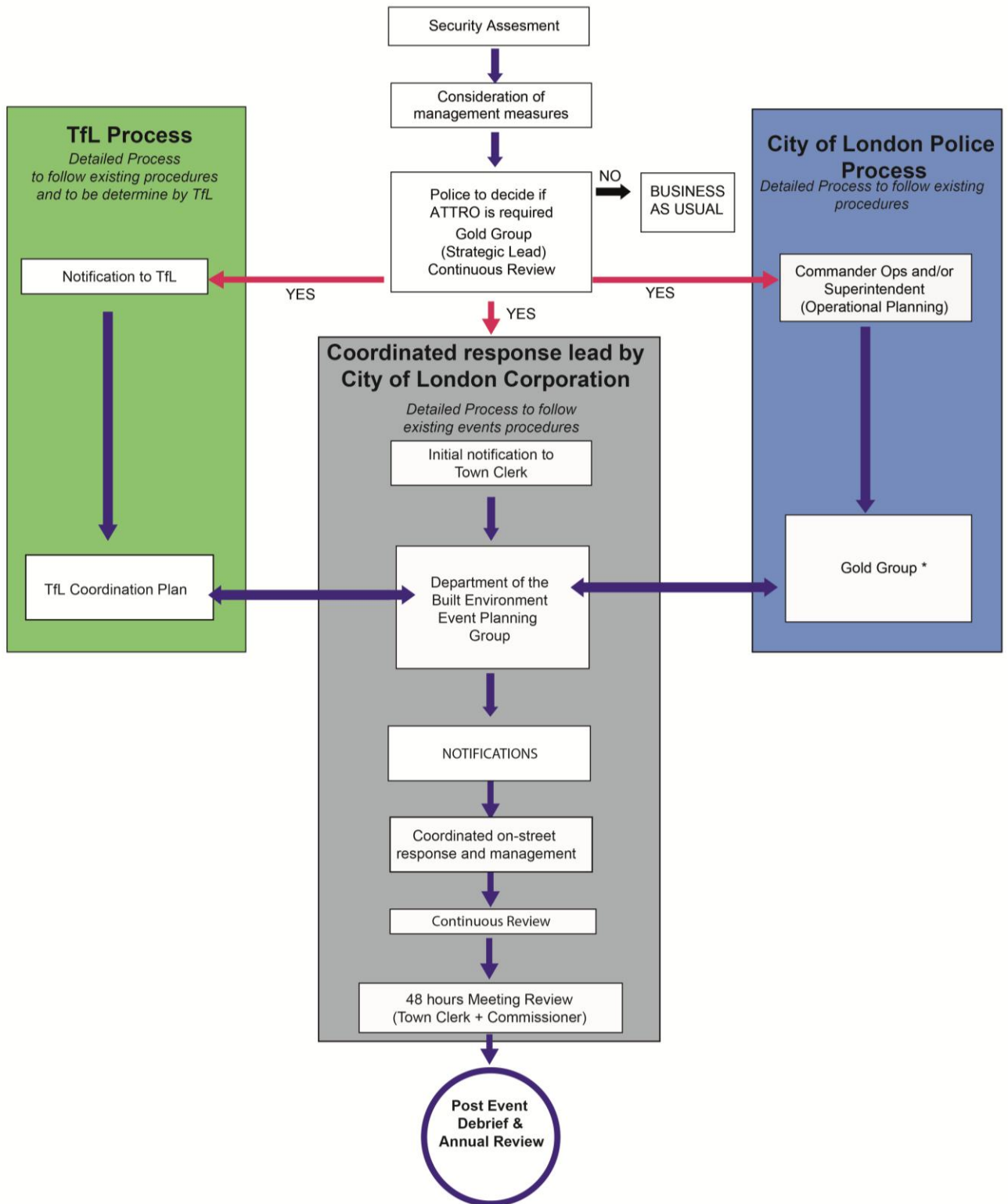


**PROTOCOL Appendix 1a – Flow Chart for Intelligence Lead in an urgent situation**



**\*Gold (strategic) command tier:**  
 In response to an emergency (as defined in the Civil Contingencies Act 2004), or to a major incident, or in a planned response to an event involving the emergency services and/or other partner agencies, a gold (strategic) tier of command should be established and a strategic coordinating group (SCG) should be formed. The police gold commander usually chairs the SCG.

# PROTOCOL Appendix 1b – Flow Chart for Pre planned event



**\*Gold (strategic) command tier:**  
 In response to an emergency (as defined in the Civil Contingencies Act 2004), or to a major incident, or in a planned response to an event involving the emergency services and/or other partner agencies, a gold (strategic) tier of command should be established and a strategic coordinating group (SCG) should be formed. The police gold commander usually chairs the SCG.

## PROTOCOL - Appendix 2 – Draft Notice of intent

### CITY OF LONDON

Notice is hereby given that the Common Council of the City of London as traffic authority for the undermentioned roads will commence/suspend/revive the City of London (Protective Measures) (No.1) Order 2016 in the undermentioned roads on “**Date /Month/ Year/ Times**” The effect of these Orders will be to prohibit vehicles (or pedestrians where stated) from entering the undermentioned roads on the dates and times specified for the purpose of avoiding or reducing the likelihood of danger connected with terrorism or preventing or reducing damage connected with terrorism

ROAD TO WHICH THIS NOTICE APPLIES.

[roads to be listed]

For further information please refer to [www.cityoflondon.gov.uk/streetworks](http://www.cityoflondon.gov.uk/streetworks).

**Enquiries to Traffic Management Services on 020 7332 \*\*\*\***

Carolyn Dwyer BEng (Hons), DMS, CMILT, FCIHT  
**advert date**  
Director of the Built Environment

Dated **Insert**



## Appendix 2 : Draft Traffic Regulation Order & Schedule



### TRAFFIC MANAGEMENT ORDER

201\* No. \*

---

#### **The City of London and Transport for London (Protective Measures) (No.1) Order 201\***

Made:

Coming into operation:

---

The Common Council of the City of London and Transport for London on the recommendation of the Commissioner of Police for the City of London in exercise of the powers conferred by sections 6, 22C, 22D and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, section 8 of and Part I of Schedule 5 to the Local Government Act 1985 and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on \*\*\* and may be cited as The City of London and Transport for London (Protective Measures) (No.1) Order 201\*.

2. In this Order:-

“Boundary Road” means any road with a boundary along its length having, on one side of the boundary an area for which the Common Council of the City of London is the traffic authority and on the other side of the boundary an area for which a neighbouring borough is the traffic authority.;

“Enactment” means any enactment whether public general or local and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by of any subsequent enactment;

“Terrorism” has the same meaning as in section 1 of the Terrorism Act 2000(c); and

“Traffic authority” has the same meaning as in section 121(A) of the Road Traffic Regulation Act 1984.

3. No person shall enter or proceed in, or cause a vehicle to enter or proceed in, any road or length of road within the boundary of the City of London for which the Common Council of the City of London or Transport for London is the traffic authority (other than a Boundary Road).

4. Article 3 of this Order shall be commenced, suspended or revived at the direction of a police officer of the City of London Police of the rank of Inspector or above to such extent and for such period as they may specify. Any direction of such police officer shall be given in accordance with the Schedule to this Order and shall have regard to any Protocol for the time being in force between the Common Council of the City of London,, the City of London Police and TfL.
5. Nothing in Article 3 of this Order shall apply to anything done with the permission or at the direction of a City of London police constable in uniform.
6. So far as the prohibition in this Order conflicts or is inconsistent with the provisions of any other Order made under the Road Traffic Regulation Act 1984, the prohibition in this Order shall prevail.

Dated this \* day of \*\* 201\*

Transportation and Public Realm Director

## SCHEDULE

### **Criteria for Commencing, Suspending and Reviving The City of London and Transport for London (Protective Measures) (No. 1) Traffic Regulation Order 201\* (“the Order”).**

#### **(1) Criteria for commencement, suspension or revival**

The Order will only be commenced, suspended or revived, and only to the extent necessary, for the following purposes:

1. avoiding, or reducing the likelihood of, danger connected with terrorism; and
2. preventing or reducing damage connected with terrorism.

#### **(2) Commencement or Revival of the Order**

The Order may not be commenced or revived unless a City of London Police officer of the rank of Inspector or above is satisfied that they have sound reason for doing so based on a specific threat or specified intelligence that there is a threat of danger or damage connected with terrorism. On reaching that decision, they shall, as soon as reasonably possible, begin the notification procedure set out in paragraph (4), below.

#### **(3) Suspension of the Order**

Once the Order has been commenced or revived it will be suspended as soon as a City of London Police officer of the rank of Inspector or above is satisfied that the likelihood of danger or damage connected with terrorism relied upon to commence or revive the Order is removed or reduced, The Order may be suspended in part if the preceding circumstances arise only in respect of part of the operation of the Order.

#### **(4) Notification**

1. Before commencing, suspending or reviving the Order the City of London Police must publish a notice (in this Order called “notice of intent”) briefly describing the general nature and effect of the proposals, and naming or describing the roads to which the proposals relate (unless the giving of such notice is considered inappropriate having regard to its purpose or cannot be given due to urgency)
2. Subject to paragraph 4.1 above a notice of intent must be publicised in such ways as may be appropriate for the purpose of informing persons likely to be affected by the proposals at least seven days before the proposals take effect or as soon reasonably practicable (or such lesser period as may be appropriate having regard to the circumstances).
3. The Order must not be commenced, or revived unless the City of London Police have given prior notice of the proposals to the Common Council of the City of London, Transport for London, and any other traffic authorities likely to be affected by the proposals at least seven days before the proposals take

effect or as soon as reasonably practicable (or such lesser period as may be appropriate having regard to the circumstances).

4. Where the decision is made to suspend the Order (or any part of it) the City of London Police shall notify the Common Council of the City of London, Transport for London, and any other traffic authorities affected of the suspension as soon as possible after the decision is made to suspend the Order (or any part of it).

**(5) Criteria for determining the extent of the restrictions**

The Order will only be commenced or revived in accordance with the following:

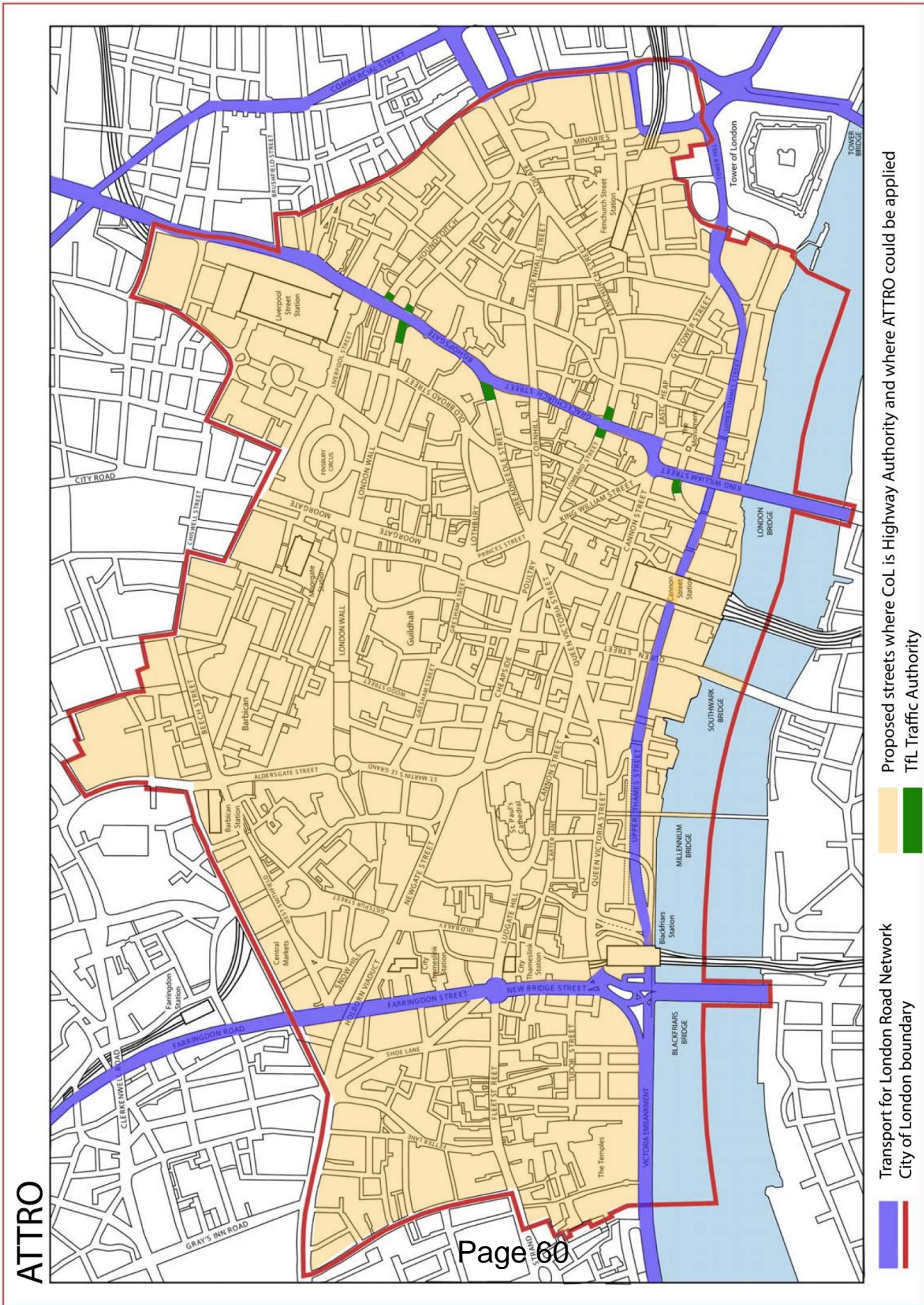
- (1) Access will only be restricted to the minimum number of roads necessary to remove or reduce the danger;
- (2) Access will be restricted only to the minimum number and types of road users necessary to remove or reduce the danger;
- (3) Access will only be restricted for the minimum period necessary to remove or reduce the danger; and
- (4) In no circumstances will access be restricted for a continuous period longer than 48 hours without the prior approval of the Commissioner of Police and the Town Clerk.

**EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport).

This Order introduces measures for the control of the movement of vehicular traffic and pedestrians on the streets in the City of London if there is a there is sound reason to do so on the basis of a security assessment or intelligence of a likelihood of danger or risk of damage connected to terrorism.

**Appendix 3: ATTRO map shows where the ATTRO could be applied in the City of London area including TfL Network Roads, with the exclusion of the boundary roads with neighbouring boroughs**





TO: **PLANNING AND TRANSPORTATION  
COMMITTEE**

Tuesday, 26 April 2016

FROM: **POLICY AND RESOURCES COMMITTEE**

Thursday, 14 April 2016

## 7. **CITY ANTI-TERRORISM TRAFFIC REGULATION ORDER**

The Committee considered a report of the Director of the Built Environment updating it on the proposal to introduce a City Anti-Terrorism Traffic Regulation Order (ATTRO).

The Chairman of the Police Committee advised that, whilst the report had been noted by that Committee earlier that day, there had been some concern about the wording and phraseology contained in the protocol which it was felt could result in the ATTRO being open to challenge.

Detailed discussion ensued on the introduction of a City ATTRO during which, amongst other matters, the following points were made:-

- In response to concerns about whether the safeguards built in to the process were sufficient, the Chairman pointed out it was important to acknowledge the need for an element of trust in the officers operating the process;
- Reference was made to Transport for London's (TfL) involvement in the process and the key role it played. Members were reminded of TfL's powers and noted that it was supportive of the initiative and was content for the streets in the City that it was responsible for to be included in The City ATTRO;
- A Member questioned whether the protocol (paragraph 5.1) should be more specific about the frequency of meetings rather than stating that "regular" meetings would be held; it was agreed that this was not necessary;
- Members were advised that the expectation was that the ATTRO would end after 48 hours unless there was good reason for an extension.

RESOLVED – That the following be approved:-

1. the commencement of the statutory process for making a City ATTRO, subject to the applicable statutory processes;
2. the draft Protocol on how the ATTRO should be used as set out in Appendix 1 of the report;
3. the Director of the Built Environment or a delegated officer be authorised to carry out consultation and publication of Notice of the proposal to make the ATTRO;
4. it be noted that the outcome of the statutory notice procedures and consultation responses would be submitted to the Planning and Transportation and Policy and

Resources Committees, to determine whether or not to proceed with the ATTRO and/or other next steps;

5. the Comptroller and City Solicitor or a delegated officer be authorised to enter into any necessary agreements under Section 101 of the Local Government Act 1972 with Transport for London to carry out the statutory steps associated with the proposal, notification and making of the ATTRO on TfL roads on their behalf; and
6. in the event of any neighbouring traffic authorities agreeing to their boundary roads with the City being included in the ATTRO, (a) the Comptroller and City Solicitor or his delegated officer be authorised to enter into any necessary agreements under Section 101 of the Local Government Act 1972 (or other joint working agreements); and (b) the Director of the Built Environment or her delegated officer be authorised to amend the ATTRO to include boundary roads with neighbouring traffic authorities, as the relevant traffic authorities might agree (and subject to all necessary statutory processes).

<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation	26/04/2016
<b>Subject:</b> Eastern Cluster 3-D Computer Modelling	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Paul Beckett, Department of the Built Environment	

## Summary

This report advises Members that the Dept of the Built Environment is currently undertaking three-dimensional (3D) computer modelling of the City's eastern cluster to understand better the effect of existing planning policies for that area and its relationship to its environs and other parts of the City.

The 3D computer modelling work is still in its early stages. The work is not intended to make new policy but provides insights upon the effect of current planning policy. This work will provide confidence that the cluster can evolve while taking full account of key protected views and the wider setting of the Tower of London World Heritage Site.

## Recommendation

Members are recommended to note that the City is undertaking 3D digital modelling of the eastern cluster, and that this is being complemented by other modelling relating to the challenges and opportunities arising from this tall building cluster. This work will ensure that the City's planning policies provide an appropriate context for and limits to change in the eastern cluster and in the wider setting of the Tower of London.

## Main Report

### Background

1. The Eastern Cluster of tall buildings is identified in the City's Local Plan 2015 as being a 'Key City Place' that will face particular challenges over the coming years. Local Plan core strategic policy CS7 states that this area can accommodate significant growth in office floorspace and employment, partly due to its suitability for delivering tall buildings on appropriate sites. However there is a need to ensure that the cluster takes full account of the character of the surroundings, enhances the skyline and provides high quality public realm at

ground and other levels. Appendix 1 shows the eastern cluster in diagram form as included in the City Local Plan.

## **Current Position**

2. The Eastern Cluster has for many years been identified as a potential tall building cluster as a result of 'sieve' mapping that showed this was the part of the City least affected by strategic and local view protection policies. The current 3D modelling work is intended to improve our understanding of the view-related constraints and opportunities relating to this area. It is not intended that this work will change existing policy but it will form part of the background evidence base for current policy and future policy review.
3. In 2014 the Eastern Cluster contained 10 tall buildings (exceeding 100m AOD above ordnance datum). In addition there were 6 tall buildings under construction or with planning permission and several developers are considering proposing further additions to the skyline of the cluster. The City Local Plan 2015 expects that there will be further tall buildings within the cluster and indicates that they may provide up to 50% of the additional office floorspace target for 2026 set out in the Local Plan. This will have a significant impact on the City skyline and will also lead to significant intensification of activity at ground level.
4. One concern that the modelling is helping address is the need for the tall building cluster to evolve in a way that fully addresses the wider setting of the Tower of London World Heritage Site. The modelling work is at an early stage but has already confirmed the limits of change in the cluster that impact on the wider setting for the Tower of London. This approach will provide some reassurance to Historic Royal Palaces (HRP) and others that the City's Local Plan policies will continue to provide an appropriate wider setting for the Tower consistent with the Tower's location adjacent to the City in an economically dynamic part of central London.
5. The modelling is work in progress and no decision has yet been taken on how the outputs will be used or presented. However if the work is to form part of a sound evidence base to support the existing Local Plan policies or changes to them then that evidence will be made public at some point as part of the normal plan preparation process.
6. The 3D modelling is being complemented by other modelling work that will address key transport and environmental issues. For example, pedestrian flow modelling is being undertaken to understand the pedestrian movement situation that might exist in 2026 in order to inform the need for further public realm and highway changes at ground level. Wind modelling analysis is being commissioned to ensure that the wind effects of the tall buildings cluster are understood and where necessary mitigated. The eastern cluster is also near to Bank junction and therefore traffic modelling being undertaken to inform the changes at Bank will also improve our understanding of how traffic movement might be managed better and more securely in and around the eastern cluster.

## **Corporate & Strategic Implications**

7. The modelling work being undertaken on the eastern cluster will inform a range of plans, strategies and projects that relate to this key part of the future City. These will include the City Local Plan review, the revised Eastern Cluster Area Enhancement Strategy, highway and public realm change projects. Better information derived from digital modelling will enable the City Corporation to manage future change in the eastern cluster in a smarter way.
8. The City Corporation has recently been closely involved in the review of HRP's Tower of London World Heritage Site Management Plan. HRP's Management Plan will be reported to the committee once it has been adopted. It is considered that HRP's Management Plan and the City's Local Plan will provide a complementary policy context for change in the eastern cluster and the wider setting of the Tower of London World Heritage Site.

## **Conclusion**

9. This report advises Members that digital modelling technology is being used to model future change in the eastern cluster. The work is at an early stage and it will bring a better understanding of the effects of current planning policies on the eastern cluster and its relationship to its environs including the wider setting of the Tower of London. It will also provide a sound evidence base for Local Plan review.

### **Contact: Paul Beckett**

Policy and Performance Director

T: 0207 332 1970

E: [paul.beckett@cityoflondon.gov.uk](mailto:paul.beckett@cityoflondon.gov.uk)

Appendix 1: City Local Plan Figure G – Eastern Cluster



<b>Committee(s)</b>	<b>Dated:</b>
Planning & Transportation	26/04/2016
<b>Subject:</b> Clusters and Connectivity: Research Report on the City as a Place for SMEs	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Information</b>
<b>Report author:</b> Paul Beckett, Department of the Built Environment	

## Summary

This report advises Members of a significant new research report on small and medium enterprises in the City that was launched at the recent property conference Mipim. The report was jointly commissioned by the City Corporation and the City Property Association.

This research examines the benefits that small and medium enterprises (SMEs) gain from being based in the City and their perceptions of its offer as a location. It also looks at some of the challenges arising from pressures on space, with a current vacancy rate of 3.9%, the lowest since 2001. The report finds that SMEs place a high value on being based in the City. Proximity to clients and customers was rated as the most important benefit, with access to good transport links and skilled staff also cited as advantages of a City location.

A substantial increase in flexible space in recent years has helped diversify the office space on offer to SMEs and start-ups, while the City's mix of heritage and modern buildings adds to its appeal as a location for business.

Perceptions about the City vary, with the City Core seen as corporate/finance dominated; although the presence of other sectors in the City is growing (there has been 45% growth in Technology, Media and Telecommunications jobs since 2010). Over a third of SMEs surveyed were also positive about the City's amenities. The increasing lack of suitable space for SMEs in the range of 300 – 1,000 sq m – often regarded as move-on space required for growing firms – presents an opportunity for developers to further diversify their provision of office space to growing firms.

## Recommendation

Members are recommended to note the findings of the research report 'Clusters and Connectivity: The City as a Place for SMEs' and its implications for planning policy in the City.

## Main Report

### Background

1. In recent years the City Corporation has sponsored a series of research papers on the City property market and City occupiers as part of our ongoing commitment to understand current trends and plan for future change. These reports are normally launched at the Mipim property conference held in March in France. The latest report launched at Mipim focussed on the role of SMEs in the City in recognition that they are an important sector of all occupiers with distinctive and changing needs. The report was prepared by Ramidus Consulting Limited and was jointly commissioned by the City Corporation and the City Property Association.
2. The latest report, focussing on small and medium enterprises, complements the 2015 report (Future Workstyles and Future Workplaces) which focussed on how the needs of large firms were changing. All these reports are available on the City Corporation's website.
3. The 2016 Clusters and Connectivity report is available at:  
<http://www.cityoflondon.gov.uk/business/economic-research-and-information/research-publications/Pages/Clusters-and-Connectivity.aspx>

### Key Findings

4. The report focussed on the 16,000 City firms with fewer than 250 employees (SMEs) who collectively employ about half of the City workforce. It investigates the factors that draw SMEs to the City, the benefits that a City location offers, and how the physical infrastructure – in particular the office stock – underpins this.
5. The research findings show that the SMEs here – both new and established – strongly value the City's offer as a place to do business. In particular, many singled out the connectivity, both in terms of the links to other businesses and the dense transport network; the ease with which they could attract skilled staff was also highly rated. Whilst some agents reported a perception that the City Core was very corporate, firms appreciated the more varied offer of the wider City and neighbouring areas, and the amenities available – retail and entertainment – were highly regarded.
6. The report finds that the City's population of SMEs spans a wide range of sectors. As well as obvious strengths in Finance and related industries, there is good representation in Professional Services; Insurance; Admin and Support; Wholesale, Retail and Consumer, as well as Technology, Media and Telecommunications (TMT).
7. The report demonstrates the City's ability to adapt to new sectors and changing business requirements. The last few years have seen the strong growth of the Technology, Media and Telecoms (TMT) sector in the City, a 45% growth in these jobs since 2010. In addition to rating the business and transport



connectivity highly, this sector felt particularly strongly that a City location helped to attract the right staff, and appreciated the building amenities here.

8. The report also finds that SMEs are widely distributed across the Square Mile, and that they play a significant role in influencing the shape of the urban form. The City's financial core, where many of its large corporations are based, is the centre of gravity for SMEs in the financial sector, but many of those in other industries are scattered more widely. Notably, many SMEs in the TMT sector are clustered in parts of the Square Mile adjacent to Shoreditch, Clerkenwell and Farringdon. This has led to parts of the City acquiring a look and feel similar to these tech hubs, characterised by small and serviced offices in historic, formerly industrial, buildings.
9. Flexible workspaces and serviced offices have quadrupled over the last twenty years and continue to grow, providing a new type of space, from which many smaller SMEs have benefitted. Yet this growth has not come without challenges. Vacancy rates in the City are at 3.9%, their lowest level since 2001, illustrating the pressures on space. This pressure is particularly marked for floorspace of 300-1000 sq m, often regarded as move-on space for growing firms.

### **Corporate & Strategic Implications**

10. In order to consolidate and build on the City's success as a location for SMEs, the report makes four main recommendations:
  - a. **The City must maintain its cost competitiveness.** Whilst the City's office stock is good value compared to other parts of Central London, the research indicates that the factor most likely to drive SMEs out of the City is increasing cost. If actions are taken to keep prices competitive, this would serve to encourage resident SMEs to remain and may bolster the City's attractiveness.
  - b. **There is a growing shortage of space between 300 and 1000 sq m that must be countered.** The increasing scarcity of this space may become a deterrent to SMEs that would otherwise have considered locating to the City. Boosting its availability would address this emerging challenge.
  - c. **The perception of the City must be addressed.** Impressions of the City as corporate and finance-dominated may deter some SMEs, in particular if they associate this with high cost. Promoting the area beyond the core where a more fluid landscape accommodates a diverse range of enterprises could improve the image of the City as a location for SMEs.
  - d. **Digital infrastructure must be improved.** The City's businesses depend on high quality, high speed connectivity but do not always receive a consistently good service. Efforts are underway to address this, and must be continued.

11. Planning policies and land ownership strategies can be updated and implemented as appropriate to address the key findings and main recommendations of the report. In particular the report highlights the need to continue to protect existing viable business space in the City and to permit new development in the City to address SME and other business needs. The Local Plan contains policy to protect viable business space and the Local Plan Review that has recently commenced provides an opportunity to update our policies where justified by this report and other evidence.

## **Conclusion**

12. This report provides clear evidence that the City is an attractive location for many SMEs and that they contribute to its business success. Implementing the key recommendations will ensure that the City continues to be a thriving place for a wide range of businesses both large and small.

**Contact: Paul Beckett**

Policy and Performance Director

T: 0207 332 1970

E: [paul.beckett@cityoflondon.gov.uk](mailto:paul.beckett@cityoflondon.gov.uk)

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

Document is Restricted

This page is intentionally left blank