



Planning and Transportation Committee

Date: MONDAY, 9 APRIL 2018

Time: 10.00 am

Venue: LIVERY HALL - GUILDHALL

Members:

| | |
|--|-------------------------|
| Christopher Hayward (Chairman) | Oliver Lodge |
| Deputy Alastair Moss (Deputy Chairman) | Alderman Nicholas Lyons |
| Rehana Ameer | Paul Martinelli |
| Randall Anderson | Andrew Mayer |
| Sir Mark Boleat | Deputy Brian Mooney |
| Mark Bostock | Sylvia Moys |
| Deputy Keith Bottomley | Barbara Newman |
| Henry Colthurst | Graham Packham |
| Peter Dunphy | Susan Pearson |
| Emma Edhem | Judith Pleasance |
| Sophie Anne Fernandes | Deputy Henry Pollard |
| Marianne Fredericks | Jason Pritchard |
| Graeme Harrower | James de Sausmarez |
| Christopher Hill | Oliver Sells QC |
| Alderman Robert Howard | Graeme Smith |
| Deputy Jamie Ingham Clark | Deputy James Thomson |
| Alderman Gregory Jones QC | William Upton |
| Alderman Vincent Keaveny | |

Enquiries: Amanda Thompson
tel. no.: 020 7332 3414
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. **MINUTES - TO FOLLOW**
To agree the public minutes and summary of the meeting held on 26 March 2018.

(These minutes were not available at the time of the agenda despatch and will be circulated separately.)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk

For Decision
5. **MINUTES - STREETS AND WALKWAYS SUB-COMMITTEE - 27 FEBRUARY 2018**
To receive the draft public minutes of the Streets and Walkways Sub-Committee meeting held on 27 February 2018.

For Information
(Pages 1 - 4)
6. **DELEGATED DECISIONS OF THE CHIEF PLANNING OFFICER AND DEVELOPMENT DIRECTOR**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 5 - 10)
7. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**
Report of the Chief Planning Officer and Development Director.

For Information
(Pages 11 - 22)
8. **35 FURNIVAL STREET - 14/01173/FULL**
Report of the Chief Planning Officer and Development Director.

(Redacted Background Papers have been circulated separately.)

For Decision
(Pages 23 - 24)
9. **35 FURNIVAL STREET - 14/01173/FULL**
Report of the Chief Planning Officer and Development Director.

(Redacted Background Papers have been circulated separately.)

For Decision
(Pages 25 - 46)

9. **BEN JONSON HOUSE, BRETON HOUSE, THOMAS MORE HOUSE, BUNYAN HOUSE AND WILLOUGHBY HOUSE BARBICAN, RESIDENTIAL CAR PARK - 17/00909/FULL**

Report of the Chief Planning Officer and Development Director.

(Redacted Background Papers have been circulated separately).

For Decision
(Pages 47 - 72)

10. **46-47 CHANCERY LANE - 17/00878/FULL**

Report of the Chief Planning Officer and Development Director.

(Redacted Background Papers have been circulated separately).

For Decision
(Pages 73 - 90)

11. **ROAD DANGER REDUCTION AND ACTIVE TRAVEL PLAN 2018 -2023**

Report of the Director of the Built Environment.

(Due to file size appendices 1 and 4 to this report have been circulated separately.)

For Decision
(Pages 91 - 102)

12. **FINAL DEPARTMENTAL BUSINESS PLAN 2018/19 - DEPARTMENT OF THE BUILT ENVIRONMENT**

Report of the Director of the Built Environment

For Decision
(Pages 103 - 108)

13. **GATEWAY 6 PROGRESS REPORT - BANK ON SAFETY: CONSULTATION FINDINGS**

Report of the Director of the Built Environment

For Information
(Pages 109 - 168)

14. **GATEWAY 1/2 PROGRESS REPORT - THAMES COURT FOOTBRIDGE**

Report of the Director of the Built Environment

For Information
(Pages 169 - 176)

15. **PUBLIC LIFT UPDATE**
Report of the City Surveyor.

For Information
(Pages 177 - 178)

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

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

18. **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

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

20. **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.

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

| Item | Date | Action | Officer responsible | To be completed/ progressed to next stage | Progress Update |
|------|---|---|---------------------|---|--|
| 1. | 9 January 2018 23 January 2018 | <p><u>Matters Arising</u></p> <p><u>Ludgate Circus</u></p> <p>The Director of the Built Environment advised that an additional letter would be prepared as a matter of urgency, and gave her assurance that the issue would be treated as a priority.</p> | Steve Presland | SP arranging meeting between senior TfL reps and chairman and Deputy of P&T | <p>Completed – Letter sent on 9 January and circulated to Members on 10 January.</p> <p>Meeting between Chairman, Deputy Chairman and TfL representatives took place on Tuesday 23rd January to discuss this issue.</p> <p>The meeting between TfL and CoL safety officers to conduct H7S audit (informal) needs to take place prior to committee and the data exchange be completed tec</p> |
| 2. | 9 January 2018 23 January 2018 20 February 2018 | <p>Major Highway Works for 2018</p> <p>In response to a question concerning 'lane rental', officers advised that the Government was currently consulting on this initiative and undertook to report back to the Committee following the outcome of this.</p> | Ian Hughes | | The consultation has now closed and DfT are analysing the feedback. As a minimum, they will need to publicise a decision before the current Lane Rental trials with TfL and Kent County Council expire in March 2019. |

| Item | Date | Action | Officer responsible | To be completed/ progressed to next stage | Progress Update |
|------|------------------------------------|---|---------------------|--|--|
| 3. | 9 January 2018 20 February 2018 | <p><u>'Green' Initiative</u></p> <p>A Member for Dowgate Ward reported that 'green' initiatives were a priority for his ward and asked if a report detailing these could be brought to a future meeting.</p> <p>The Director of the Built Environment suggested that this could be done by way of an annual report as many of the initiatives came under the remit of other Committees.</p> | Paul Beckett | | Initial response email sent 25/01/2018. Existing 'green' monitoring reports are being reviewed for Dowgate-specific material. Investigating the scope for an annual 'green' report contributed to by several departments. Review of 2017/18 could be prepared in mid-2018 |
| 4. | 9 January 2018 20 February 2018 | <p><u>Yellow Bikes</u></p> <p>It was agreed that a copy of the Code of practice should be circulated to all members of the Committee together with details for how to report obstructions.</p> | Bruce McVean | | <p>Completed - Update circulated to members on 11/01/2018</p> <p>An update report and review of our current policy will be presented to Streets and Walkways Sub Committee on 21 May 2018 and Planning and Transportation Committee on 29 May 2018. This update will cover the first six months of dockless cycle hire operations in the City.</p> |

| Item | Date | Action | Officer responsible | To be completed/ progressed to next stage | Progress Update |
|------|-------------------------------------|---|---------------------|--|--|
| 5. | 9 January 2018 20 February 2018 | <p><u>Blackfriars Bridge Underpass</u></p> <p>A Member expressed concern regarding the poor state of the underpass at Blackfriars Bridge and asked who was responsible for the cleaning and maintenance of it.</p> <p>Officers advised that there were overlapping responsibilities between the CoL and TfL and discussions were taking place with TfL to address the problem.</p> | Jim Graham | | <p>A detailed response was sent to the Member on 09/01/2018.</p> <p>The City are Monitoring it, increasing inspections, scheduled and adhoc cleaning as required is now in place.</p> <p>Put a request in with TfL with a view to arranging a site meeting to agree an allocate clear responsibilities and explore CoL taking over TfL responsibilities.</p> |
| 6. | 23 January 2018 20 February 2018 | <p><u>Thames Court Footbridge</u></p> <p>The Committee was advised that the Corporation of London now owned the footbridge and an initial assessment had been undertaken which had highlighted a number of repair issues. Consultants would be carrying out further assessments, the results of which would be reported to the Committee.</p> <p>The Chairman asked that urgency be maintained with a view to the bridge being open by the end of the year.</p> | Paul Monaghan | Gateway 3/5 report for July Committee | Consultant instructed to commence structural assessment and review defects identified in inspection report. Progressing towards next Gateway report in usual Projects process. |

| Item | Date | Action | Officer responsible | To be completed/ progressed to next stage | Progress Update |
|------|------------------|---|---------------------|---|-----------------------------------|
| 7. | 20 February 2018 | A member requested that the arrangement of a training session on Building Design be included and this was agreed. | Annie Hampson | | This is currently being arranged. |
| 8. | 20 February 2018 | The Town Clerk suggested that If Members would like more training and would like to indicate what areas they would like to be covered and in what format they would find most helpful then this could be provided and it was agreed that a report be prepared for a future meeting. | Town Clerk | TBC | |

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

Tuesday, 27 February 2018

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 11.00 am

Present

Members:

| | |
|-----------------------------------|--|
| Christopher Hayward (Chairman) | Alderman Alison Gowman (Ex-Officio Member) |
| Oliver Sells QC (Deputy Chairman) | Paul Martinelli |
| Randall Anderson | Deputy Alastair Moss |
| Emma Edhem | Graham Packham |
| Marianne Fredericks | Jeremy Simons (Ex-Officio Member) |

Officers:

| | |
|-------------------|---------------------------------------|
| Amanda Thompson | - Town Clerk's Department |
| Jennifer Ogunleye | - Town Clerk's Department |
| Simon Glynn | - Department of the Built Environment |
| Steve Presland | - Department of the Built Environment |
| Iain Simmons | - Department of the Built Environment |
| Ian Hughes | - Department of the Built Environment |
| Leah Coburn | - Department of the Built Environment |
| Rory McMullan | - Department of the Built Environment |
| Alan Rickwood | - City of London Police |
| Mark Lowman | - City Surveyor's Department |
| Paul Monaghan | - City Surveyor's Department |

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Clare James and Alderman Gregory Jones.

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 public minutes and summary of the meeting held on 23 January 2018 be approved as a correct record.

Matters Arising

In response to a question concerning whether or not the Nocturne event would be going ahead, officers advised that no date had been set yet.

Officers advised that the Gateway 4 report for 60-70 St Mary Axe had now been approved by the Projects Sub-Committee under delegated authority.

4. **OUTSTANDING REFERENCES**

RESOLVED - That the list of outstanding references be noted and updated as appropriate.

Matters Arising

London Wall Place

In response to a question concerning why the project was currently delayed, officers advised that the temporary lighting initially put in place had failed and it would take two weeks to install the permanent supply.

Yellow Bikes

In response to a suggestion that a Pan-London approach be sought to address the problem of bikes being dumped, officers advised that this was something currently being brokered by TfL and would be covered in the full report to the Sub-Committee in May,

A Members commented that the issue of obstructions on the highway needed to be re-visited although the bikes needed addressing first.

5. **BANK JUNCTION IMPROVEMENTS PROJECT**

The Sub-Committee considered a report updating on the Bank Junction Improvements Project and advising that this could only be progressed following analysis of the Bank on Safety consultation and monitoring results, and after the final Committee decision on the experimental scheme expected in Summer 2018.

Officers were seeking to formally postpone the development of the long-term scheme at Bank, save for any pertinent data collection, until after the decision was made on the experimental scheme.

Members raised a number of questions concerning what would happen once the pilot ended, whether the possibility of allowing taxi access was being explored and whether or not the current emergency gas works would affect the pilot.

In response to a question from a member seeking assurance that officers were not pushing back on the project, the Sub-Committee was advised that that officers were seeking to align the two projects, not push back.

RESOLVED - To

- 1) Approve the request to postpone activity on the Bank Junction Improvements Project until Autumn 2018; and
- 2) Acknowledge the 18-month delay to the delivery of the Bank Junction Improvements Project. Note that this delay will not impact on the ability to deliver physical change at Bank before additional capacity works are completed at Bank Underground Station.

6. **LONDON WALL PLACE - S278 HIGHWAY WORK AND ADDITIONAL SECURITY MEASURES**

The Sub-Committee considered a Gateway 6 report concerning S278 highway work and additional security measures at London Wall Place.

Members were advised that the design work for the additional security bollards to protect pedestrians had been undertaken and an arrangement for City bollards had been designed which required no utility diversions. T

Members noted that although the developer had agreed to meet the costs of the bollards, which were estimated at £85k, sufficient funds were available within the existing highway works budget to meet this cost without requesting further funds from the developer.

RESOLVED – To approve the implementation of the additional security measures on the public highway outside 1 London Wall Place.

7. **ROAD DANGER REDUCTION AND ACTIVE TRAVEL PLAN 2018-2023**

The Sub-Committee received the Road Danger Reduction and Active Travel Plan 2018-2023.

The Sub-Committee noted that measures adopted over the last five years for road danger reduction had been successful in delivering an improvement in the casualty rate in the City. However absolute casualty numbers had remained constant due to the rise in the number vulnerable road users. More significant reductions in KSI numbers would require the adoption of new and more radical measures that prioritised active travel and supported Healthy Streets.

Members expressed concern at the statistics and suggested that plans to address this needed to be more ambitious to achieve absolute reductions.

Members recognised that behaviour change was the biggest challenge and stressed the need for active engagement with the community and stakeholders, enforcement, safer freight and trials of temporary closures at high pedestrian routes and times.

Members considered that the Corporation also needed to work more closely with TfL to bring about these changes as many of the danger spots were under its jurisdiction.

RESOLVED – To

- 1) Endorse the Road Danger Reduction and Active Travel Plan 2018 - 2023 for public consultation.
- 2) Approve the 2018/19 Work Programme.

8. HIGHWAY INFRASTRUCTURE CODE OF PRACTICE

The Sub-Committee received a report concerning the future adoption of the Government's new Code of Practice for Well Managed Highway Infrastructure and the implementation of an Action Plan for doing so.

Members noted that the biggest issue would be establishing a sustainable funding strategy for highway maintenance that would allow the CoL's road and footway quality to meet its expectations.

RESOLVED - To note the report, including the Action Plan to be implemented as the key step towards adopting the new Code of Practice later this year.

9. ACTIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY PROCEDURES

The Committee noted the following action taken under the urgency procedures, Standing Order No. 41(a), as follows:-

Beech Street Event for Culture Mile (Standing Order 41(a))

In respect of the Members' reservations, the Barbican proposed a revised schedule for the project to comply with a reduced period of closure. This was based on the following principles:

- That there will be pedestrian access through the tunnel for the duration of the build and de-rig of the necessary equipment
- That Barbican residents will have pedestrian access through the tunnel for the entire period
- That Barbican residents will have access to their cars and car parks for the entire period
- The access for emergency vehicles will be maintained for the entire period

The revised proposal reduced the set-up time in the tunnel by 24 hours and reduced the duration of the road closure requirement by 24hrs, maintained performances on both Saturday 17th and Sunday 18th March and allowed the tunnel to open 2 hours earlier than previously anticipated.

10. TUDOR STREET

Officers advised that the final report on a workable scheme from TfL was expected late March, with a report back to the Sub-Committee in May 2018.

11. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

London Bridge Closure

In response to a question concerning what impact the closure was having on traffic so far, officers advised that traffic had been mostly free moving although this varied at busy times.

All diversion routes were supposed to be kept clear and officers were working with TfL to try and ensure this. The current bad weather was also having an impact.

A Member asked if any support had been received from the COL Police and officers advised that support was currently adequate although resource dependent.

Officers further advised that following recent discussions on the various gas leaks in the City, Cadent Gas were to be invited to a future meeting.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

13. 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 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.

14. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no non-public items of urgent business.

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

There were no non-public items of urgent business.

The meeting closed at 12.30 pm

Chairman

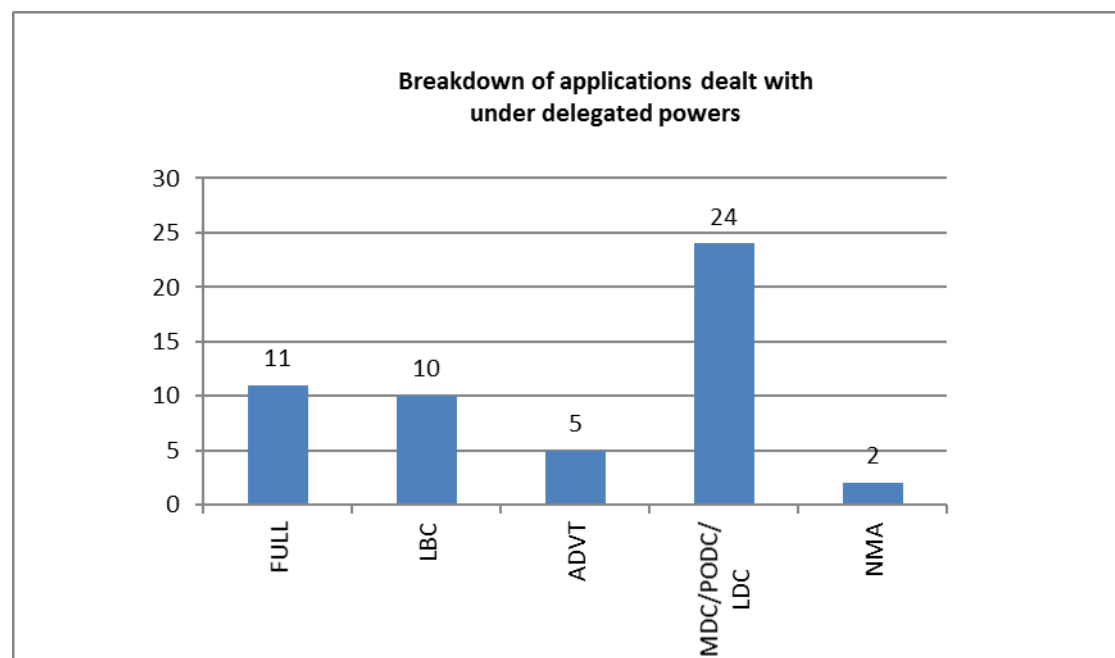
Contact Officer: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

| | |
|---|----------------------------|
| Committee(s) | Dated: |
| Planning and Transportation | 9 th April 2018 |
| Subject: Delegated decisions of the Chief Planning Officer and Development Director | Public |
| Report of: Chief Planning Officer and Development Director | For Information |

Summary

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.

In the time since the last report to Planning & Transportation Committee Fifty-two (52) matters have been dealt with under delegated powers. Twenty-four (24) relate to conditions of previously approved schemes. Ten (10) for works to listed buildings. Five (5) relate to advertisement consents. Eleven (11) applications for development have been approved including three (3) change of use applications and 507sq.m of floorspace created. The remaining two (2) applications are for non-material amendments.



FULL - Full Planning Permission
LBC - Listed Building Consent
ADVT - Advertisement Consent
MDC - Submission of Details (Planning)

PODC - Planning Obligations
LDC - Submission of Details (LBC/CAC)
NMA - Non-Material Amendments

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Decisions

| Registered Plan Number & Ward | Address | Proposal | Decision & Date of Decision |
|-------------------------------|--|---|-----------------------------|
| 18/00049/MDC Aldgate | 80 Leadenhall Street London EC3A 3DH | Submission of justification for location of louvres and noise report pursuant to conditions 2 and 3 of planning permission dated 30.11.2017 (app. no. 17/00995/FULL). | Approved 13.03.2018 |
| 18/00055/FULL Aldgate | 37 Houndsditch London EC3A 7DB | Erection of a two storey extension for office (Class B1) use and the recladding of the existing building. (369sq.m GIA) | Approved 16.03.2018 |
| 17/00723/MDC Aldgate | 61 St Mary Axe, 80-86 Bishopsgate, 88-90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only), London EC3 | Submission of details of and samples of materials on external surfaces (condition 11a in part), revised details of the treatment or screen to the northern elevation (condition 11q), details of the installation of photovoltaic and solar panels on the roof (condition 11 t) pursuant to planning permission dated 30 March 2012 (ref: 12/00129/FULL). | Approved 22.03.2018 |
| 18/00054/LBC Aldersgate | 21 Thomas More House Barbican London EC2Y 8BT | Alterations to existing partitions and creation of new mezzanine over existing bathroom. | Approved 15.03.2018 |
| 18/00085/FULL Aldersgate | Ironmongers' Hall Shaftesbury Place London EC2Y 8AA | Two storey extension to the existing office building at Ferroner's House (138sq.m) | Approved 20.03.2018 |
| 18/00123/LBC Aldersgate | 2 Lambert Jones Mews Barbican London EC2Y 8DP | Internal refurbishment including replacement of a door and mezzanine balustrade. | Approved 20.03.2018 |

| | | | |
|--|---|---|----------------------------|
| 17/01269/MDC Bridge and Bridge Without | 33 King William Street London EC4R 9AS | Details of measures to minimise transmission of structure borne sound from new plant pursuant to condition 21 of planning permission dated 24th June 2015 (App No 14/00860/FULMAJ). | Approved 13.03.2018 |
| 17/00985/MDC Bishopsgate | 3 Broadgate London EC2M 3AB | Details of a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects pursuant to condition 2 of planning permission 17/00578/FULL dated 3 August 2017. | Approved 15.03.2018 |
| 18/00018/MDC Bishopsgate | 128-150 Bishopsgate, 77- 90 Houndsditch, 1-5 Stone House Court & 1-17 Devonshire Row London EC2M 4AF | Submission of details of facade retention systems to demonstrate the structural feasibility of supporting the retained facade pursuant to Condition 3 of Conservation Area Consent 10/00170/CAC dated 16.06.2011. | Approved 20.03.2018 |
| 17/00895/FULL Bread Street | Old Change House 128 Queen Victoria Street London EC4V 4BJ | Alterations to the building including: (i) relocation of entrance doors and handrails on Distaff Lane; (ii) alterations to servicing bay to provide cycle surgery entrance and reduced size service vehicle entrance; and (iii) replacement of lower ground car parking with cycle parking, lockers, and changing/shower facilities. | Approved 15.03.2018 |
| 17/01221/FULL Billingsgate | 51 Eastcheap London EC3M 1JA | Change of use at part ground floor from office (Class B1) use to retail (Class A1) use to create a shop unit; new plant enclosure at roof level and creation of roof terrace and associated balustrade; making good of exterior elevations and stonework; replacement fenestration; rationalisation of the existing atrium opening at | Approved 15.03.2018 |

| | | | |
|---------------------------------|---|--|----------------------------|
| | | roof level and installation of a covering; alterations to main office entrance on Eastcheap; the provision of basement cycle parking; removal of car lift and creation of new lift and stair core to basement and other associated works (Total Uplift 174sq.m GEA). | |
| 17/01290/FULL Castle Baynard | 60 Fleet Street London EC4Y 1JU | Alterations to the shopfront including replacement of glazing and door. | Approved 20.03.2018 |
| 17/01291/ADVT Castle Baynard | 60 Fleet Street London EC4Y 1JU | Installation and display of i) halo illuminated fascia sign measuring 0.4m high by 2.1m wide located at a height of 3.99m above ground floor level and ii) internally illuminated projecting sign measuring 0.5m high by 0.5m wide located at a height of 3.8m above ground floor level. | Approved 20.03.2018 |
| 18/00047/LBC Cripplegate | 193 Cromwell Tower Barbican London EC2Y 8DD | Introduction of false ceiling throughout and alterations to partition walls and doors in bedrooms and kitchen. | Approved 13.03.2018 |
| 18/00204/LDC Cripplegate | Barbican Arts and Conference Centre Silk Street London EC2Y 8DS | Details of signage pursuant to condition 4 (a) of listed building consent 16/00056/LBC dated 4 August 2016 | Approved 13.03.2018 |
| 18/00092/LBC Cripplegate | 544 Willoughby House Barbican London EC2Y 8BN | Internal refurbishment including alterations to internal walls, replacement of doors and minor reconfiguration of the internal layout. | Approved 20.03.2018 |
| 18/00099/LBC Cripplegate | 506 Ben Jonson House Barbican London EC2Y 8NH | Alterations to partition wall in the bedroom and installation of a shower room/WC in the penthouse. | Approved 20.03.2018 |
| 18/00112/PODC Cripplegate | Bernard Morgan House 43 Golden Lane London EC1Y 0RS | Submission of the Local Training, Skills and Job Brokerage Strategy (Construction) pursuant to Schedule 3 Paragraph 4.5 of | Approved 20.03.2018 |

| | | | |
|---------------------------------|---|--|------------------------|
| | | the Section 106 Agreement dated 30 August 2017 in relation to Planning Permission Ref: 16/00590/FULL. | |
| 18/00116/LDC Cripplegate | Golden Lane Community Centre Golden Lane Estate London EC1Y 0RJ | Submission of details of tiling pursuant to condition 2(f) of listed building consent dated 02.02.2017 (16/01222/LBC). | Approved 20.03.2018 |
| 18/00180/MDC Cripplegate | Bernard Morgan House 43 Golden Lane London EC1Y 0RS | Submission of details of archaeological evaluation and a programme of archaeological work pursuant to conditions 8 and 10 of the planning permission dated 30th August 2017 (application number 16/00590/FULL) | Approved 22.03.2018 |
| 17/01293/LBC Cornhill | 12 - 13 Royal Exchange London EC3V 3LL | Refurbishment of the existing retail unit and installation of a goods hoist between ground and first floor levels. | Approved 13.03.2018 |
| 18/00059/FULL Cornhill | 1 Old Broad Street London EC2N 1DW | Replacement of glazing to windows with ventilation louvres at second floor level. | Approved 15.03.2018 |
| 18/00060/LBC Cornhill | 1 Old Broad Street London EC2N 1DW | Replacement of glazing to windows with ventilation louvres and minor alterations to internal partitions at second floor level | Approved 15.03.2018 |
| 18/00042/NMA Candlewick | 24 King William Street London EC4R 9AT | Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission dated 11th May 2015 (14/01096/FULMAJ) to allow minor alterations to the size and location of doors for the retail units fronting King William Street. | Approved 22.03.2018 |
| 18/00067/ADVT Coleman Street | 49 London Wall London EC2M 5TE | Installation and display of: (i) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide at a | Approved 15.03.2018 |

| | | | |
|-----------------------------------|---|--|------------------------|
| | | height above ground of 3.41m; and (ii) one non illuminated hanging sign measuring 0.6m high by 0.6m wide at a height above ground of 2.6m. | |
| 18/00069/MDC Coleman Street | 55 Moorgate London EC2R 6PA | Details of a site survey and survey of highway and other land at the perimeter of the site pursuant to condition 4 of planning permission 16/00405/FULMAJ dated 11 October 2017. | Approved 15.03.2018 |
| 17/01236/LBC Cheap | Atlas House 1 - 7 King Street London EC2V 8AU | Installation of studwork, glass partitions, ventilation units, suspended ceiling and flooring in association with the refurbishment of the ground and first floors. Installation of two A/C condenser units at roof level. | Approved 15.03.2018 |
| 17/01237/FULL Cheap | Atlas House 1 - 7 King Street London EC2V 8AU | Installation of two A/C condenser units at roof level. | Approved 15.03.2018 |
| 18/00072/MDC Farringdon Within | Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1 | Submission of details for Phase 1: (c) alterations to retained facades; (e) windows and external joinery; (g) soffits, handrails and balustrades; (i) 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 29 (c)(part), (e)(part), (g)(part), (i)(part) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ). | Approved 16.03.2018 |
| 18/00127/MDC Farringdon Within | Land Bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street, London EC1A 9HP | Submission of a Traffic Management and Logistics Plan pursuant to condition 3 of planning permission dated 20 January 2016 (Ref: 13/00605/FULEIA). | Approved 20.03.2018 |

| | | | |
|-------------------------------------|---|---|----------------------------|
| 18/00176/NMA Farringdon Within | 3 Hayne Street London EC1A 9HG | Non-material amendment under Section 96A of the Town and Country Planning Act 1990 (as amended) to planning permission 16/01101/FULL dated 20th December 2016 to alter the locations of the windows on the north elevation. | Approved 20.03.2018 |
| 18/00081/MDC Farringdon Within | Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1 | Submission of a Generic Quantitative Environmental Risk Assessment and Remediation Strategy in respect of Phase 3 of the Barts Square development pursuant to condition 9 (in part) (contaminated land) of planning permission dated 16 March 2017 (ref: 16/00165/FULMAJ). | Approved 21.03.2018 |
| 18/00036/FULL Farringdon Without | 28 Chancery Lane London WC2A 1EN | Change of use of part ground floor from office (Class B1) to a flexible use for either office (Class B1) or cafe/restaurant (Class A3) and creation of two entrance doors to provide access from Bream's Buildings (445sq.m). | Approved 15.03.2018 |
| 17/00536/FULL Farringdon Without | 191 Fleet Street London EC4A 2NJ | Installation of a new shopfront. | Approved 22.03.2018 |
| 17/01134/ADVT Farringdon Without | Dewhurst House 24-30 West Smithfield London EC1A 9HB | Installation and display of: (i) one double sided fabric flag measuring 3.25 metres high by 1.76 metres wide, situated at a height above ground of 8 metres. (ii) one internally illuminated circular fascia sign measuring 0.8 metres in diameter situated at a height above ground of 2.4 metres. | Approved 22.03.2018 |
| 17/01216/MDC Farringdon Without | Kings College Maughan Library Chancery Lane London WC2A 1LR | Details of cladding finishes pursuant to condition 2 of listed building consent dated 12th October 2017 (application reference 17/00733/LBC) and condition | Approved 22.03.2018 |

| | | | |
|---|--|--|----------------------------|
| | | 2 of planning permission dated 12th October 2017 (application reference 17/00734/FULL). | |
| 18/00111/MDC Farringdon Without | 25 Furnival Street London EC4A 1JT | Submission of alternative column material (previously approved under 16/00953/MDC) and material details of the base, stairs and ramp, pursuant to parts (a),(e) and (g) of condition 13 of planning permission 14/00866/FULL dated 27.04.15. | Approved 22.03.2018 |
| 18/00046/PODC Langbourn | 130 Fenchurch Street London EC3M 5DJ | Submission of a Highways Schedule of Condition pursuant to Schedule 3 Paragraphs 7.1 of the Section 106 Agreement dated 17 March 2016 in relation to Planning Permission 14/00496/FULMAJ. | Approved 13.03.2018 |
| 17/01064/FULL Langbourn | New Moon Public House 88 Gracechurch Street London EC3V 0DN | Removal of tongue and groove cladding, fascia board and dropped ceiling to the ground floor shopfront; installation of a new dropped ceiling with mouldings and new fascia board to the Gracechurch Street elevation and new architrave, dado rail, skirting board and window framing. | Approved 20.03.2018 |
| 17/01065/LBC Langbourn | New Moon Public House 88 Gracechurch Street London EC3V 0DN | Internal refurbishment with alterations to existing joinery and new joinery throughout; alterations to the existing ground floor bar and adjacent office to accommodate new glass wash areas; new preparation area at basement level. Externally, removal of tongue and groove cladding, fascia board and dropped ceiling to the ground floor shopfront; installation of a new dropped ceiling with mouldings and new fascia board to the Gracechurch Street elevation and new | Approved 20.03.2018 |

| | | | |
|-----------------------------|--|--|------------------------|
| | | architrave, dado rail, skirting board and window framing and Leadenhall Market decorations to the Leadenhall Market elevation. Stripping back of all external doors, windows and frames to original hardwood finish. | |
| 18/00179/MDC Lime Street | 6 - 8 Bishopsgate & 150 Leadenhall Street London EC2N 4DA & EC3V 4QT | Details of impact on existing water supply infrastructure pursuant to condition 4 of planning permission (application no. 15/00443/FULEIA) dated 17th December 2015. | Approved 13.03.2018 |
| 17/01227/FULL Portsoken | Staff Mess Room Sixth Floor, Petticoat Square London E1 7EA | (i) Infilling of balconies to extend existing staff mess room 19sq.m) to create a studio flat (36sq.m) (Class C3) (ii) creation of new openings for walkway. | Approved 13.03.2018 |
| 18/00058/MDC Portsoken | Statue House 53 - 54 Aldgate High Street London EC3N 1AL | Details of design, method statements and load calculations which i) provide details on all structures; ii) accommodate the location of the existing London Underground structures and tunnels; iii) accommodate ground movement arising from the construction thereof; iv) mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels pursuant to condition 2 of planning permission dated 16 April 2015 (14/00904/FULL). | Approved 15.03.2018 |
| 18/00068/ADVT Portsoken | 18D Mansell Street London E1 8AA | Installation and display of one internally illuminated projecting sign measuring 0.6m high x 0.6m wide located at a height of 2.73m above ground floor level. | Approved 22.03.2018 |
| 17/01213/MDC Tower | 10 Trinity Square London EC3N 4AJ | Details of a scheme specifying the kitchen extract arrangements, materials and construction methods to be used to avoid noise penetration to the upper floors | Approved 13.03.2018 |

| | | | |
|------------------------|---|--|----------------------------|
| | | from the hotel (Class C1) use pursuant to condition 16 of planning permission (application no. 11/00317/FULMAJ) dated 29th March 2012. | |
| 17/01243/MDC Tower | 10 Trinity Square London EC3N 4AJ | Details of mechanical plant mountings pursuant to condition 18 of planning permission (application no. 11/00317/FULMAJ) dated 29th March 2012. | Approved 13.03.2018 |
| 18/00010/MDC Tower | Walsingham House 35 Seething Lane London EC3N 4AH | Details of hand rails pursuant to condition 7h (part) of planning permission 14/01226/FULMAJ dated 08.01.16. | Approved 13.03.2018 |
| 18/00028/ADVT Tower | 10 Trinity Square London EC3N 4AJ | Installation of a railing mounted, internally illuminated, menu board measuring 0.45m high by 0.75m wide and 1.50m above ground level. | Approved 13.03.2018 |
| 18/00029/LBC Tower | 10 Trinity Square London EC3N 4AJ | Installation of an internally illuminated menu board (0.45m high x 0.75m wide) fixed to the railings on the Seething Lane Gardens elevation. | Approved 13.03.2018 |
| 18/00062/PODC Tower | 76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1A Carlisle Avenue London EC3N 2ES | Submission of Local Procurement Strategy and the Local Training Skills and Job Brokerage Strategy pursuant to Schedule 3 Paragraphs 2.1 and 3.2 of the Section 106 Agreement dated 11 November 2014 in relation to Planning Permission 08/00824/FULEIA (as varied by 15/00702/FULMAJ). | Approved 13.03.2018 |
| 17/00550/MDC Vintry | 19 - 20 Garlick Hill London EC4V 2AU | Submission of details relating to ducts, plant, flues, fire escapes, window cleaning equipment and other excrescences at roof level, pursuant to Condition 15(h) of planning permission 14/00973/FULMAJ dated 18 June 2015. | Approved 15.03.2018 |

| | | | |
|--------------------------|---|--|------------------------|
| 18/00209/LDC Walbrook | 111 Cannon Street London EC4N 5AR | Details of (a) the extended cabinet for the London Stone and (b) the display panel pursuant to condition 3 of listed building consent 15/01369/LDC dated 30 August 2016. | Approved 22.03.2018 |
|--------------------------|---|--|------------------------|

This page is intentionally left blank

| | |
|--|----------------------------------|
| Committee(s) | Dated: |
| Planning and Transportation | 9th April 2018 |
| Subject: Valid planning applications received by Department of the Built Environment | Public |
| Report of: Chief Planning Officer and Development Director | For Information |

Summary

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.

Any questions of detail arising from these reports can be sent to plans@cityoflondon.gov.uk.

Details of Valid Applications

| Application Number & Ward | Address | Proposal | Date of Validation |
|--------------------------------------|---|---|---------------------------|
| 18/00159/FULL Bishopsgate | 3 Finsbury Avenue, London, EC2M 2PA | Change of use, for a temporary period, of (i) part ground floor (north) from office (Class B1) to a flexible use for either retail (Class A1) or cafe/restaurant (Class A3) or office (Class B1) (126.31sq.m GIA); and (ii) part ground floor (south) from office (Class B1) to a flexible use for either: retail (Class A1) or cafe/restaurant (Class A3) or non-residential institution use (Class D1) or office (Class B1) (173.80sq.m GIA); external alterations to remove external fins to part of the north, east and southern elevation; addition of external double doors to the northern elevation; and addition of external double doors with ramped entrance to the eastern elevation. | 13/03/2018 |
| 18/00189/FULL Broad Street | Drapers' Hall, Throgmorton Avenue, London, EC2N 2DQ | Replacement of gantry at second floor level within the internal courtyard. | 05/03/2018 |
| 18/00168/FULL Cheap | 7 - 8 Fredericks Place & 35 Old | Replacement of windows at basement to fourth floor levels with new timber | 28/02/2018 |

| | | | |
|----------------------------------|--|--|------------|
| | Jewry, London, EC2R 8AE | slim double-glazed units. | |
| 18/00237/FULL Cripplegate | Bernard Morgan House, 43 Golden Lane, London, EC1Y 0RS | Erection of a two-storey building for use as a marketing suite and associated works including creation of public access and soft landscaping for a temporary period of two years. | 09/03/2018 |
| 18/00106/FULL Farringdon Within | Footway to The Eastern Side of 70 Farringdon Street, London, EC4 | Installation on the carriageway of a cycle hire docking station associated with the London Cycle Hire Scheme, containing a maximum of 26 docking points for scheme bicycles plus a terminal to secure and release bicycles and provide registration and payment facilities and way-finding mapping. | 12/03/2018 |
| 18/00222/FULL Farringdon Without | 326 - 328 High Holborn, London, WC1V 7PE | Installation of 4 A/C condenser units at roof level. | 06/03/2018 |
| 18/00229/FULL Langbourn | 77 Gracechurch Street, London, EC3V 0AS | Change of use of part ground floor, part lower ground floor and lower ground floor level two to gymnasium (Class D2) (337sq.m total floorspace). | 15/03/2018 |
| 18/00193/FULMAJ Tower | Emperor House, 35 Vine Street, London, EC3N 2PX | Application under Section 73 of the Town and Country Planning Act 1990 to vary condition 16 (cycle parking) and 26 (approved drawings) of planning permission dated 9th November 2017 (17/00239/FULMAJ) to enable: infilling of rear of the Crosswall building at part 4th to 6th floor levels to create nine additional students rooms (total 629) and an additional 68sq.m (GIA) floorspace (total 26,922sq.m GIA); alterations to associated cycle parking provision increasing pedal cycle spaces by 5 (total 326 pedal cycles spaces) and alterations to the layout at 1st to 3rd floors levels; associated and minor alterations to the facade design. | 15/03/2018 |

| | |
|--|--|
| Committee: | Date: |
| Planning and Transportation | 9 April 2018 |
| Subject: 35 Furnival Street London EC4A 1JQ Erection of a single storey rear extension to Flat 9 at 3rd floor level and installation of replacement balustrading. | Public |
| Ward: Farringdon Without | For Decision |
| Registered No: 14/01173/FULL | Registered on: 8 December 2014 |
| Conservation Area: Chancery Lane | Listed Building: No |

Summary

Planning permission is sought for the erection of a single storey extension to Flat 9 at the third floor level of 35 Furnival Street along with the installation of replacement balustrading. The extension would be built on top of part of an existing amenity terrace situated on the flat roof of an existing projection at the rear of the property.

63 objections have been received from 31 residents and / or their representatives regarding the proposed development over four separate consultations. The objections include the impact of the development on the character of the existing building and residential amenity, including loss of daylight and sunlight, loss of privacy from increased overlooking and disruption from construction works.

The proposed extension is considered to be acceptable in terms of its massing and design and would not detract from the character of the building or the character and appearance of the Chancery Lane Conservation Area.

The daylight and sunlight study submitted with the application demonstrates that the majority of neighbouring properties would not experience noticeable reductions in daylight and sunlight as a result of the proposed development.

Whilst there would be a very small number of impacts on daylight and sunlight as a result of the development, the overall impact is considered to be acceptable given the densely developed urban nature of the site.

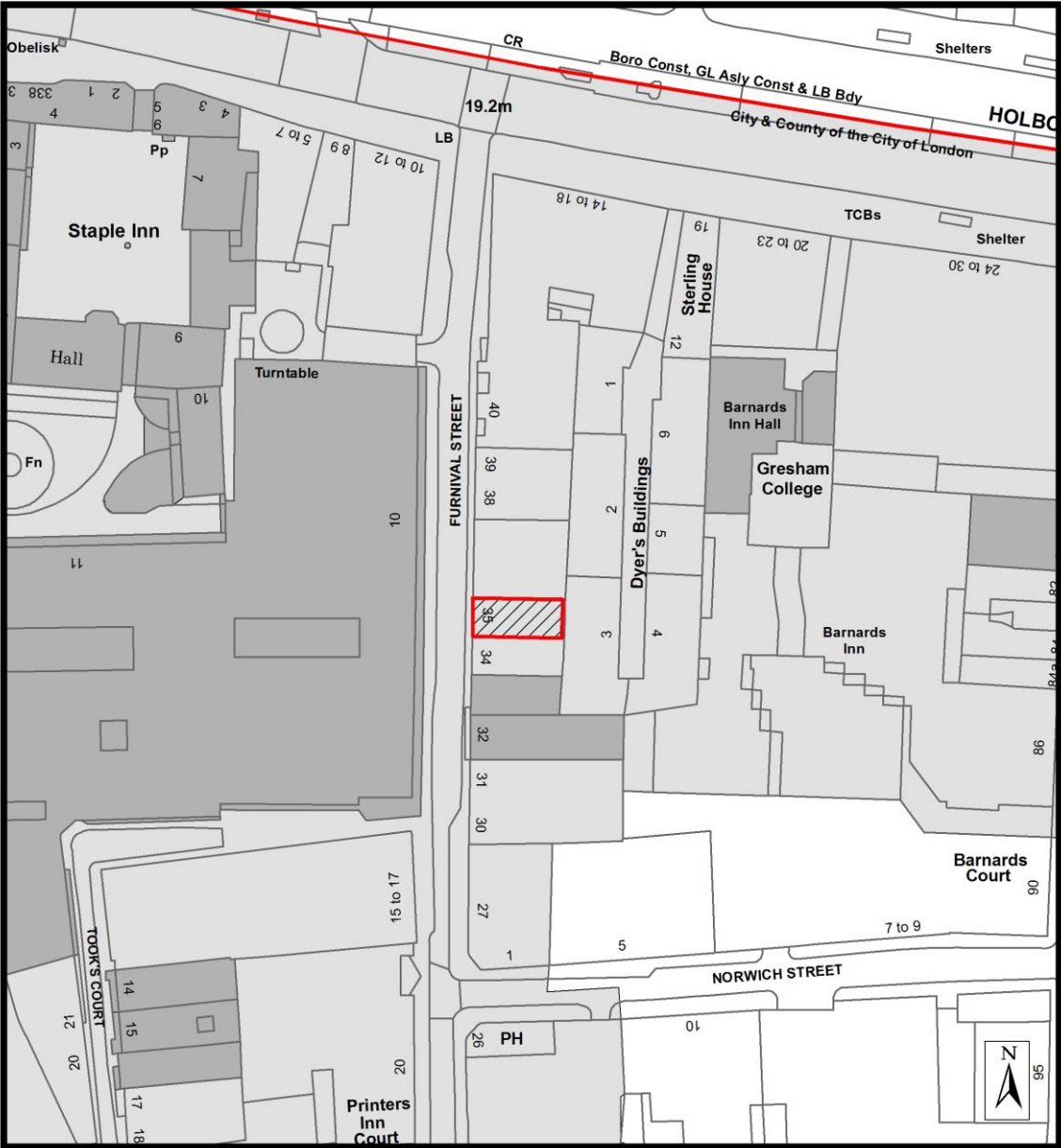
The proposed development would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.

The proposal is considered to be acceptable and to be in substantial compliance with the guidance in the NPPF and the policies of Local Plan.

Recommendation

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

Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
35 Furnival Street

CASE No.
14/01173/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Front Elevation Looking North-East



Terrace Looking Northeast



Terrace Looking West

Main Report

Site

1. The application property is a third floor flat within an eight-storey residential block at 34 - 35 Furnival Street. The site is on the east side of Furnival Street within the Chancery Lane Conservation Area.
2. Immediately to the north of the site is Aston House, 36 - 37 Furnival Street, a four-storey plus double mansard residential block comprising 9 apartments. Immediately to the east of the site is 2 - 3 Dyers Buildings, which is part of 1 - 6 Dyers Buildings that is currently being developed to provide 35 residential apartments (planning reference: 11/00885/FULMAJ).
3. Immediately to the south of the site is 33 Furnival Street, a four-storey building that is currently in office use. It was originally built in the 18th Century and is Grade II listed.
4. To the west of the site, on the other side of Furnival Street is Chancery Exchange, 10 Furnival Street, a five-storey building comprising serviced office accommodation across large floorplates. The building is listed Grade II*.

Relevant Planning History

5. Planning permission was granted on 18 January 1994 for the "Erection of an eight-storey residential block comprising 12 flats & 4 maisonettes" at 34 - 35 Furnival Street (ref: 4051E).
6. Planning permission was subsequently granted on 22 November 1999 for the "Retention under section 73 of the Town and Country Planning Act 1990 of development comprising 12 residential flats and 4 maisonettes (Class C3) with a permanent option to use any of the residential units as temporary sleeping accommodation for periods of less than 90 consecutive nights. (Amendment to planning permission 93-4051E dated 15th January 1994)" (ref: 4051H).
7. Planning Permission was granted on 01 July 2013 for the "Change of use from office (Use Class B1) to residential (Use Class C3), erection of a three storey infill extension and erection of part single storey and part two storey mansard roof extension to provide 35 apartments, together with associated works" at 1 - 6 Dyers Buildings (ref: 11/00885/FULMAJ). The planning permission has been implemented and the development is near completion.

Proposal

8. Planning permission is sought for the erection of a single storey rear extension to Flat 9 at third floor level and the installation of replacement balustrading.
9. The extension would be built on top of an existing amenity terrace situated on the flat roof of an existing projection at the rear of the property. The extension would be 1.5m deep, leaving a 1.1m deep

amenity terrace. The reduced terrace would be enclosed by new glass balustrading.

Consultations

10. The application has been advertised on site and in the local press. The residential premises of 34 - 35 Furnival Street and Aston House 36 - 37 Furnival Street have been individually consulted.
11. There have been four separate consultations in respect of the application. The application was first consulted on in December 2014. A second consultation was undertaken in February 2015 following an amendment to the floor level details following a correction to an error in the architect's drawings.
12. A third consultation was undertaken in August 2015 following a reduction in the bulk of the proposed extension and the submission of a new daylight and sunlight study undertaken by a RICS accredited daylight and sunlight consultant. The original daylight and sunlight assessment submitted with the application was reviewed by Paul Littlefair of the Building Research Establishment (BRE) who advised that the assessment was based on an incorrect methodology.
13. The fourth consultation was undertaken in May 2017 following the submission of an updated daylight and sunlight study, which incorporated an assessment of the cumulative impacts of the both the proposed development and the adjacent recent development at 1 - 6 Dyers Buildings.
14. A total number of 63 objections have been received across the four consultations periods (17 in December 2014; 9 in February 2015; 18 in August 2015; 19 in 2017) from 31 residents. The objections are summarised in the table below:

| Topic | Objection |
|---------------------|--|
| Residential Amenity | <ul style="list-style-type: none"> • The proposed development would adversely impact the daylight and sunlight received by neighbouring residential properties. • The accuracy of the daylight and sunlight study submitted with the application is questionable. • The development would result in greater overlooking and lead to a loss of privacy for neighbouring residential occupiers. • The implementation of the development would result in construction noise, disturbance and disruption to the detriment of occupiers of 34-35 Furnival Street. |
| Design | <ul style="list-style-type: none"> • The development would interfere with the character of the property. • The proposed extension represents overdevelopment. • The development would set a precedent for further extensions to the building and neighbouring buildings. |

| | |
|-----------------------------------|---|
| Other Non-Planning Considerations | <ul style="list-style-type: none"> • There has been no assessment of the existing building's load bearing capacity. • The proposed development contravenes the terms of the building's lease. • The development would result in a reduction in neighbouring property values. |
|-----------------------------------|---|

Policy Context

15. The development plan consists of the London Plan, the Draft London Plan (out for consultation) and the Local Plan. The London Plan, and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption, following consultation.
16. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

17. The Corporation, in determining the planning application has the following main statutory duties to perform: -
 - to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);
 - to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004);
 - For development within or adjoining a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area and its setting (S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);
 - For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
18. The NPPF states at paragraph 14 that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.....For decision-taking this means: approving development proposals that accord with the development plan without delay...” It further states at Paragraph 2 that:
 “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise’.

19. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
20. The principal issues in considering this application are:
 - The design and appearance of the proposed extension and its impact on the Chancery Lane Conservation Area and the setting of nearby listed buildings; and
 - The impact of the extension on residential amenity, including daylight and sunlight and privacy and overlooking.

Design and Heritage

21. The proposed extension would be faced in brickwork to match the adjacent existing brickwork. There would be new white polyester power coated aluminium patio doors to the amenity terrace and a new white painted timber sash window facing the existing lightwell to match adjacent windows. The roof to the extension would be finished in a pitched membrane cover.
22. The extension and balustrading would be set back by 0.5m from the sides of the existing rear projection.
23. The extension would not be visible from the public realm. It would be seen from the rear of the properties at 1 – 6 Dyers Buildings and 36 – 37 Furnival Street.
24. The detailed design and materials are considered to complement the character of the existing building and would not detract from the character and appearance of the Chancery Lane Conservation Area or the setting of the Grade II Listed 33 Furnival Street.

Daylight and Sunlight

25. Local Plan Policy DM10.7 'Daylight and Sunlight' resists development which would reduce noticeably the daylight and sunlight available to nearby dwellings to unacceptable levels, taking account of the Building Research Establishment's (BRE) guidelines. Paragraph 3.10.41 of the Local Plan indicates that the BRE guidelines will be applied consistent with BRE advice that ideal daylight and sunlight conditions may not be practicable in densely developed city centre locations.
26. Paragraph 3.10.41 of the Local Plan states when considering proposed changes to existing lighting levels, the City Corporation will take into account the cumulative effect of development proposals.
27. The BRE guidelines consider a number of factors in measuring the impact of development on daylight and sunlight on existing dwellings:
 - Daylight to windows: Vertical Sky Component (VSC): a measure of the amount of sky visible from a centre point of a window. The VSC test is the main test used to assess the impact of a development on neighbouring properties. A window that achieves 27% or more is considered to provide good levels of

light, but if with the proposed development in place the figure is both less than 27% and reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable.

- **Daylight Distribution: No Sky Line (NSL):** The distribution of daylight within a room is measured by the no sky line, which separates the areas of the room (usually measured in sq. ft) at a working height (usually 0.85m) that do and do not have a direct view of the sky. The BRE guidelines states that if with the proposed development in place the level of daylight distribution in a room is reduced by 20% or more from the existing level (0.8 times the existing value), the loss would be noticeable. The BRE advises that this measurement should be used to assess daylight within living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are considered less important.
- **Sunlight:** sunlight levels are calculated for all main living rooms in dwellings if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are considered less important although care should be taken not to block too much sun. The BRE explains that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% APSH between 21 September and 21 March; and receives less than 0.8 times its former sunlight hours as result of a proposed development; and has a reduction in sunlight hours received over the whole year greater than 4% of annual probable sunlight hours.

Daylight and Sunlight Assessment

28. The application is supported by a daylight and sunlight study, which has assessed the impact of the proposed development on the daylight and sunlight received by the neighbouring residential properties at 34 - 35 Furnival Street and Aston House, 36 - 37 Furnival Street.
29. The study also includes an assessment of the impact of the proposed development, the recent development at 1 - 6 Dyers Buildings (planning reference: 11/00885/FULMAJ) and the cumulative impact of both developments on neighbouring residential properties.

Daylight Assessment Results

Impact of Proposed Development

30. The assessment of the impact of the proposed development on the daylight received by the windows of neighbouring residential properties indicate that all windows would pass the BRE's Vertical Sky Component (VSC) test as no windows would experience a reduction in daylight greater than the 20% BRE threshold that is considered to be noticeable.

31. The daylight distribution (NSL) analysis indicates that no rooms in the neighbouring properties would experience a noticeable loss in the area in which there would be a view of the sky, as any reductions in the no sky line would be within the 20% BRE threshold that is considered to be noticeable.

Cumulative Impact Assessment

32. The cumulative impact assessment indicates that nine of the 30 windows assessed for VSC in 34 - 35 and 36 - 37 Furnival Street would not achieve BRE compliance as a result of the impact of both the proposed development and the development at 1 - 6 Dyers Buildings.
33. Five out of the 11 windows assessed in 34 - 35 Furnival Street (windows 76, 77, 80, 81, 84) would experience daylight reductions between 23% and 37% as result of the cumulative impact of both the proposed development and the development at 1 - 6 Dyers Buildings. The reductions in daylight to windows attributable to the proposed development would be between zero and 17%.
34. Four out of the 19 windows assessed in 36 - 37 Furnival Street (windows 15, 16, 17 and 18) would experience daylight reductions between 25% and 31% as result of the cumulative impact of both the proposed development and the development at 1 - 6 Dyers Buildings. The reductions in daylight to windows attributable to the proposed development would be between 3% and 10%.
35. The cumulative impact assessment indicates that five out of the 18 rooms assessed for daylight distribution (NSL) in 34 - 35 and 36 - 37 Furnival Street would not achieve BRE compliance as result of the impact of both the proposed development and the development at 1 - 6 Dyers Buildings.
36. The reductions in daylight distribution in the five affected rooms would be between 33% and 71%. The reductions attributable to the proposed development would be between 2% and 6, which would not be considered noticeable (below 20%).

Sunlight Assessment Results

Impact of Proposed Development

37. The results of the assessment of the impact of the proposed development on the sunlight received by the windows of neighbouring residential properties indicate that two out of the 26 windows assessed for annual probable sunlight hours (APSH) would not achieve BRE compliance.
38. Both windows 15 and 16 in 36 - 37 Furnival Street, which serve a living room, would experience a 5% reduction in the annual probable sunlight that they currently receive; window 15 would experience a reduction in APSH from 5% to 0%; window 16 would experience a reduction from 10% to 5%. Whilst these reductions are a large proportion of the windows' existing sunlight levels (100% and 50% respectively) the reductions are marginally in excess of the 4% technical threshold set by in the BRE guidelines. It is also noted that the windows affected

serve a living room, which is served by two further windows (windows 17 and 18), which would experience a 1% reduction in annual probable sunlight hours as a result of the proposed development.

Cumulative Impact Assessment

39. The cumulative impact assessment results indicate that three out of the 26 windows assessed for APSH in 34 - 35 and 36 - 37 Furnival Street would not achieve BRE compliance as result of the impact of both the proposed development and the development at 1 - 6 Dyers Buildings.
40. In 34 - 35 Furnival Street, window 81 would experience a 38% reduction in APSH (from 21% to 13%). It should be noted that the whole of this reduction is attributable to the approved development at 1 - 6 Dyers Buildings; there would be no further reduction in the sunlight received by this window as a result of the proposed development.
41. In 36 - 37 Furnival Street both windows 15 and 16 would again experience a 5% reduction in APSH, with 5% and 3% respectively attributable to the proposed development. In the cumulative development scenario windows 17 and 18, which serve the same living room as windows 15 and 16, would experience reductions in APSH of 2% and 3% respectively. However, these reductions are technically in compliance with the BRE guidelines as they are below 5%.

Daylight and Sunlight Conclusions

42. The daylight and sunlight study submitted with the application indicates that the proposed development would not have a noticeable impact on the daylight received by the neighbouring residential properties at 34 - 35 and 36 - 37 Furnival Street.
43. Whilst two out of the 26 windows assessed for sunlight in the neighbouring residential properties would not achieve BRE compliance, it is noted that the reductions would be marginally in excess of the technical threshold set by the BRE, and that the two windows would serve a room served by two further windows.
44. As would be expected, the cumulative impact assessment indicates that the neighbouring properties would experience greater reductions in daylight and sunlight as result of the proposed development and the recent development at 1 - 6 Dyers Buildings. However, it is noted that all the reductions in daylight attributable to the proposed development would be within the 20% BRE threshold and thus not noticeable.
45. Overall, the daylight and sunlight impact on neighbouring properties is considered to be acceptable given the densely developed urban nature of the site and to be in accordance with the requirements of Local Plan Policy DM10.7.

Privacy and Overlooking

46. Local Plan Policy DM21.3 'Residential Environment' requires developments to be designed to avoid overlooking and to seek to protect the privacy of neighbouring occupiers. The application property includes an existing amenity terrace, which the proposed extension

would partially replace. The proposed extension would not result in greater overlooking than the existing situation and is considered to be acceptable in privacy and overlooking terms.

Other considerations

47. Representations have been received raising concerns about the effect of construction works associated with the proposed development. The proposed extension would be a relatively small development at 1.5m deep and would not require the submission of scheme for protecting nearby residents from noise, dust and other environmental factors.
48. Concerns have been raised regarding the load bearing capacity of the existing projection at the rear of the building on which the extension would be built. Whilst this is clearly an important matter it is not a material planning consideration.
49. Concerns raised regarding the impact of the proposed development on the value of neighbouring properties and the contravention of the terms of the building's lease are not material planning considerations.

Conclusions

50. The proposed third floor extension is acceptable in terms of its massing and design and would not detract from the character of the building. It would preserve the character and appearance of the Chancery Lane Conservation Area and would not detract from the setting of the Grade II Listed 33 Furnival Street.
51. The daylight and sunlight study submitted with the application demonstrates that the majority of neighbouring properties would not experience noticeable reductions in daylight and sunlight as a result of the proposed development.
52. Whilst there would be a very small number of impacts on daylight and sunlight as a result of the development, the impact is considered to be acceptable given the densely developed urban nature of the site.
53. The proposed development would not adversely impact on privacy or increase the level of overlooking over and above the existing situation.
54. The proposal is in substantial compliance with the guidance in the NPPF and the policies of the Local Plan.

Background Papers

Residents' Objections

December 2014 Consultation Responses (17 objectors)

E-mail 22 December 2014 Chloe Nash
Online 23 December 2014 Mr Dan Burgess
Online 23 December 2014 Mr Val-Daniel Geary
Online 24 December 2014 Mr Mathieu Fourny
Online 26 December 2014 Mr Fraser Ashman
Online 29 December 2014 Mrs Nina Keay
Online 30 December 2014 Mrs Lisa May
Online 31 December 2014 Ms Yanming Bay
Online 31 December 2014 Mr Milos Cukovic
Online 01 January 2015 Ms Lisa Zazzera-Vryzakis
Online 02 January 2015 Ms Lidia Zazzera
Online 03 January 2015 Mrs Joanne Santa Maria
Online 04 January 2015 Mrs Giuliana Birri
Online 05 January 2015 Mr Nigel May
Online 05 January 2015 Mr Tony Ng
Online 06 January 2015 Lord John Krebs
Online 14 January 2015 Miss Chloe Nash
Online 15 January 2015 Dr Susan Scott

February 2015 Consultation Responses (9 objectors)

Online 16 February 2015 Mr Mathieu Fourny
E-mail 19 February 2015 Stephen and Poppy Newton
Online 20 February 2015 Mr & Mrs Fraser and Sandra Ashman
Online 23 February 2015 Mr Val-Daniel Geary
Online 24 February 2015 Mr Nigel May
Online 24 February 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Walter Scott
Online 03 March 2015 Miss Lidia Zazzera
Online 05 March 2015 Mr Milos Cukovic
Online 06 March 2015 Ms Yanming Bay

August 2015 Consultation Responses (18 objectors)

E-mail 15 August 2015 Stephen and Poppy Newton
Online 17 August 2015 Ms Lidia Zazzera
Online 18 August 2015 Mr Mathieu Fourny [part 1]
Online 18 August 2015 Mr Mathieu Fourny [part 2]
Online 20 August 2015 Mrs Eleanor Byrne
Online 21 August 2015 Ms Yanming Bay
Online 23 August 2015 Dr Yuk Wah Chan
Online 23 August 2015 Mr Val-Daniel Geary
Online 27 August 2015 Mr Duncan Ashman
Online 27 August 2015 Mr Nigel May
Online 29 August 2015 Mrs Lisa May
Online 30 August 2015 Mr Milos Cukovic

Online 31 August 2015 Mrs Giuliana Birri
Online 03 September 2015 Miss Chloe Nash
Online 04 September 2015 Lord John Krebs
Online 04 September 2015 Mrs Elizabeth Speirs
Online 09 September 2015 Mrs Joanne Santa Maria
Online 09 September 2015 Mr Stephen Newton
Online 13 September 2015 Mr Tony Ng
Online 04 October 2015 Miss Chloe Nash

May 2017 Consultation Responses (19 objectors)

Online 25 May 2017 Mrs Giuliana Birri
Online 26 May 2017 Mr Iain Allison
Online 27 May 2017 Dr Susan Scott
Online 29 May 2017 Mrs Nina Keay
Online 30 May 2017 Mrs Eleanor Byrne
Online 31 May 2017 Mr Mathieu Fourny [1/2]
Online 31 May 2017 Mr Mathieu Fourny [2/2]
Online 31 May 2017 Mr Bharat Mekani [1/2]
Online 31 May 2017 Mr Bharat Mekani [2/2]
Online 31 May 2017 Mr Nigel May
E-mail 02 June 2017 Stephen Newton
E-mail 02 June 2017 Lidia Zazzera
Online 02 June 2017 Mrs Joanne Santa Maria
Online 03 June 2017 Ms Jane Richards
Online 03 June 2017 Miss Grace Chan
Online 03 June 2017 Dr Karen Chan
Online 04 June 2017 Mr Milos Cukovic
E-mail 04 June 2017 Professor Lord John Krebs
Online 06 June 2017 Ms Yanming Bay
Online 07 June 2017 Mrs Coralie Murphy
Online 08 June 2017 Miss Chloe Nash

Application Documents

Existing Drawings and Site Photographs Vesica Design
Design & Access Statement Vesica Design
Mitigating Statement to Objections Janaury 2015 Lisa Dickenson
Daylight and Sunlight Study 15 December 2017 Right of Light Consulting

Appendix A

London Plan Policies

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

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

Relevant Local Plan Policies

DM10.7 Daylight and sunlight

- 1) To resist development which would reduce noticeably the daylight and sunlight available to nearby dwellings and open spaces to unacceptable levels, taking account of the Building Research Establishment's guidelines.
- 2) The design of new developments should allow for the lighting needs of intended occupiers and provide acceptable levels of daylight and sunlight.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

CS21 Protect and provide housing

To protect existing housing and amenity and provide additional housing in the City, concentrated in or near identified residential areas, as shown in Figure X, to meet the City's needs, securing suitable, accessible and affordable housing and supported housing.

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

SCHEDULE

APPLICATION: 14/01173/FULL

35 Furnival Street London EC4A 1JQ

Erection of a single storey rear extension to Flat 9 at 3rd floor level and installation of replacement balustrading.

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To ensure compliance with the terms of Section 91 of the Town and Country Planning Act 1990.
- 2 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Site Location Plan, Drawing Nos. 52/07 Rev C, 52/08 Rev D, 52/09 Rev D, 52/10 Rev E, 52/11 Rev D.
REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

Background Papers

Representations

E-mail 22 December 2014 Chloe Nash
Online 23 December 2014 Mr Dan Burgess
Online 23 December 2014 Mr Val-Daniel Geary
Online 24 December 2014 Mr Mathieu Fourny
Online 26 December 2014 Mr Fraser Ashman
Online 29 December 2014 Mrs Nina Keay
Online 30 December 2014 Mrs Lisa May
Online 31 December 2014 Ms Yanming Bay
Online 31 December 2014 Mr Milos Cukovic
Online 01 January 2015 Ms Lisa Zazzera-Vryzakis
Online 02 January 2015 Ms Lidia Zazzera
Online 03 January 2015 Mrs Joanne Santa Maria
Online 04 January 2015 Mrs Giuliana Birri
Online 05 January 2015 Mr Nigel May
Online 05 January 2015 Mr Tony Ng
Online 06 January 2015 Lord John Krebs
Online 14 January 2015 Miss Chloe Nash
Online 15 January 2015 Dr Susan Scott
Online 16 February 2015 Mr Mathieu Fourny
E-mail 19 February 2015 Stephen and Poppy Newton
Online 20 February 2015 Mr & Mrs Fraser and Sandra Ashman
Online 23 February 2015 Mr Val-Daniel Geary
Online 24 February 2015 Mr Nigel May
Online 24 February 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Mathieu Fourny
Online 03 March 2015 Mr Walter Scott
Online 03 March 2015 Miss Lidia Zazzera
Online 05 March 2015 Mr Milos Cukovic
Online 06 March 2015 Ms Yanming Bay
E-mail 15 August 2015 Stephen and Poppy Newton
Online 17 August 2015 Ms Lidia Zazzera
Online 18 August 2015 Mr Mathieu Fourny [part 1]
Online 18 August 2015 Mr Mathieu Fourny [part 2]
Online 20 August 2015 Mrs Eleanor Byrne
Online 21 August 2015 Ms Yanming Bay
Online 23 August 2015 Dr Yuk Wah Chan
Online 23 August 2015 Mr Val-Daniel Geary
Online 27 August 2015 Mr Duncan Ashman
Online 27 August 2015 Mr Nigel May
Online 29 August 2015 Mrs Lisa May
Online 30 August 2015 Mr Milos Cukovic
Online 31 August 2015 Mrs Giuliana Birri
Online 03 September 2015 Miss Chloe Nash
Online 04 September 2015 Lord John Krebs
Online 04 September 2015 Mrs Elizabeth Speirs
Online 09 September 2015 Mrs Joanne Santa Maria
Online 09 September 2015 Mr Stephen Newton
Online 13 September 2015 Mr Tony Ng

Online 04 October 2015 Miss Chloe Nash
Online 25 May 2017 Mrs Giuliana Birri
Online 26 May 2017 Mr Iain Allison
Online 27 May 2017 Dr Susan Scott
Online 29 May 2017 Mrs Nina Keay
Online 30 May 2017 Mrs Eleanor Byrne
Online 31 May 2017 Mr Mathieu Fourny [1/2]
Online 31 May 2017 Mr Mathieu Fourny [2/2]
Online 31 May 2017 Mr Bharat Mekani [1/2]
Online 31 May 2017 Mr Bharat Mekani [2/2]
Online 31 May 2017 Mr Nigel May
E-mail 02 June 2017 Stephen Newton
E-mail 02 June 2017 Lidia Zazzera
Online 02 June 2017 Mrs Joanne Santa Maria
Online 03 June 2017 Ms Jane Richards
Online 03 June 2017 Miss Grace Chan
Online 03 June 2017 Dr Karen Chan
Online 04 June 2017 Mr Milos Cukovic
E-mail 04 June 2017 Professor Lord John Krebs
Online 06 June 2017 Ms Yanming Bay
Online 07 June 2017 Mrs Coralie Murphy
Online 08 June 2017 Miss Chloe Nash

This page is intentionally left blank

| | |
|--|--|
| Committee: | Date: |
| Planning and Transportation | 9 April 2018 |
| Subject: Ben Jonson House, Breton House, Bunyan Court And Willoughby House Barbican, Residential Car Park London EC2 Application under Section 73 of the Town and Country Planning Act 1990 to vary of condition 7 (requirement for vehicle parking) of planning permission TP.73938/C dated 7th December 1962 to allow the use of 201 car parking bays, and adjacent vehicular access routes, at part basement and part first floor level for either residents' parking (Class C3) (the accommodation of vehicles of residential occupiers of the Barbican Estate), ancillary residential storage for Barbican residents (Class C3) and/or storage purposes (Class B8) (Sui Generis); involving the installation of a total of 316 storage units; 159 at Breton House and Ben Jonson House; 127 storage units at Bunyan Court, and 30 storage units at Willoughby House. | Public |
| Ward: Aldersgate | For Decision |
| Registered No: 17/00909/FULL | Registered on: 21 September 2017 |
| Conservation Area: | Listed Building: Grade II |

Summary

The application relates to the residential car parks within the Barbican Estate at Bunyan Court, Breton House and Ben Jonson House, and Willoughby House.

Planning permission is sought under Section 73 of the Town and Country Planning Act to vary condition 7 (requirement for vehicle parking within the Barbican Car Parks) of the original planning permission for the Barbican complex to allow the installation of 316 self-contained, pre-fabricated galvanised steel storage units in 201 car parking spaces across three car parks. The storage units would be available to Barbican residents and residents within the immediate area.

Representations have been received from Barbican residents, which are summarised in the body of the report. The issues raised relate to: the safety and security implications of the proposals, in particular the extension of the

use of storage units by non-Barbican residents; the detrimental impact on parking provision and traffic congestion in the car parks and immediate area; and the impact on the character of the Barbican.

The proposal would enable underused parking spaces to fulfil a new purpose, as well as addressing an increased demand for additional storage space from Barbican residents and residents within the immediate area.

The loss of car parking would not have a detrimental effect on parking provision on the estate as the spaces to be occupied by storage are not currently in use. The residual parking spaces would provide a sufficient level of occupied and vacant car parking spaces, which would meet future resident demand for parking.

The Transport Statement submitted with the application has sufficiently demonstrated that in a worst-case scenario the proposed storage use would not have a material impact on trip generation or the local highway network.

The existing security levels within the Barbican Car Parks are considered to be sufficient.

The City of London Police have confirmed that they are satisfied in principle with the proposals subject to the incorporation of a number of recommendations regarding the design and operational management of the proposed storage units.

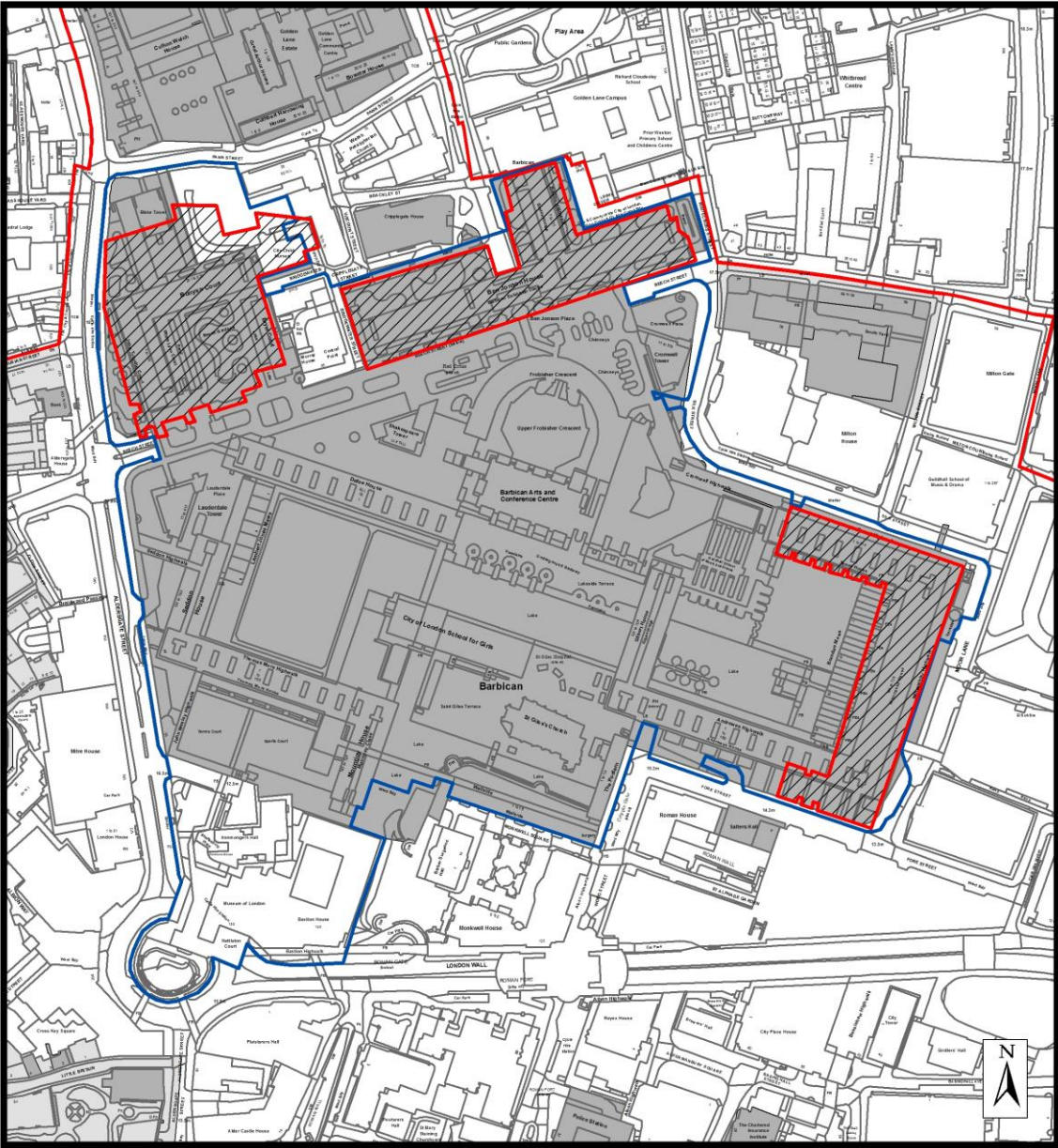
The self-contained, pre-fabricated nature of the storage units would mean that their installation would not result in any alterations to the building fabric, thus preserving the character of the listed Estate.

The proposal is considered to be acceptable and to be in substantial compliance with the guidance in the NPPF and the policies of the Local Plan.

Recommendation

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

Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
Ben Jonson House, Breton House, Thomas More House, Bunyan House
And Willoughby House Barbican, Residential Car Park

- CITY BOUNDARY
- BARBICAN
- SITE LOCATION
- LISTED BUILDINGS
- CONSERVATION AREA BOUNDARY

CASE No.
17/00909/FULL



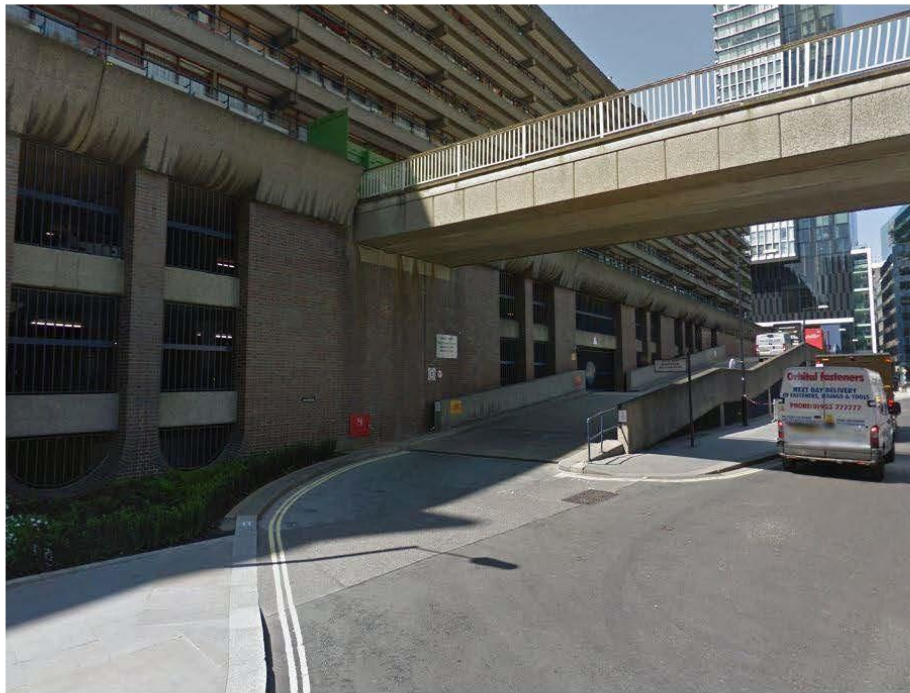
DEPARTMENT OF THE BUILT ENVIRONMENT



Entrance to Bunyan Court Car Park



Entrance to Breton House and Ben Jonson House Car Park



Entrance to Willoughby House Car Park

Main Report

Site

1. The Barbican Estate is a Grade II listed complex that comprises residential towers and terraces, a school and an arts centre with underground parking, pedestrian walks and landscaped areas.
2. The application relates to the residential car parks within the Barbican Estate at Bunyan Court, Breton House and Ben Jonson House, and Willoughby House.
3. Bunyan Court car park occupies the basement level beneath the residential blocks of John Trundle Court, Bunyan Court and Bryer Court at the north west corner of the Estate. The car park is accessed via a vehicle ramp from Fann Street.
4. Breton House and Ben Jonson House car park occupies the basement level beneath the residential blocks of Breton House and Ben Jonson House at the north east corner of the Estate. The car park is accessed via a vehicle ramp from Golden Lane.
5. Willoughby House car park occupies levels 01, 02 and 03 beneath the residential blocks of Willoughby House and Speed House at the eastern edge of the Estate. The car park is accessed from Silk Street and a vehicle ramp from Moor Lane. The application relates to areas within levels 01 and 03 of the Willoughby House car park.
6. All these car parks can be accessed by Barbican residents directly from dedicated stair cores within the respective residential blocks above the car parks.
7. The car parks have a total of 711 spaces across 26,082sq.m, which break down as follows:
 - Breton and Ben Jonson House: 224 spaces / 7,887sq.m
 - Bunyan Court: 209 spaces / 7,824sq.m
 - Willoughby House (levels 01 and 03): 278 spaces / 10,370sq.m
8. The areas of the of the car parks that are the subject of the planning application are as follows:
 - Breton and Ben Jonson House: 95 spaces / 2,144sq.m
 - Bunyan Court: 81 spaces / 1,865sq.m
 - Willoughby house (levels 01 and 03): 25 spaces / 477sq.m
9. The current lawful use of the car parks is considered to be Class C3 (ancillary residential parking).
10. The car parks are an integral part of the original design concept of the Barbican Estate. However, their internal appearance makes a minimal contribution to the special architectural and historic interest of the Grade II listed building.

Relevant Planning History

11. Planning permission was granted on 7th December 1962 for the Barbican Development (including residential flats, public buildings, the City of London School for Girls, the Guildhall School of Music and Drama and new premises for the Cripplegate Institute, a hostel and hotel, a swimming pool and other development ancillary to the residential use.
12. Condition 7 of the planning permission requires that:
“The space shown on the plan to be approved as providing for car-parking, as required in condition (4) (vii) [parking standards] and (viii) [service / visitor parking standards] shall be provided and retained permanently for the accommodation of vehicles of occupiers and users of the building only and shall not be used for any other purpose; provided that in the case of car parking or lorry parking provided in respect of non-residential accommodation, nothing in this condition shall prevent the use of such car parking accommodation or any part thereof, by persons or bodies for such periods and at such times as the Council may from time to time approve in writing. REASON: To ensure the permanent retention of the garage space for the parking of vehicles and to ensure that the use of the buildings does not add to traffic congestion.”
13. Planning permission was granted on 08 February 2006 (application reference: 05/00930/FULLR3) for: “Variation of condition 7 of planning permission dated 7 December 1962 (reference TP.73938/C) to allow for the installation of 20 bicycle lockers in various locations within the carparks of Andrewes House (x4), Thomas More House (x2) , Lauderdale Tower (x5), Defoe House (x3), Speed House (x2), Willoughby House (x2) and Breton House (x2).”
14. Planning permission was granted on 03 June 2008 (application reference: 08/00096/FULL) for: “Variation of condition 7 (concerning the use of the car park) of planning permission dated 7 December 1962 reference 4997 to allow the use of 176 car parking spaces on levels 02 and 03 to provide 131 car parking spaces, 14 disabled car parking spaces, 284 cycle spaces and five EDF chambers (level 03 only) for the proposed development at Milton Court, installation of a new door at ground level on corner of Silk Street and Moor Lane and other associated alterations.”
15. Planning permission was granted on 21 October 2010 (application reference: 10/00655/FULLR3) for: “For car parking spaces 231-241 and 248-251, the variation of condition 7 attached to planning permission dated 7th December 1962 (Registered Plan Number 4997) to allow the use of 15 car parking bays for "ancillary storage" by the residential occupiers and users of the building permitted.”
16. Planning permission was granted on 17 January 2011 (application reference: 10/00828/FULL) for: “Variation of condition 7 (concerning the use of the car park) of planning permission dated 7th December 1962 reference 4997 to allow the use of 32 car parking spaces within

level 03 for temporary office accommodation associated with Milton Court redevelopment until March 2013.”

17. An application was submitted on 13 January 2017 (application reference 17/00022/FULL) for: “Variation of condition 7 attached to planning permission TP.7398/C dated 7th December 1962 (Registered Plan Number 4997) to allow the use of 230 car parking bays to "ancillary storage" for use by the residential occupiers and users of the buildings, involving the installation of a total of 331 storage units; 111 at Breton House and Ben Jonson House; 133 storage units at Bunyan Court; 57 storage units at Thomas More House and Lauderdale House and 30 storage units at Willoughby House.” The application was withdrawn on 02 May 2017.

Proposal

18. Planning permission is sought under Section 73 of the Town and Country Planning Act to vary condition 7 (requirement for vehicle parking, as set out above) of planning permission TP.73938/C dated 7th December 1962 to allow the use of:
 - 201 car parking bays, and adjacent vehicular access routes, at part basement and part first floor level for either residents' parking (Class C3) (the accommodation of vehicles of residential occupiers of the Barbican Estate), ancillary residential storage for Barbican residents (Class C3) and/or storage purposes (Class B8) (Sui Generis); involving the installation of a total of 316 storage units; 159 at Breton House and Ben Jonson House; 127 storage units at Bunyan Court, and 30 storage units at Willoughby House.
19. The Barbican Estate has advised that the car parks, that are the subject of the application, are currently underused due to the declining demand for parking spaces among residents. Figures indicate that there has been a decrease in the letting of car park spaces in the Barbican of between 1% - 5% every year over the last 10 years.
20. Percentage occupancy for the respective car parks are:
 - Breton House and Ben Jonson House: 32% car park occupancy (71 out of 224 spaces occupied);
 - Bunyan Court: 40% car park occupancy (83 out of 209 spaces);
 - Willoughby House: 68% car park occupancy (188 out of 278 spaces).
21. At the same time, Barbican residents have requested additional storage space to supplement the storage in their respective flats. The stated aim of the proposal is to address the current under usage of space in the car parks as well as responding to the storage requirements of residents in the Barbican Estate as well as surrounding residential developments.

22. The proposal involves installing a total of 316 self-contained, free-standing, pre-fabricated, galvanised steel storage units, ranging in size from 4sq.m to 8sq.m, in defined areas of the car parks as follows:
- Breton House and Ben Jonson House: 159 storage units across 95 spaces (2,144sq.m);
 - Bunyan Court: 127 storage units across 81 spaces (1,865sq.m);
 - Willoughby House: 30 storage units across 25 spaces (477sq.m).
23. As the storage units would be free-standing and removable, their installation would not require any alterations to the fabric of the building.
24. The layout and configuration of the proposed storage units within each car park has been guided by the following principles:
- To ensure that the storage units entrances face each other, to prevent entrances facing blank facades;
 - To ensure a minimum distance between facing doors of two metres for ease of access;
 - To keep storage units as close as possible to stair and lift cores for the convenience of Barbican residents using the storage units;
 - To ensure access routes to and from the units are clear and legible;
 - To avoid positioning the storage units in areas with large structural elements, to maximise the efficiency of the layouts; and
 - To provide safety lighting in each unit for the benefit of users.
25. Full details of the proposed layouts are provided in the application drawings and a technical specification sheet has been submitted to give details of the material and construction of the storage units.
26. It is proposed that the units would be available for domestic storage purposes only. In addition to offering the storage units to Barbican residents on an ancillary residential storage basis (Class C3) it is proposed to make the units available to non-Barbican residents living within walking distance of the car parks (Class B8, general storage). It is proposed that the units would only be offered to non-Barbican residents 6 months after Barbican residents have had the opportunity to avail of the facilities.
27. It is proposed that the storage units would be accessible 24 hours a day, seven days a week.

Consultations

28. In July 2017, The Barbican Estate consulted residents on the proposals. 50% raised objections, 50% raised no objection including

expressions of approval for the proposals. Of the objections raised, around half were concerned with security and two-thirds were specifically concerned with the extension of use to non-Barbican residents. A number of residents expressed the view that all residential car parks within the Barbican should be considered as a whole and that action should await the findings of a Working Party recently set up. Other concerns raised included fire risk, access and blocking of particular parking bays.

29. Following receipt of the planning application, it has been advertised at the entrances to the car parks that are the subject of the proposals, and in the local press and all Barbican residents and Barbican House Groups have been individually consulted.
30. The London Borough of Islington have confirmed that they have no comments to make on the application.
31. The views of other City of London departments have been taken into account in the consideration of the application.
32. The City of London Police have been consulted on the application. They have not objected to the proposals but have provided design and procedural advice, which has been incorporated into the proposals and the Barbican Estate's car park management procedures.
33. The Barbican Association have requested that the application be amended to include storage units within Thomas More car park where there is an identified demand from residents in the blocks surrounding the car park. Thomas More car park is not within the scope of this application but it is open to the Barbican Estate to submit an application for the installation of storage units within Thomas More car park in the future.
34. A total number of 18 representations have been received from local residents and owners of properties in the Barbican; one in support, two neutral and 15 objections. Their full comments are appended to this report.
35. The representations provided in support of the application are summarised as:
 - The proposal provides much needed additional storage facilities for residents and utilises redundant car parking space; and
 - Rent from the stores would provide useful additional revenue for the Barbican Estate.
36. The comments provided in observation and objection to the application are summarised in the table below:

| Topic | Objection / Observation |
|---------------------|---|
| Safety and Security | <ul style="list-style-type: none"> • Strongly object to the storage units being made available to non-residents living within walking distance. They should be restricted to Barbican Estate residents only. |

| | |
|---------|---|
| | <ul style="list-style-type: none"> • The use of parking spaces for general storage purposes (Class B8) would allow third parties with no interest in the estate to store potentially harmful items without effective monitoring and control. • It would be more difficult for car park attendants to monitor who was coming and going, weakening overall security. • Allowing non-residents to hire stores would increase the risk of theft of motor vehicles (and or their contents). • The proposed layout and height of the storage units would compromise sight lines for user safety and security monitoring. • Issuing keys to non-residents would compromise the security of the Barbican. It would give non-residents access to secure areas of the Barbican Estate. • Even without keys, non-residents would be one step closer to gaining access to secure areas. • Current security levels are totally inadequate for the proposals. The installation of storage units should be accompanied by both improved lighting and / or CCTV systems, a refurbished sprinkler system, improved fire escapes and sturdy secured fencing or walled enclosures. • The storage units should be in a secured designated area separated from the existing parking. • The introduction of storage units would lead to an increased fire risk, which could threaten the structural integrity of the estate above. |
| Traffic | <ul style="list-style-type: none"> • The proposal contravenes City of London policy to reduce vehicle movements. Disused parking spaces generate no movements, but commercial storage operations would increase vehicle movements. • There is no forecast of the amount of traffic generated within the car park for access to the storage units combined with current levels of "Short Stay" visitors. • The increase in traffic movements would create congestion in an area recognised as one of the worst polluted places in London. • Non-residents accessing the car parks could cause congestion within the car parks. • The estimate of 20 vehicle movements a day is based on the absurd suggestion that non-residents will walk to the stores carrying furniture. • The proposal does not include any evidence to |

| | |
|-------------------|--|
| | <p>substantiate that usage would be primarily on foot.</p> <ul style="list-style-type: none"> • The proposals would not provide sufficient car parking at Breton House to allow for maintenance and servicing of the flats or for visitors to the Breton House residents. |
| Layout and design | <ul style="list-style-type: none"> • There is concern that it is proposed to position units where they would block fire escapes and wheelchair access to lift 67 in Breton / Ben Johnson Car Park. • Consideration should be given to the impact of relocating parking spaces would have on distances travelled between lift access and car parking spaces, particularly for disabled residents. • The intrusion of storage units into rows of car parking bays compromise the quality and clarity of the original parking arrangement. • There should be an allocated space for delivery wait and drop off for goods being brought into storage. • The car park space is tight, particularly for access and egress. • The introduction of storage units would create blind spots in driveways. • Storage units should not be located in positions where they would abut driveways. • The car parking spaces directly beneath Breton House and Ben Johnson House should be left clear for parking and the storage units be located elsewhere in the car park. • Any storage lighting should not be mains powered. • Ventilation should be incorporated into the units. |
| Management | <ul style="list-style-type: none"> • There is no clear indication of how the City is going to manage and co-ordinate the staffing and security of the separate car parking areas that are the subject of the proposals. • Consideration should be given to the impact of the proposals on the demands placed on concierge and estate staff, and any additional training requirements. • Residents who's parking space is affected by the proposals should be given the assurance that they will be relocated to spaces of equal quality to their existing spaces with respect to size, lighting, absence of leaks, clear and direct access to residential entrances etc. |
| Miscellaneous | <ul style="list-style-type: none"> • The change of use to general storage would fundamentally threaten the unique character of the Barbican. |

| | |
|--|--|
| | <ul style="list-style-type: none"> • The reduction in visitor / accessible temporary parking will reduce the support and family cohesion this helps to provide. • The amenity spaces (the gardens and the playground) would become accessible to people who do not contribute to the upkeep of amenities (e.g. through service charges). • Would it not be more sensible to seek permission to place units in any vacant car park space throughout the Estate's car parks, rather than needing to apply for permission each time more units are needed? |
|--|--|

Policy Context

37. The development plan consists of the London Plan, the Draft London Plan (out for consultation) and the Local Plan. The London Plan, draft London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix B to this report. Relatively little weight should be afforded to the Draft London Plan as it is at an early stage prior to adoption.
38. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

39. The Corporation, in determining the planning application has the following main statutory duties to perform:
- To have regard to the provisions of the development plan, so far as material to the application and to any other material considerations (Section 70 Town & Country Planning Act 1990);
 - To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004); and
 - For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990).
40. The NPPF states at paragraph 2 that:
- “Planning Law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise”.
41. Paragraph 14 states that “at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking For

decision-taking this means: approving development proposals that accord with the development plan without delay...”

42. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and views of both statutory and non-statutory consultees.
43. The principal issues in considering this application are:
 - The transport and parking implications of the proposed uses
 - The safety and security implications of the proposed uses

Transport

44. There is a general acknowledgement in the City of London local Plan, and in particular in the section on Public Transport, Streets and Walkways, that it is beneficial to restrict car use in the City. Policy DM16.6 of the Local Plan states that the redevelopment of underused car parks (public) provides an opportunity for conversion and redevelopment for other uses.
45. The proposed flexible use seeks to enable the installation of 316 storage units across the three parks. The units would provide a total of 1,582sq.m of storage space and occupy 201 car parking spaces.
46. It is anticipated that the vast majority of the storage units would be rented to residents within the associated Barbican residential blocks. At present, there is a waiting list of 270 Barbican residents for the 316 storage units, which would account for 85% of the storage units being rented by Barbican residents. The remaining units are expected to be used by residents that live within half a mile of each of the car parks.

Parking

47. The proposed storage units would occupy 28% (201 out of 711) of the existing car parking spaces across the three car parks. The Transport Statement submitted with the application confirms that based on the current number of vacant bays / occupancy levels in the car parks, the proposed development would result in 22% - 26% of the parking bays remaining vacant / available for additional residents parking (58 out of 224 at Breton and Ben Jonson House, 45 out of 209 at Bunyan Court and 65 out of 278 at Willoughby House levels 01 and 03).
48. The flexible nature of the proposed uses would provide scope for the parking spaces occupied by storage units to be reallocated for parking in the future should the need arise.
49. Where there would be need for vehicle access to the car park for access to the storage units, there are several short-stay parking spaces that are available in each car park, which are supervised by the Barbican's car park attendants.

Traffic Generation

50. Based on the majority of the storage units (85%) being rented to residents within the Barbican that live above the respective car parks, a large proportion of trips to and from the units would be made on foot by residents from their properties. The remaining units are expected to be used by residents that live within half a mile of each car park, which would have the potential to generate a number of vehicle trips.
51. Notwithstanding the anticipated distribution of units between Barbican and non-Barbican residents, the Transport Statement submitted provides details of a trip generation assessment that has been undertaken to take account of all storage units, and not just the 15% that are anticipated to be rented by non-Barbican residents. The assessment indicates that the 316 storage units could generate up to 20 two-way vehicle trips during the daytime period. This is considered a robust 'worst-case-scenario' estimate as it is anticipated that 85% of the units would not generate vehicle trips. However, 20 vehicle trips distributed throughout the day across the three car parks would not have a material impact in trip generation or highway terms.

Safety and Security

52. The City of London Local Plan acknowledges that providing the right mix of uses can generate greater activity and surveillance, but a mix of uses within individual buildings or developments may give rise to problems of security, management and amenity.
53. Policy DM3.1 of the Local Plan states that, where feasible, proposals for mixed use developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.
54. Concerns have been expressed by a number of Barbican residents that estate security might be compromised by the proposals, especially through the use of the proposed storage units by non-Barbican residents.
55. It is proposed that the storage units would be accessible 24 hours a day, seven days a week. The Barbican Estate car parks are currently staffed with a 24-hour concierge service, which is in place to help with parking and maintain resident and visitor safety. It is proposed that the storage units would be supervised by the existing car parking attendants and concierge.
56. The existing concierge service is considered to be successful with widespread support among Barbican residents. Existing security levels within the car parks are considered to be high. Incident reports have been provided by the City of London Police which confirm that there have been no serious crimes, such as assault, murder or burglary for over five years. It is considered that "The Barbican Estate has an exceptionally low crime rate with a clearly successful crime prevention system" (City of London Police, July 2017).

57. In consultation with the City of London Police, The Barbican Estate has undertaken a review of operational, security and procedural requirements for the Barbican Estate car parks and the introduction of storage units for both Barbican and non-Barbican residents. This has identified a number measures that would be introduced as part of the proposals, and a further set of solutions that would be considered during the operation of the proposed use.
58. This would include additional CCTV cameras and lighting around the car parks and a review of operational arrangements, including staffing levels, skills and procedures. It is proposed that the storage units would have two 'dead locks' and that non-Barbican resident storage users would be given one key only, with the other key retained by concierge staff for access control and monitoring. Other measures to be considered include painting the car parking areas with light reflective paint.
59. Resident-only stairwells or amenity spaces are secured by locking mechanisms that are operated by specific keys that only Barbican residents have use of.
60. The City of London's Fire Safety Advisor has reviewed the proposals. He provided advice on the allowable heights of the storage units given the car park's sprinkler system and to ensure that sufficient space was allowed between the units for fire escape purposes. This advice has been incorporated into the layout and design of the proposed storage units.
61. The proposed units have been designed to be built to British Standard 15696:2008, the specification for self-storage standards.

Conclusion

62. The proposed storage units would provide the opportunity for underused parking spaces to fulfil a new purpose, as well as addressing the increased demand for additional storage space from Barbican residents and residents within the immediate area.
63. The resultant loss of car parking spaces would not have detrimental effect on parking provision on the estate as the spaces to be occupied by storage are not currently in use. The reduction in parking spaces would be in accordance with Local Plan policy of restricting car usage in the City.
64. The residual parking spaces would provide a sufficient level of vacant car parking spaces, which could meet additional resident demand for parking that may arise in the future. Furthermore, the flexible nature of the proposed uses would provide scope for the parking spaces occupied by storage units to be reallocated for parking in the future should the need arise.
65. The Transport Statement submitted with the application has demonstrated that in a worst-case scenario the proposed storage use (Class B8) would not have a material impact on trip generation or the local highway network.

66. Whilst concerns have been raised by Barbican residents regarding the security implications of the proposals, the existing car park attendant and concierge service is considered to be successful, which is reflected in the low crime rates for the area.
67. The City of London Police have confirmed that they are satisfied in principle with the proposals subject to the incorporation of their recommendations regarding the design and operational management of the proposed storage units.
68. The self-contained, pre-fabricated nature of the storage units would mean that their installation would not result in any alterations to the building fabric, thus preserving the character of the Estate.
69. The proposal is in substantial compliance with the guidance in the NPPF and the policies of Local Plan.

Background Papers

Internal

Memo 02 October 2017 Department of Markets and Consumer Protection

Memo 06 October 2017 Vimal Varma

External

Letter 20 November 2017 London Borough of Islington

E-mail 18 February 2018 Jane Smith, Chair, Barbican Association

Residents' Comments (18) (1 support, 2 neutral, 15 objections)

E-mail 26 September 2017 Michael S. Irwig and Karen D. Irwig

Online 29 September 2017 Mr Roy Sully (support)

Letter 29 September 2017 Fred Rogers and Joanna Rodgers (neutral)

Online 01 October 2017 Mr Lionel Green

Online 03 October 2017 Mr A Garciga

Online 04 October 2017 Mr John Whitehead

Letter 04 October 2017 Howard Morris

Online 05 October 2017 Mr Peter Smart (neutral)

Online 06 October 2017 Mr John Whitehead

Letter 08 October 2017 Richard Tomkins

Online 11 October 2017 Ms Candace Gillies-Wright

Online 14 October 2017 Mrs Judith Brown

Online 15 October 2017 Mr John Taysum

Online 15 October 2017 Dr Sean Healy

Online 16 October Ms Patrica Crossley

Letter 17 October 2017 Keith Clarke

E-mail 18 October 2017 Robert Hillhouse

Online 09 November 2017 Mr Richard Collins

Letter 09 November 2017 Heather Thomas

Application Documents

Existing Drawings

Planning Statement undated Studio Partington

Storage Unit Technical Specification 14 July 2017 Studio Partington

Transport Note 15 August 2017 TTP Consulting

Barbican Storage Project Unit and Area Schedule 12 September 2017 Studio
Partington

Appendix A

London Plan Policies

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

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

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

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

Relevant Local Plan Policies

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

DM3.1 Self-containment in mixed uses

Where feasible, proposals for mixed use developments must provide independent primary and secondary access points, ensuring that the proposed uses are separate and self-contained.

DM15.7 Noise and light pollution

1. Developers will be required to consider the impact of their developments on the noise environment and where appropriate provide a noise assessment. The layout, orientation, design and use of buildings should ensure that operational noise does not adversely affect neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces.
2. Any potential noise conflict between existing activities and new development should be minimised. Where the avoidance of noise conflicts is impractical, mitigation measures such as noise attenuation and restrictions on operating hours will be implemented through appropriate planning conditions.

3. Noise and vibration from deconstruction and construction activities must be minimised and mitigation measures put in place to limit noise disturbance in the vicinity of the development.
4. Developers will be required to demonstrate that there will be no increase in background noise levels associated with new plant and equipment.
5. Internal and external lighting should be designed to reduce energy consumption, avoid spillage of light beyond where it is needed and protect the amenity of light-sensitive uses such as housing, hospitals and areas of importance for nature conservation.

SCHEDULE

APPLICATION: 17/00909/FULL

**Ben Jonson House, Breton House, Bunyan Court And Willoughby House
Barbican, Residential Car Park London EC2**

Application under Section 73 of the Town and Country Planning Act 1990 to vary of condition 7 (requirement for vehicle parking) of planning permission TP.73938/C dated 7th December 1962 to allow the use of 201 car parking bays, and adjacent vehicular access routes, at part basement and part first floor level for either residents' parking (Class C3) (the accommodation of vehicles of residential occupiers of the Barbican Estate), ancillary residential storage for Barbican residents (Class C3) and/or storage purposes (Class B8) (Sui Generis); involving the installation of a total of 316 storage units; 159 at Breton House and Ben Jonson House; 127 storage units at Bunyan Court, and 30 storage units at Willoughby House.

CONDITIONS

- 1 Other than as hereby permitted, the development shall be operated in accordance with the conditions of planning permission TP.73938/C dated 7th December 1962.
REASON: To ensure that the development is not operated other than in accordance with the original planning permission.
- 2 The uses hereby permitted shall not commence until a management plan has been submitted to and approved in writing by the local planning authority detailing:
 1. That the storage units would be offered to Barbican residents in the first instance;
 2. The proportion of storage units that would be let to Barbican residents at any one time;
 3. The criteria for letting storage units to non-Barbican residents (stipulating the non-commercial nature of the storage and the extent of the letting catchment area);The uses shall be operated in accordance with the approved management plan (or any amended management plan that may be approved from time to time by the Local Planning Authority) for the life of the use.
REASON: To ensure the good management of the use to protect residential amenity and to ensure compliance with the following policy of the City of London Local Plan: DM15.7, DM21.3.
- 3 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Location Plan, Drawing Nos.

0180_328_PL_001_B, 0180_328_PL_002_A, 0180_328_PL_010_A, 0180_328_PL_011_A, 0180_328_PL_012_A, 0180_328_PL_013_A, 0180_328_PL_020_A, 0180_328_PL_21_A.

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

- 2 The City of London considers the varied condition 7 of planning permission TP.73938/C dated 7th December 1962 to read as follows:

7. With the exception of the 201 spaces, and adjacent vehicular access routes, shown on the drawings hereby approved, the car parking in the Barbican Estate shall be provided and retained permanently for the accommodation of vehicles of occupiers and users of the building only and shall not be used for any other purpose; provided that in the case of car parking or lorry parking provided in respect of non-residential accommodation, nothing in this condition shall prevent the use of such car parking accommodation or any part thereof, by persons or bodies for such periods and at such times as the Council may from time to time approve in writing.

REASON: To allow for the provision of storage space and space for the parking of vehicles.

Background Papers

External

Letter 20 November 2017 London Borough of Islington

E-mail 18 February 2018 Jane Smith, Chair, Barbican Association

Representations

E-mail 26 September 2017 Michael S. Irwig and Karen D. Irwig

Online 29 September 2017 Mr Roy Sully (support)

Letter 29 September 2017 Fred Rogers and Joanna Rodgers (neutral)

Online 01 October 2017 Mr Lionel Green

Online 03 October 2017 Mr A Garciga

Online 04 October 2017 Mr John Whitehead

Letter 04 October 2017 Howard Morris

Online 05 October 2017 Mr Peter Smart (neutral)

Online 06 October 2017 Mr John Whitehead

Letter 08 October 2017 Richard Tomkins

Online 11 October 2017 Ms Candace Gillies-Wright

Online 14 October 2017 Mrs Judith Brown

Online 15 October 2017 Mr John Taysum

Online 15 October 2017 Dr Sean Healy

Online 16 October Ms Patrica Crossley

Letter 17 October 2017 Keith Clarke

E-mail 18 October 2017 Robert Hillhouse

Online 09 November 2017 Mr Richard Collins

Letter 09 November 2017 Heather Thomas

This page is intentionally left blank

| | |
|---|---|
| Committee: | Date: |
| Planning and Transportation | 9 April 2018 |
| Subject: 46 - 47 Chancery Lane London WC2A 1JE Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development. | Public |
| Ward: Farringdon Without | For Decision |
| Registered No: 17/00878/FULL | Registered on: 11 December 2017 |
| Conservation Area: Chancery Lane | Listed Building: No |

Summary

Planning permission is sought for the installation of telecommunications on the roof of 46-47 Chancery Lane comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.

The site is a six-storey office building located within Chancery Lane conservation area, in the near vicinity of the Grade II* listed Patent Office and opposite the Grade II listed 13-15 Chancery Lane (within the London Borough of Camden).

The equipment would extend 4.4m above roof parapet level, and would be visible from street level.

There have been objections from local residents, business occupiers and the freeholders of the building relating to the impact of the proposal on the character of the area and on residential amenity.

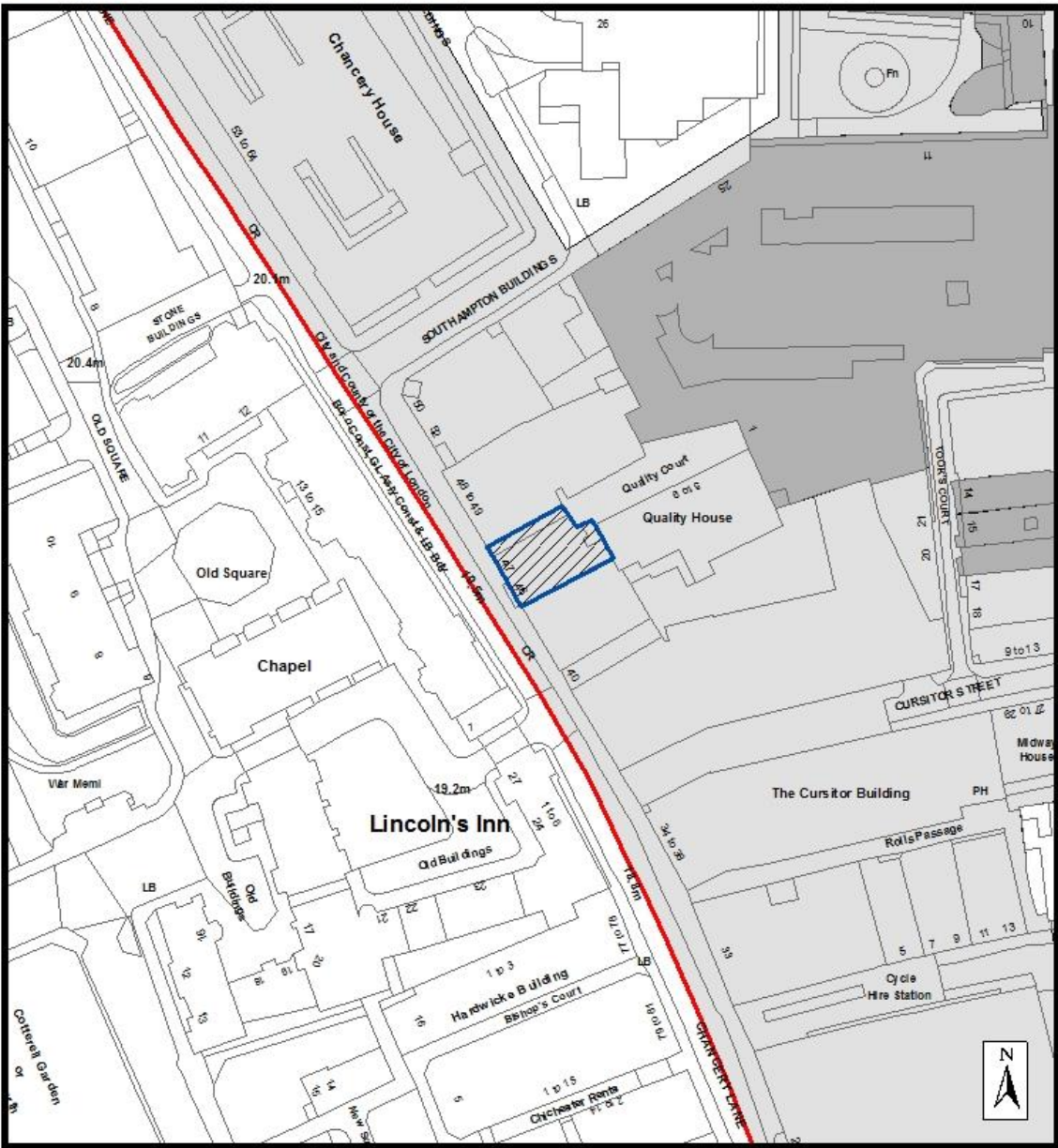
The proposals are considered to have a visually incongruous impact on the appearance of the building, would detract from the roofscape and would adversely affect the character and appearance of Chancery Lane Conservation Area and the setting and views of nearby listed buildings. The potential public benefits of the scheme are not considered to outweigh the

less than substantial harm caused to the designated heritage assets that would be affected.

Recommendation

That planning permission be refused for the reasons set out in the attached schedule.

Site Location Plan



© Crown copyright and database rights 2018 OS 100023243

ADDRESS:
46-47 Chancery Lane

CASE No.
17/00878/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



View of 46 – 47 Chancery Lane front elevation

Main Report

Site & Surroundings

1. 46-47 Chancery Lane is a six-storey (21.93m high) office building located on the east side of Chancery Lane midway between Southampton Buildings and Cursitor Street, on the City boundary. The entrance to the alleyway that gives access to Quality Court passes beneath the building.
2. It is the remaining half of a pair of buildings dating from the 1890's. The building was substantially altered, partially demolished and the remaining part extended southwards in 1923 with the later addition of a double mansard roof.
3. It is located within the Chancery Lane conservation area, in the near vicinity of the Grade II* listed Patent Office (which has an entrance onto Quality Court and across the street from the Grade II listed 13-15 Old Square (within the London Borough of Camden).
4. The site is bounded by 48-49 Chancery Lane to the north and Quality House to the east, both six storey commercial office buildings, Quality Court to the east, and 40 Chancery Lane, a large seven storey office building, to the south.
5. Sixteen residential units are located opposite the site, in 1 Old Buildings, and the upper floors of 11-12 Old Square and 13-15 Old Square.

Relevant Planning History

6. In 2010 planning permission was granted for alterations to windows at fourth floor and the addition of a fifth floor extension to form a double mansard roof (app. no. 10/00407/FULL).
7. This permission includes a condition restricting building above roof level, including roof structures, plant or telecommunications equipment. Should planning permission be granted for the current proposal an application would be required under section 73 of the Town and Country Planning Act to vary this condition.

Proposals

8. Planning permission is sought for the installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.
9. The purpose of the installation is to provide enhanced coverage and capacity for Telefonica and Vodafone 3G and 4G mobile phone networks in the WC2A area.

Consultations

10. The application has been advertised by sending letters to surrounding residential properties, by erecting a site notice and in the local press.

11. The London Borough of Camden was consulted and raised no objection.
12. The City of London Conservation Area Advisory Committee objected, considering the proposals to be excessively large and overpowering, impacting adversely on the character of the conservation area.
13. Objections have been received from 10 local residents and businesses, including the freeholders of the building. The table below summarises the concerns raised:

| Representation | No. of Comments on this point | Response |
|--|--------------------------------------|--|
| The proposal would detract from the appearance of the building or its environs | 7 | See paragraphs 23-32. |
| Would have a detrimental impact on residential views | 4 | Although there is no right to, or protection of, private views, see paragraphs 23-32 regarding the impact on the roofscape. |
| Would be detrimental to the character / appearance of the conservation area | 3 | See paragraphs 33-38. |
| The location of telecommunications equipment would cause health risks. | 3 | See paragraphs 43-44. |
| Would be detrimental to the setting of Listed Buildings | 2 | See paragraphs 33-38. |
| Would detract from the amenity of the residential units | 2 | See paragraphs 45-46. |
| Would cause an increase in construction traffic | 2 | This is a relatively minor development which would produce limited construction traffic. The impact of traffic and other environmental effects during construction would be controlled by condition. |
| Building does not have the ability to provide 24-hour access to the roof | 1 | This is not a material planning consideration. |
| Would constitute a breach of condition | 1 | See paragraph 7. |

Policy Context

14. The development plan consists of the London Plan and the City of London Local Plan. The London Plan and Local Plan policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
15. There is relevant City of London supplementary planning guidance in the Chancery Lane Conservation Area Character Summary and Management Strategy.
16. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

17. The Corporation, in determining the planning application has the following main statutory duties to perform:-

to have regard to the provisions of the development plan, so far as material to the application and to any other material considerations. (Section 70 Town & Country Planning Act 1990);

to determine the application in accordance with the development plan unless other material considerations indicate otherwise. (Section 38(6) of the Planning and Compulsory Purchase Act 2004).

For development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990) and;

For development in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area (S72 (1) and (2) Planning (Listed Buildings and Conservation Areas) Act 1990).
18. The principal issues in considering this application are:
 - The extent to which the proposals comply with Government policy advice (NPPF).
 - The extent to which the proposals comply with the relevant policies of the Development Plan.
 - The impact of the proposal on heritage assets.
 - The impact of the proposal on the host building, nearby buildings and spaces.
19. Paragraph 42 of the NPPF states that high quality communications infrastructure is essential for economic growth. City of London Local Plan policy CS2 promotes the improvement and extension of utilities infrastructure that is designed and sited to minimise adverse impact on the visual amenity, character and appearance of the City and its heritage assets.

20. Paragraph 132 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important an asset, the greater the weight should be. Significance can be harmed or lost through the alteration or destruction of the heritage asset or development within its setting.
21. The designated heritage assets in this case are the Chancery Lane conservation area, the Grade II* listed former Patent Office, and the Grade II listed 11-15 Old Square, located across the City's boundary in the London Borough of Camden, the rear elevation of which forms the western side of Chancery Lane directly opposite the application site.
22. NPPF paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Design

23. Local Plan policy DM10.1 aims to ensure a high quality of design and to protect the townscape, requiring development proposals to have regard to the scale, height and character of their locality, and be of a high standard of design with appropriate and high-quality materials used. It also aims to ensure the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher-level viewpoints, resisting installations that would adversely affect the character, appearance or amenities of the building or area.
24. 46-47 Chancery Lane was designed by Somers Clarke Jnr and J.D.Micklethwaite and was completed in 1886. Its red brick and stone window surrounds reflect 11-15 Old Square opposite (J.Oldred Scott, 1878-1886). This choice of materials and gothic detailing both make a positive contribution to the special character of this part of the Conservation Area.
25. 46-47 Chancery Lane is predominantly a three-storey building at the Chancery Lane elevation, with a setback fourth floor and a double height mansard roof. Overall the building is six floors in height. This building respects the scale of the area, its roof extension (approved in 2010) is appropriately recessed from the parapet line and the large dormer windows create a strong, neat roofline befitting of this part of Chancery Lane.
26. At the Quality Court elevation, the shoulder height is at the fourth floor with a sheer two storey roof extension above. The building has a strong roofline when viewed from Quality Court.
27. The existing roof is uncluttered with no plant located at this level.
28. The surrounding buildings are predominantly commercial and institutional uses within the conservation area, generally averaging between five and eight storeys in height.

29. The antennae would be 4.4m high, the existing parapet height is 21.93m and the proposed antennae would rise to 26.33m. Three of the antennae would be located on a single pole to the south side of the roof, nearest the Chancery Lane elevation, the remaining six would be located on two poles to the north side of the roof, near to the edge of the Quality Court elevation. They would be visible from both Chancery Lane and Quality Court.
30. Three small scale equipment cabinets would be located towards the centre of the roof. The cabinets would be varying heights with the highest extending above parapet level by 2.4m.
31. One small transmission dish measuring 0.3m in diameter would be situated on the north-west roof edge at a height of 1.74m above the parapet.
32. The equipment would have a visually incongruous impact on the appearance of the building creating significant clutter out of scale with the building which would have a negative impact on its roofscape in views from both Chancery Lane and Quality Court.

Impact on the Designated Heritage Assets

33. The City of London Chancery Lane Conservation Area Character Summary and Management Plan SPD states that the Conservation Area covers an exceptional span of building ages and styles, resulting in a townscape of arresting contrasts and an easily legible historic street network. The northern portion of the conservation area has greater intricacy, with small surviving historic courts such as Quality Court and narrow streets like Rolls Passage juxtaposed with broader routes.
34. This part of the conservation area is noted as being characterised by views between, and along a fine urban grain. Views are typically kinetic and informal. The proposed telecommunications equipment would be visible from the west corner of the Stone Buildings and Chancery Lane junction, south to 47 Chancery Lane. The upmost part of the equipment would be visible from outside 13 – 15 Chancery Lane. The equipment would be visible within View 2 (View south along Chancery Lane from outside No. 53-64) of the defined Distant and Local Views that Make A Strong Contribution to the Character of the Conservation Area, as set out in the SPD. In these views the proposed equipment would have a negative impact on the character of the conservation area due to its untypical and unattractive appearance that would be outlined against an uncluttered skyline.
35. The presence of the equipment in these views would have a detrimental impact on the setting of 11-15 Old Square (Grade II). This red brick Tudor style building has an extravagant roofline of tall, elaborately modelled chimney stacks, pointed gables and brick and stone finials, which would be damaged by the jarring contrast of the visually crude antennas surrounded by their galvanised steel handrails.

36. The proposed telecommunications equipment at the rear of the building would be highly visible over the parapet of 46-47 Chancery Lane from Quality Court. The tightly defined, intimate nature of this space would be adversely impacted by the six antennas and their support structure. The applicants have not provided a visual impression of the impact of the proposals from Quality Court but the equipment, being the equivalent of over a storey high, would have a highly intrusive presence and would dominate views looking west in most parts of Quality Court.
37. It is considered that the proposed equipment would have a highly detrimental impact on the character of this part of the Conservation Area and would be harmful to the setting of 1 Quality Court.
38. The harm caused to the designated heritage assets described above is considered to be less than substantial harm and has to be weighed against the potential public benefit of the proposals.

Public Benefit

39. Telefonica and Vodafone have entered a network sharing agreement for network equipment across a number of sites in the UK, enabling a reduction in the environmental impact of network development.
40. Mobile phone base stations need to be located in the areas they serve. Increasing usage of mobile phones means there is a requirement for increased capacity of mobile networks.
41. The proposed installation of telecommunications equipment at 46-47 Chancery Lane would provide a new base station enabling enhanced network coverage and capacity for Telefonica and Vodafone within the WC2A area. Although this would be supported, the proposals are not in compliance with Local Plan policy CS2 which requires telecommunications infrastructure to be designed and sited to minimise adverse impact on the visual amenity, character and appearance of the City and its heritage assets.
42. Alternate sites in the vicinity have been investigated by the applicant and rejected largely due to lack of landlords consent. Two sites at street level were rejected as the tall mast would interfere with the street scene.

Health Risks

43. Paragraph 46 of the NPPF states that:
“Local planning authorities must determine applications on planning grounds. They should not seek to prevent competition between different operators, question the need for the telecommunications system, or determine health safeguards if the proposal meets International Commission guidelines for public exposure.”
44. The applicant has supplied a declaration of conformity with International Commission on Non-Ionizing Radiation (ICNIRP) public exposure guidelines confirming the proposed installation would be in full compliance.

Residential Amenity

45. The application site is located opposite a number of residential units, within 1 Old Buildings, the upper floors of 11-12 Old Square and 13-15 Old Square. Some of the units have windows directly overlooking the site. Concerns were raised regarding the impact of the proposals on residential amenity.
46. The application has been assessed against Local Plan policy DM21.3 which aims to protect residential amenity. The proposed installation would not cause undue disturbance in the form of noise, fumes and smells; impact on privacy, or day-lighting and sun lighting to the residential units; or produce any increase in vehicle or pedestrian movement and so would not conflict with policy DM21.3.

Conclusions

47. Whilst consideration has been given to the benefits of improved network coverage in this location the proposed installation would have a visually incongruous impact on the appearance of the building, would detract from the roofscape and would adversely affect the character and appearance of Chancery Lane Conservation Area and the setting and views of nearby listed buildings. The public benefits of the scheme are not considered to outweigh the less than substantial harm caused to the designated heritage assets that would be affected.
48. Therefore the proposals are considered to be contrary to Local Plan policies CS2, CS10, DM10.1, CS12, DM12.1, and DM12.2, London Plan policies 7.4, 7.6 and 7.8, and the aims and objectives of the NPPF.

Background Papers

Internal

Letter 28/02/2018 City of London Conservation Area Advisory Committee

External

Letter 17/01/2018 London Borough of Camden

Representations:

Online 04/01/2018 Nigel Baker, Thomson Foundation

Online 08/01/2018 [REDACTED]

Online 08/01/2018 [REDACTED]

Email 09/01/2018 Hubert Picarda QC

Online 09/01/2018 Denise McFarland Cruickshanks

Online 09/01/2018 Michael Levenstein

Online 09/01/2018 Francis Barlow

Online 09/01/2018 Michael Huntington

Online 09/01/2018 Eleanor Attwood

Letters 12/01/2018, 22/02/2018 Tim Bacon, Colville Estate Properties Ltd

Application Documents:

Cover Letter dated 17/08/2017 from Wilkinson Helsby

Supplementary Information

Declaration of Conformity with ICNIRP Public Exposure Guidelines

General Background Information for Telecommunications Development

Drawing Schedule

Appendix A

London Plan Policies

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

Policy 7.4 Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

Policy 7.6 Buildings and structures should:

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

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

Relevant Local Plan Policies

DM21.3 Residential environment

1. The amenity of existing residents within identified residential areas will be protected by:
 - a) resisting other uses which would cause undue noise disturbance, fumes and smells and vehicle or pedestrian movements likely to cause disturbance;
 - b) requiring new development near existing dwellings to demonstrate adequate mitigation measures to address detrimental impact.
2. Noise-generating uses should be sited away from residential uses, where possible. Where residential and other uses are located within the same development or area, adequate noise mitigation measures must be provided and, where required, planning conditions will be imposed to protect residential amenity.
3. All development proposals should be designed to avoid overlooking and seek to protect the privacy, day lighting and sun lighting levels to adjacent residential accommodation.
4. All new residential development proposals must demonstrate how potential adverse noise impacts on and between dwellings will be mitigated by housing layout, design and materials.
5. The cumulative impact of individual developments on the amenity of existing residents will be considered.

CS2 Facilitate utilities infrastructure

To co-ordinate and facilitate infrastructure planning and delivery to ensure that the functioning and growth of the City's business, resident, student and visitor communities is not limited by provision of utilities and telecommunications infrastructure.

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

DM10.1 New development

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

- a) the bulk and massing of schemes are appropriate in relation to their surroundings and have due regard to the general scale, height, building lines, character, historic interest and significance, urban grain and materials of the locality and relate well to the character of streets, squares, lanes, alleys and passageways;
- b) all development is of a high standard of design and architectural detail with elevations that have an appropriate depth and quality of modelling;
- c) appropriate, high quality and durable materials are used;
- d) the design and materials avoid unacceptable wind impacts at street level or intrusive solar glare impacts on the surrounding townscape and public realm;
- e) development has attractive and visually interesting street level elevations, providing active frontages wherever possible to maintain or enhance the vitality of the City's streets;
- f) the design of the roof is visually integrated into the overall design of the building when seen from both street level views and higher level viewpoints;
- g) plant and building services equipment are fully screened from view and integrated in to the design of the building. Installations that would adversely affect the character, appearance or amenities of the buildings or area will be resisted;
- h) servicing entrances are designed to minimise their effects on the appearance of the building and street scene and are fully integrated into the building's design;
- i) there is provision of appropriate hard and soft landscaping, including appropriate boundary treatments;
- j) the external illumination of buildings is carefully designed to ensure visual sensitivity, minimal energy use and light pollution, and the discreet integration of light fittings into the building design;
- k) there is provision of amenity space, where appropriate;
- l) there is the highest standard of accessible and inclusive design.

DM12.1 Change affecting heritage assets

1. To sustain and enhance heritage assets, their settings and significance.
2. Development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development.
3. The loss of routes and spaces that contribute to the character and historic interest of the City will be resisted.

4. Development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings.
5. Proposals for sustainable development, including the incorporation of climate change adaptation measures, must be sensitive to heritage assets.

DM12.2 Development in conservation areas

1. Development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.
2. The loss of heritage assets that make a positive contribution to the character or appearance of a conservation area will be resisted.
3. Where permission is granted for the demolition of a building in a conservation area, conditions will be imposed preventing demolition commencing prior to the approval of detailed plans of any replacement building, and ensuring that the developer has secured the implementation of the construction of the replacement building.

SCHEDULE

APPLICATION: 17/00878/FULL

46 - 47 Chancery Lane London WC2A 1JE

Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.

REASONS FOR REFUSAL

- 1 The proposed telecommunications equipment by reason of their size, appearance and location on the roof would have a visually incongruous impact on the appearance of the building, would detract from the roofscape and would adversely affect the character and appearance of Chancery Lane Conservation Area and the setting and views of nearby listed buildings.

As such the proposals are contrary to Policies CS2, CS10, DM10.1, CS12, DM12.1 and DM12.2 of the Local Plan, Policies 7.4, 7.6 and 7.8 of the London Plan, and the aims and objectives of the NPPF.

- 2 The less than substantial harm caused by the proposed development to the significance of the designated heritage assets is not outweighed by the public benefits of the proposal, including securing its optimum viable use.

As such the proposals are contrary to Policies CS12, DM12.1 and DM12.2 of the Local Plan, Policy 7.8 of the London Plan, and the aims and objectives of the NPPF.

INFORMATIVES

- 1 In dealing with this application the City has implemented the requirements of the National Planning Policy Framework to work with the applicant in a positive and proactive manner based on seeking solutions to problems arising in dealing with planning applications in the following ways:

detailed advice in the form of statutory policies in the Local Plan, Supplementary Planning documents, and other written guidance has been made available;

a full pre application advice service has been offered;

where appropriate the City has been available to provide guidance on how outstanding planning concerns may be addressed.

However, notwithstanding the above, it has not been possible to achieve solutions to the problems as the proposals are contrary to planning policies, do not demonstrate other over-riding material considerations, and negotiations could not overcome the problems.

- 2 The Plans and Particulars accompanying this application are: 001 Rev B; 002 Rev B; 100 Rev A; 101 Rev B; 200 Rev A; 201 Rev D; 300 Rev A; 301 Rev C; 302 Rev B; 303 Rev B; 304 Rev C.

Background Papers

Representations

Online 04/01/2018 Nigel Baker, Thomson Foundation
Online 08/01/2018 [REDACTED]
Online 08/01/2018 [REDACTED]
Email 09/01/2018 Hubert Picarda
Online 09/01/2018 Denise McFarland Cruickshanks
Online 09/01/2018 Michael Levenstein
Online 09/01/2018 Francis Barlow
Online 09/01/2018 Michael Huntington
Online 09/01/2018 Eleanor Attwood
Letters 12/01/2018, 22/02/2018 Tim Bacon, Colville Estate Properties Ltd

[REDACTED]

From: PLN - Comments
Sent: 04 January 2018 15:03
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 3:01 PM on 04 Jan 2018 from Mr Nigel Baker.

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE
Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.
Case Officer: Gideon Stothard
[Click for further information](#)

Customer Details

Name: Mr Nigel Baker
Email: [REDACTED]
Address: 46, Chancery Lane, London London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment:

- Noise
- Residential Amenity

Comments: We are the Tenant at the lower ground and fifth floors of 46 Chancery Lane. We have examined the Planning Application and strongly object to it on the following grounds:-

1. If the Planning Application were to be granted, this would be a clear departure from the conditions imposed by Planning Permission 10/00407/FULL dated 10 August 2010. Condition 7 thereof states that there must be no "telecommunications equipment [installed] above the top storey" to "ensure a satisfactory external appearance" of 46/47 Chancery Lane. This is in accordance with the City of London's Unitary Development Plan 2002 ("UDP"),: UTIL 3, ENV 28 provisions which control the development of telecommunications equipment on buildings in conservation areas. We see no reason at all why a condition which was imposed seven years ago in accordance with the UDP should now be overturned.

2. As stated above, 46/47 Chancery Lane is in a conservation area. The City of London's "Local Plan 2015" states that "development in conservation areas

will only be permitted if it preserves and enhances the character or appearance of the conservation area" (point 3.12.9). Furthermore, if an existing building within the conservation area is to be altered, then developers must consider a wide range of architectural and visual factors, including "the size and shape of the building" and "existing street patterns" (point 3.12.10).

The City of London's "Character Summary and Management Plan" (the "Plan") for the Chancery Lane conservation area sets out in great detail the area's distinctive architectural character and rich heritage. For example, p.9 of the Plan refers to a "long sequence of historic frontages along the side of Chancery Lane" whilst p.40 refers to the area's "strongly legal and educational bearing". We believe that installing telecommunications equipment as described in the Planning Application will be detrimental to the appearance and character of this part of the Chancery Lane conservation area.

If this application is to be decided by councillors, please take this as notice that I would like to speak at the meeting of the committee at which this application is expected to be decided.

Nigel Baker

Chief Executive
THOMSON FOUNDATION

[REDACTED]

From: PLN - Comments
Sent: 08 January 2018 22:58
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 10:56 PM on 08 Jan 2018 from [REDACTED]

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE

Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.

Case Officer: Gideon Stothard

[Click for further Information](#)

Customer Details

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

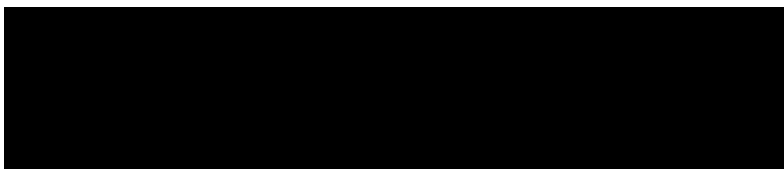
Reasons for comment: - Residential Amenity

Comments:

[REDACTED]

Lincoln's Inn and the surrounding area are an asset to the City of London, containing many listed buildings. There has recently been a substantial amount in the area, particularly on Chancery Lane. The property at 46 - 47 Chancer Lane has been renovated in a very sympathetic way and I am impressed with the appearance of the building at the moment. In my opinion, the installation of this telecommunications equipment on the roof (even if not visible from street level, if that is correct) will substantially detract from what is an otherwise sympathetically renovated building.

[REDACTED]



From: PLN - Comments
Sent: 08 January 2018 23:36
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 11:34 PM on 08 Jan 2018 from [REDACTED]

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE
Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.
Case Officer: Gideon Stothard

[Click for further information](#)

Customer Details

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: I strongly object to this planning application for a number of reasons:

1. I am concerned about the radiation from these telephone antennae. [REDACTED]

[REDACTED] I understand that the International Agency for Research on Cancer has classified RF fields as "possibly carcinogenic to humans" based on evidence suggesting a possible increased risk of brain tumours. Lincoln's Inn is a relatively densely populated section of this part of central London and in my opinion this telephone equipment could be more safely located away from residential buildings.

2. I am also concerned about the negative impact that these proposed antennae etc will have on the visual appearance of this otherwise very attractive historical building, situated within a conservation area.

3. I am concerned about the loss of residential amenity for my flat and others in Lincoln's Inn and the surrounding areas. Lincoln's Inn contains a number of unusually beautiful historic residences in the heart of central London.

[REDACTED]. There has been a large amount of development work along Chancery Lane in the last few years but thankfully the majority of this has been done sympathetically. The building at 46-47 Chancery Lane is a very good example of sympathetic modernisation. However, the installation of these disproportionately large and unsightly antennae will undermine the efforts that were clearly made to keep 46-47 CL in keeping with the Victorian buildings of Old Square, Lincoln's Inn.

For the reasons set out above, amongst others, I am very much opposed to this planning application and respectfully ask that my objections are taken into consideration.

From: COL - Contact Centre
Sent: 09 January 2018 15:08
To: Pln - CC - Development Dc
Subject: FW: PRO - FW: Development of 46-47 Chancery lane COL:05470224

17/00878/FULL

From: Hubert Picarda
Sent: 09 January 2018 12:45
To: PRO Queue <PROQueue@int.cityoflondon.gov.uk>
Subject: Development of 46-47 Chancery lane

Dear Sir or Madam,

his letter is a formal objection to a proposed development of aerals and antennae on the building of 46-47 Chancery Lane . I write as a long term resident in Lincolns Inn since 1966 in flats at 11 n Old Square and from 1978 9 Old Square . Prior to that I had lived in the Temple from 1948 in flats at 5 Essex Court and 4 Pump Court . Born in 1936 I have lived all but 12 years of my life in the Inns of Court (belonging to three of them Inner Temple Lincoln's Inn and Gray's inn the latter two which I joined in 1965).

Through my friendship with the late Francis Cowper author of Prospect of Gray's Inn and chronicler of life in the Inns of Court and their treasures and my associations with h the Betjeman family (John Penelope and Candida Betjeman) I have been keen supporter of preserving the integrity of fine architecture and precious historic and natural environments generally and of the Inns of Court and Chancery lane in particular and have recorded my love of the Inns in various publications .

I therefore whole heartedly associate myself with, and adopt and adapt with additional comments of my own each and every one of the objections raised by James Manning of 15 Old Square and Denise McFarland of 11 Old Square to the proposals on the several grounds as articulated and repeated below . This gratuitous invasive after thought development is a step too far

1. Lincolns Inn - which is within a few metres of the proposed development - contains many buildings and areas of huge heritage importance . Chancery lane itself is a part of the fabric of historic London and an ancient part of the wider City. To develop the structures and aerals etc. In the manner proposed is wholly Inconsistent with the environment of Chancery Lane / Lincoln's Inn particularly in terms of building type, and development. One end of the roof of 46 47 Chancery lane is clearl visible from three rooms in our flat overlooking Old Square. And it will be a blot and blight on the landscape

2. The adverse impact of the proximity of aerals and antennae of the type proposed has been proven by the scientific community see eg <https://es-ireland.com/mwrradiation/masts-antennae>. Not only does it have an adverse impact on the health of people but also has been shown to diminish wildlife (bees and birds in particular). The emissions from such antennae and disruptions they cause create environmental pollution. Thus I too particularly object to the environmental pollution of this proposed development. By way of example, bee hives are kept in Lincolns Inn and by neighbouring firms of solicitors (the latter on rooftop hives) and there are many birds who live in the Inn and neighbouring Gray's Inn to which I belong and Lincolns Inn fields - including birds of prey and endangered house sparrows and other garden bird species. We must protect our living heritage and prevent encroachment of business development which has been shown to present risks of harm to not only people but our living heritage too.

3. Finally, the traffic which uses Chancery Lane already is under great pressure particularly at peak times and when bikes are using the in my contra flow system. It is in essence a single lane highway but constant parking by lorries

and vans servicing a development site (as we suffered during the Saatchi development) poses a hazard and danger to pedestrians and all road users. To allow another major development without the appropriate infrastructure to support it , and thereby putting significant further pressure on the roads' systems and users would be negligent and fail to take into proper account the balance of safety , and risks versus the desires of the Applicant.

Please acknowledge safe receipt of this objection by email

Best wishes

Hubert Picarda QC

From: PLN - Comments
Sent: 09 January 2018 10:09
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 10:06 AM on 09 Jan 2018 from Ms Denise McFarland Cruickshanks .

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE
Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.
Case Officer: Gideon Stothard

[Click for further information](#)

Customer Details

Name: Ms Denise McFarland Cruickshanks
Email:
Address: 11 Old Square Lincolns Inn London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment:
- Residential Amenity
- Traffic or Highways
Comments: Dear Sir or Madam,
I object to the proposals on several grounds:

1. Lincolns Inn - which is within a few metres of the proposed development - contains many buildings and areas of huge heritage importance . Chancery lane itself is a part of the fabric of historic London and an ancient part of the wider city. To develop the structures and aerals etc. in the manner proposed is wholly Inconsistent with the environment of Chancery Lane / Lincolns Inn but in terms of building type, and development.

2. The adverse Impact of the proximity of aerals and antennae of the type proposed has been proven by the scientific community. Not only does it have an adverse Impact on the health of people but also has been shown to diminish wildlife (bees and birds in particular). Thus I particularly object to the environmental pollution of this proposed development. Bees are kept in Lincolns Inn and by neighbouring firms of solicitors (the latter on rooftop hives) and there are many birds who live in the

Inn and neighbouring Grays Inn and Lincolns Inn fields - including birds of prey and endangered house sparrows and other garden bird species. We must protect our living heritage and prevent encroachment of business development which has been shown to present risks of harm to not only people but our living heritage too.

3. Finally, the traffic which uses chancery lane already is under great pressure particularly at peak times and when bikes are using the contra flow system. It is in essence a single lane highway but constant parking by lorries and vans servicing a development site (as we suffered during the Saatchi development) poses a hazard and danger to pedestrians and all road users. To allow another major development without the appropriate infrastructure to support it , and thereby putting significant further pressure on the roads system and users would be negligent and fail to take into proper account the balance of safety , and risks versus the desires of the Applicant.

From: PLN - Comments
Sent: 09 January 2018 12:58
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 12:56 PM on 09 Jan 2018 from Mr Michael Levenstein.

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE
Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.
Case Officer: Gideon Stothard

[Click for further information](#)

Customer Details

Name: Mr Michael Levenstein
Email:
Address: 14 Old Square Lincoln's Inn London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment: - Residential Amenity
Comments: The proposal will have an immediate and detrimental impact on the line of sight of all the flats at and around roof level in circumstances where the intended objectives can be satisfied with either antennae located within the building or along the alleyway and out of site of Chancery Lane. It is clear that the tenants have been able to meet their telecommunications need hitherto with the existing arrangement(s) insofar as there are a number of high-tech firms and businesses in occupation there already.

From: PLN - Comments
Sent: 09 January 2018 15:33
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 3:31 PM on 09 Jan 2018 from Mr Francis Barlow.

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE
Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.
Case Officer: Gideon Stothard

[Click for further information](#)

Customer Details

Name: Mr Francis Barlow
Email:
Address: Flat 2, Old Buildings, Lincoln's Inn, London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment: - Residential Amenity
Comments: I am a resident of Lincoln's Inn and the chairman of the Lincoln's Inn Residents' Association. I am also a professional tenant of a set of barristers' chambers at 10 Old Square, but it is principally in my capacity as a resident that I write to you.

As you know, Lincoln's Inn is an elegant enclave in the middle of London with many fine buildings which house not only sets of barristers' chambers and offices for solicitors and other professional people but also a large number of flats. Almost all the flats are located on the top storey or the top two storeys of these buildings. The proposed development will undoubtedly be very unsightly to those with a view of it and while it may not be visible or very visible from ground level, residents of flats in the Inn which overlook Chancery Lane will have a grandstand view. Although I am not personally very directly affected (my flat is on the second floor of 23 Old Buildings and has no view over Chancery Lane), residents with flats on the East side of Old Square and Gatehouse Square will be badly affected. I know that some will have already written to you to object, but I

suspect that some may not even know about the proposal. (I only found about it myself this morning.) I have no doubt at all that if they did they would object. I hope that in the circumstances you will allow me, in my representative capacity, to lodge an objection on their behalf as well as on my own.

From: PLN - Comments
Sent: 09 January 2018 16:18
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 4:16 PM on 09 Jan 2018 from Mr Michael Huntington.

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE

Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.

Case Officer: Gideon Stothard

[Click for further information](#)

Customer Details

Name: Mr Michael Huntington

Email:

Address: The Honourable Society of Lincoln's Inn The Treasury Office, Lincolns Inn London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Dear City of London Planning,

I object to the proposals on several grounds:

1. The Honourable Society of Lincoln's Inn, which is located next to the proposed development, is a site of historic significance that contains many listed buildings. The proposed development would not fit within the character of the neighbourhood which is protected by the Chancery Lane Conservation Area.

2. The proposed development would also adversely affect the following historic views that are described in the Chancery Lane Conservation Area Character Statement & Management Strategy SPD.

- a. View of Staple Inn gardens from Chancery Lane
- b. View into Quality Court from Chancery Lane

For the reasons listed above, I feel that this development should not be approved.

From: PLN - Comments
Sent: 09 January 2018 22:30
To: PLN - Comments
Subject: Comments for Planning Application 17/00878/FULL

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

Comments were submitted at 10:28 PM on 09 Jan 2018 from Mrs Eleanor Attwood.

Application Summary

Address: 46 - 47 Chancery Lane London WC2A 1JE
Proposal: Installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.
Case Officer: Gideon Stothard

[Click for further information](#)

Customer Details

Name: Mrs Eleanor Attwood
Email:
Address: Flat 2 Six Stone Buildings London

Comments Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Reasons for comment: - Residential Amenity
Comments: The proposed installation will be visible from the residential accommodation in Lincoln's Inn. It is very different from the Victorian building on which it is proposed to be installed and will be completely out of character. This will affect the enjoyment of residents of the views of Chancery Lane. Surely such equipment can be installed somewhere less prominent.

Colville Estate Properties Limited

40 Craven Street
London WC2N 5NG



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

12 January 2018

Your Ref: PT GHS/17/00878/FULL
By Email to: plans@cityoflondon.gov.uk
Attention: Gideon Stothard

Dear Sirs

46 - 47 CHANCERY LANE LONDON WC2A 1JE

PLANNING APPLICATION REFERENCE: 17/00878

I am writing on behalf of Colville Estate Properties Limited (CEPL). CEPL are the freeholders of 46-47 Chancery Lane. An application has been submitted on a building that we own which we strongly object to. The application is for the installation of telecommunications equipment at roof level comprising nine antennae, one transmission dish, three cabinets, and associated ancillary development.

We understand that a planning application can be submitted without consent from the freeholder. However, it should be noted that whilst discussions have been held with the applicant in relation to the potential installation mast at the site (in the first half of 2017) we advised the applicant, through our agent, that after consideration CEPL would not be supportive of the installation of this equipment on the roof of 46 – 46 Chancery. From the CTIL Industry Site Specific Supplementary Information telecommunications installations document submitted in support of the application, the applicant outlines the alternative sites considered and not chosen for installation prior to the submission of this application. It is interesting to see that the majority of reasons outlined for not choosing the alternative sites were due to the landlord not supporting any form of telecommunications development on the building, and so we do not understand why an application has been submitted for 46-47 Chancery Lane when we have clearly expressed that we would not be supportive of this application. We have also noted the 8 objections raised by nearby residents to the current planning application.

46-47 Chancery Lane is located within the Chancery Lane Conservation Area. The building itself is not listed, however there are a number of listed buildings surrounding and near to the site. The Grade II* Southampton building No 25 (Patent office/library) is located directly east. Nos. 14 & 15 Took's Court are also Grade II listed and are located directly opposite No. 40 Chancery Lane (Saatchi and Saatchi).

Directors: Sir Nicholas Bacon, Bt. (Chairman) Timothy R. Bacon (Managing Director) William E. Drake
James R. Townshend John H. Stephen Henry H. Bacon Edmund A. Bacon Nicholas M Bartlett
Secretary: Mathew Nottingham Regn. No. 2428557 England
Registered Office: 71 Queen Victoria Street, London EC4V 4BE+

As outlined within the City of London Local Plan (2015) the designation of a conservation area carries with it the statutory duty to consider how an area or areas can be preserved and enhanced.

Conservation areas are defined as designated heritage assets within the NPPF (2012) and therefore the settings and significance of conservation areas should be sustained and enhanced. The City of London (COL) will expect that any development proposals within a conservation area should strengthen the special character of that conservation area and its setting.

Paragraph NPPF 132 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification

Policy DM 12.1 outlines that *"development proposals, including proposals for telecommunications infrastructure, that have an effect upon heritage assets, including their settings, should be accompanied by supporting information to assess and evaluate the significance of heritage assets and the degree of impact caused by the development."* In addition, the policy states that *"development will be required to respect the significance, character, scale and amenities of surrounding heritage assets and spaces and their settings."*

Policy DM 12.2 (Development in conservation area) states that development in conservation areas will only be permitted if it preserves and enhances the character or appearance of the conservation area.

Under policies DM 12.1 and policies DM 12.03, development proposals will be required to include supporting information describing the significance of any heritage assets whose fabric or setting would be affected and the contribution made by their setting to their significance and the potential impact of proposals on that significance.

The CTLIL Industry Site Specific Supplementary document details the application proposals and discusses the location of the telecommunications installations. Specifically, the document outlines that *"the visual effects of the proposal will be minor given the small scale of the proposed rooftop apparatus in comparison with the overall bulk of the host and surrounding buildings."* Firstly, it is important to point out that the applicant is acknowledging that there will be a detrimental visual impact following the installation of this plant. In addition, we do not think that comparing the size of the plant equipment with a six-storey building is a valid comparison in terms of visual impact. The document then goes on to say that *"the utilisation of a shared rooftop site and thereby eliminating the need to build two new ground based installations within the street environments will have the least detrimental visual impact on the Chancery Lane Conservation Area."* This statement is insinuating that whilst there is a visual impact, it could have been a lot worse. This is not sufficient justification and should not be considered as a positive during the determination of this application. The visual impact of this plant needs to be assessed as a standalone proposal.

The existing parapet level of the building is 21.93m, if consent is granted the top of the proposed antennas will rise to 26.33m (circa 4 metres increase). The increase in height and the addition of 9.no antennas and other plant equipment proposed will be extremely unsightly and will have a profound detrimental impact on the existing building and the surrounding roofscape. It is clear that by reading the other objections, a number of local residents are in agreement with this.

The proposals will not strengthen the special character of the Chancery Lane Conservation Area and would not be compliant with the aspirations of COL (policy DM12.2) for new development proposals.

Strategic Objective 1 and policy CS1 of the City of London Plan seeks to maintain and strengthen the City's status as the world's leading international financial and business centre. As a consequence, any proposal that has the potential to restrict potential future office development should be resisted. Whilst we have no immediate plans to evaluate the potential of the portfolio to accommodate more office floorspace, the introduction of such a significant amount of telecommunications equipment would unquestionably have negative implications in this regard.

In conclusion, we believe that the application should be refused on the basis that the proposals will have a profound detrimental visual impact to the surrounding area and the installation of the plant equipment will not respect, preserve or enhance the character of the Chancery Lane Conservation Area contrary to planning policies DM12.1 and DM12.2.

We trust that the above comments will be fully considered and taken into account as part of the determination process for this application.

Yours faithfully

T R Bacon
Managing Director

Colville Estate Properties Limited

40 Craven Street
London WC2N 5NG



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

22 February 2018

Your Ref: PT GHS/17/00878/FULL
By Email to: plans@cityoflondon.gov.uk
Attention: Gideon Stothard



Dear Sirs

46 - 47 CHANCERY LANE LONDON WC2A 1JE

PLANNING APPLICATION REFERENCE: 17/00878

Further to my letter of 12 January 2018 concerning the above planning application there is one further point that needs to be made.

46-47 Chancery Lane is a small building and, whilst it is currently manned by a receptionist during normal office hours, we do not have the ability to provide 24 hour access to the roof. This was a contributory factor when we decided not to proceed with our discussions with the operator last year.

Yours faithfully



T R Bacon
Managing Director

ACKNOWLEDGED 27.02.18 *RS*

| | |
|---|---|
| Committee(s) Streets and Walkways Committee – For Information Planning and Transportation Committee – For Decision | Dated: 27 February 2018 9 April 2018 |
| Subject: Road Danger Reduction and Active Travel Plan 2018 - 2023 | Public |
| Report of: Director of the Department of Built Environment | For Decision |

Summary

This 5-year Road Danger Reduction and Active Travel (RDR & AT) Plan has been developed with the ambition of getting the City on target for meeting the Vision Zero objectives outlined in the draft Mayor's Transport Strategy, whereby the annual number of people killed or seriously injured (KSI) in traffic incidents is zero before 2041. To meet this challenging target the plan proposes a number of behaviour change, enforcement, engagement and engineering initiatives that support safer travel by active modes (walking and cycling), whilst reducing road risks at source.

The 2018/19 RDR Work Programme is broadly based on the assumptions set out in this document, details can be seen in Appendix 5.

Measures implemented from the 2013 Road Danger Reduction Plan include:

- City-wide 20mph zone – all streets except some TfL controlled streets;
- Bank junction – timed closure to motor traffic;
- Implementation of engineering measures, including: removal of Aldgate Gyratory, 2-way cycling, courtesy crossings
- Behaviour change programme – engaging schools, employers & the City Police
- Reducing goods vehicle and cyclist collisions – delivery of CLOCS and FORS, exchanging places

New transport infrastructure such as Crossrail and associated office developments are bringing about a changing environment in the City and its daytime demographic. Commuter numbers are increasing and predicted to continue to rise, while more people are choosing to walk or cycle their last mile to work.

Work on engineering, education, enforcement, training and promotion have seen a reduction in the rate of collisions. However over the past five years absolute casualty numbers have remained roughly constant. Therefore, the 2013 RDR Plan's target of a 50% reduction in killed or serious injury (25 KSI) by 2020 is unlikely to be met.

The draft Mayor's Transport Strategy proposes the adoption of Vision Zero, setting the City a target of 18 KSI by 2022 and 16 KSI by 2030. The 2022 reduction is unrealistic and the 2030 target would be very challenging requiring the City to undertake even more radical measures.

This 5-year RDR & AT Plan focuses on three themes:

1. Engagement and behaviour change.
 2. Danger reduction through enforcement and targeted road user interventions and
 3. The trialling of innovative temporary engineering measures.
- All work will be data led including: collision data analysis, collision hot-spot investigations, and extensive monitoring and evaluation of all physical and behavioural interventions.

Recommendation(s)

Members are asked to endorse the Road Danger Reduction and Active Travel Plan 2018 - 2023 for public consultation. (Appendix 1).

Members are also asked to approve the 2018/19 Work Programme (Appendix 5 and Appendix 6).

Main Report

Background:

1. The City's success is reflected in its continuing growth as a commuter destination. There has been significant recent growth from 356,600 employees in 2010, rising to 454,700 by 2015, a 22% increase. There has also been an increase in walking and cycling within the City, which is in line with the Healthy Streets Approach in the draft Mayor's Transport Strategy. During the past 5 years, killed or seriously injured casualties (KSI) have remained fairly constant, averaging 50 KSIs each year. This is lower total than any London borough, but is not in line with the 2020 target of 25 KSI set in the *2013 Road Danger Reduction Plan*.

Current Position:

2. Cyclist KSI numbers are down. The 2014-16 average of 16 KSI compares to the 2011-13 average of 23 KSI. This is roughly a 30% reduction, despite an approximate 25% increase in cyclist numbers. However cyclists accounted for 6 of the 11 fatalities in the City between 2012 – 2016.
3. The number of pedestrians killed or seriously injured in road collisions has risen. The 2014 -16 average of 22.6 KSI, compares to the 2011 – 13 average of 17.6 KSI; approximately a 22% increase. This increase is roughly in-line with the 22% increase of the City worker population.
4. The delivery plan therefore proposes a focus on the safety of active travel with an emphasis on pedestrian safety, focusing on reducing danger at source.
5. The casualty analysis (Appendix 7) maps who, what, where, when and why collisions occur within the Square Mile and provides the background evidence for the RDR and AT Plan.

Proposals:

6. **Theme 1: Engagement and Behaviour Change**

• **Behaviour change: attitudes to travel programme**

Almost all collisions involve behavioural factors, it is therefore imperative to change the attitudes of road users. Social norms campaigns and best practice guides will be aimed at encouraging safer road behaviour over the long term.

• **Causational factors programme**

Analysis of Police roadside collision reports (Stats19) together with road safety audits of collision hotspots will inform this programme. Targeted campaigns by user behaviour and location will seek to address behaviours. Small engineering improvements to the highway will be proposed where required to support safer road user behaviour.

- **Stakeholder engagement: Active City Network (ACN)**

The ACN is a means of distributing road danger reduction and active travel promotions and messages to businesses, residents, visitors and students throughout the City of London. It will also act as a forum for feedback on proposed measures, encouraging a sense of ownership over road danger issues from the whole community.

- **RDR partnership**

The Partnership of the City Police and City Corporation is dedicated to making a healthier and safer City. It is proposed that to monitor progress towards Vision Zero, the partnership is chaired by the Chairman of Planning and Transportation. An officer level Operational Delivery Group would meet quarterly and membership would be expanded to neighbouring Boroughs to allow cross boundary working.

7. **Theme 2: Danger reduction and vision zero**

- **Targeted enforcement and street monitoring**

The City Corporation Road Danger Reduction team works in close partnership with the City of London Police to analyse the data from injury collisions to allow an 'intelligence led' intervention approach.

The City of London Police have a Roads Policing strategy will ensure that higher risk road user behaviour and criminality on the roads is addressed through criminal prosecution or educational alternatives and support road safety campaigns and events delivered by the City of London Corporation and Transport for London

- **Safer freight operation**

HGVs make up less than 1% of the traffic but have been involved in 30% of the road fatalities in the City over the past 5 years. The *City Mark* programme works with all construction sites improving compliance for large freight vehicles and their drivers. This work will continue and be embedded within CCS.

The City Corporation adopted Fleet Operator Recognition Scheme as a procurement requirement to ensure safer vehicles and drivers for deliveries. Adoption of similar schemes by City employers will be promoted through the *Active City Network*.

- **Safer riders – pedal and motor cycle**

Powered two wheelers are involved in 25% of all KSIs in the City. Pedal cyclist injuries have fallen but collisions between cyclists & pedestrians have risen. We will focus on engagement through establishing forums, rider etiquette campaigns to change behaviours and rider training to reduce collisions involving riders.

- **Safer drivers**

Driver training will be promoted to groups such as private hire and van drivers. Methods for ensuring safer buses, taxis and private hire cars will be developed through the *Road Danger Reduction Partnership* and TfL, encouraging enhanced driver training.

8. **Theme 3: Active travel and Healthy Streets**

- **Temporary timed closures of casualty hotspots – lunchtime streets**

The rising demand for active travel puts pressure on the current facilities at peak times. We will therefore research the opportunity for trialing timed closures for some vehicle types at high footfall casualty hotspots. The City experiences three peaks in pedestrian demand, morning, lunch and evening. The proposed initial focus will be trialing traffic free streets in high demand areas at lunchtime. This is the least disruptive time for a trial, and will provide ability to assess impacts.

- **Tactical urbanism: Active travel priority zones**

Experimental road designs will be trialled on low budgets with temporary materials to study their impacts, preceding permanent road alterations.

Targets:

9. The Draft Mayors Transport Strategy Vision Zero approach sets challenging interim targets for London authorities based on the 2005-9 and 2009 – 14 baselines. Unlike other authorities, the City has not seen absolute drops over this period.

The 2022 target set by the Mayor of a 65% reduction from the 2005 – 9 baseline would require a reduction from 51KSI in 2016 to below 18KSI in 2022. It is not realistic to adopt this target. However, a linear reduction towards the 2030 target of 16KSI would be more appropriate, which results in a target for the City of 33 KSI in 2023.

RDR and AT Work Programme 2018/19

10. Appendices 3,5 & 6 outline detailed delivery and spending plan for the year ahead.

Budget:

11. The 2018/19 annual RDR & AT Work Programme is fully funded through TfL Local Implementation Plan. Future years programmes will be subject to agreed funding and reporting process to members.
12. It is recognised that an increased RDR budget is required over the following years if the City is to meet the challenging targets. Section 55 of the Road Traffic Regulation Act states that on-street parking surplus, including fines from Bank, can be spent on the implementation of the London Transport Strategy.

Conclusions:

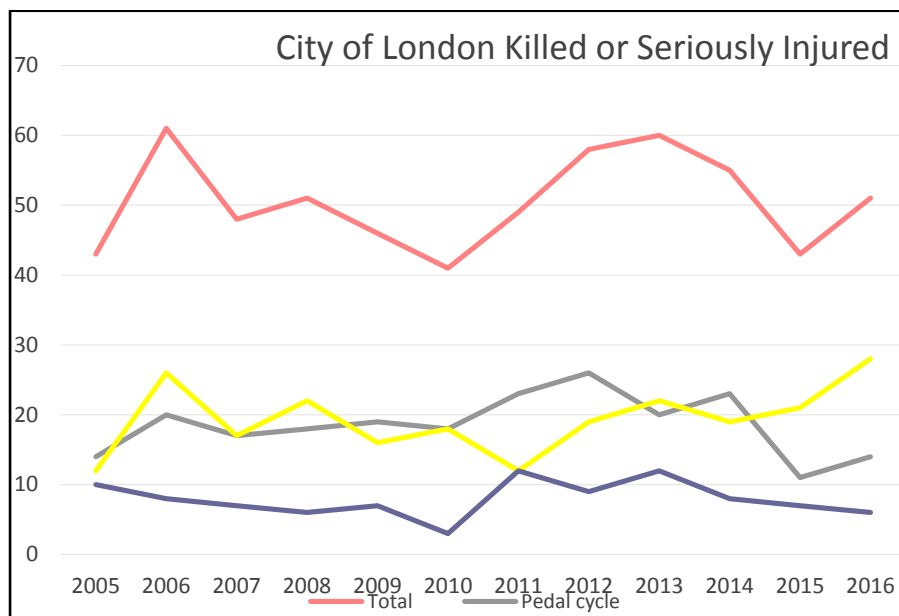
13. Measures adopted over the last five years for road danger reduction have been successful in delivering an improvement in the casualty rate in the City. However absolute casualty numbers have remained constant due to the rise in the number vulnerable road users. More significant reductions in KSI numbers will require the adoption of new and more radical measures that prioritise active travel and support Healthy Streets.
14. The existing major engineering projects and programmes such as Bank on Safety, will continue to deliver casualty reductions, but due to time-frame major new projects are beyond the scope of this 5-year plan
15. The 2018 – 2023 Plan focuses on what we can do in the short term. Longer term reduction in casualties will rely heavily on the adoption of a radical Transport Strategy for the City.

Appendices

Appendix 1 Road Danger Reduction & Active Travel Plan 2018 -2023

PDF (Attached as a separate document)

Appendix 2 Road Injury statistics for the City of London 2011 – 2016



Appendix 3: Proposed RDR and AT Team 2017/18 Budget with Targets

| Project | Estimated KSI reduction | Required Full Time Equivalent staff | Annual cost - £000s |
|---|-----------------------------|-------------------------------------|---------------------|
| Behaviour change: attitudes to travel | 0.5 | 1 | 40 |
| Causational factors analytics and highways monitoring | 0 (provides evidence base) | 1 | 10 |
| Community Engagement | 0 | 1 | 35 |
| Joint Campaign - Enforcement | 0.5 | 0.5 | 10 |
| Safer Freight | 0.5 | 0.5 | 10 |
| Safer Riders | 0.5 | 0.5 | 10 |
| Safer drivers | 0.25 | 0.5 | 5 |
| Engineering / Temporary Pilot | | | |
| Timed closures | 0.25 | 0.5 | 10 |
| Active Travel Zones | 0 | 0.5 | 0 |
| Network Performance | 0.5 | 1 | 124 |
| Totals: | 3 | 6 | 254 |
| The requested £254,000 budget is to be funded from the LIP allocation 2018/19 | | | |
| Outcomes from programme | Annual KSI Reduction | | |
| Reduction in KSI | 3 | | |
| Current KSI (3-year average) | 50 | | |
| Target KSI for 2018 | 47 | | |

Annual Value a serious injury (per incident - DfT 2016) = £237,527.00

Bank has not been included in the projected casualty savings

Appendix 4: City of London Casualty Analysis and Mapping 2012 - 2016 City Etiquette Guide

(Attached as a separate document)

Appendix 5: Road Danger Reduction and Behaviour Change - Monthly Work Programme

| Month | Category | Action | Objective |
|--------|---------------------------------------|---|---|
| Apr-18 | Behaviour Change Campaign | Easter Active Travel Campaign | To encourage people who are getting back on their bikes to consider training |
| Apr-18 | Behaviour Change Campaign | City Etiquette Campaign - videos | Engage commuters through YouTube and social media |
| Apr-18 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| Apr-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Apr-18 | Community and Business Engagement | Aldgate Area - School Pedestrian Training | To ensure all pupils at Sir John Cass are aware of the changes to the Aldgate Area project |
| Apr-18 | Community and Business Engagement | ACN Event: Vision Zero Workshop | Find opportunities for collaboration with TfL and neighbouring boroughs |
| Apr-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Apr-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| May-18 | Behaviour Change Campaign | Walk the City - Walking Maps Campaign | Engage with business - promote safer walking routes |
| May-18 | Behaviour Change Campaign | Business Healthy Challenge | Supporting CoL initiative, engage with business, promote active travel, offer training for safer cycling, safer walking routes etc. |
| May-18 | Behaviour Change Campaign | National Walking Month | To engage with vulnerable road users and encourage active travel |
| May-18 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| May-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| May-18 | Community and Business Engagement | Pop Up Roadshows - (Location TBC) | To promote healthy sustainable travel |

| Month | Category | Action | Objective |
|--------|---------------------------------------|--|---|
| May-18 | Community and Business Engagement | Aldgate Area - School Pedestrian Training | To ensure all pupils at Sir John Cass are aware of the changes to the Aldgate Area project |
| May-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| May-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Jun-18 | Behaviour Change Campaign | National Bike Week - Exchanging Places Campaign | To promote work related road safety as part of national bike week |
| Jun-18 | Behaviour Change Campaign | City Etiquette Campaign - Less Haste | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Jun-18 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| Jun-18 | Community and Business Engagement | ACN Event: 200 Year of the Bike History Conference | CoL Partner support & encourage safer & healthy travel |
| Jun-18 | Community and Business Engagement | Tactical Urbanism: Lunchtime Streets Pilot | Trial lunch-time street closures to monitor impacts - engage with businesses, improve pedestrian facilities |
| Jun-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Jun-18 | Community and Business Engagement | Pop Up Roadshow - Golden Lane Community Day | CoL partner support & encourage safer & healthy travel |
| Jun-18 | Community and Business Engagement | Pop Up Roadshows - (Location TBC) | To promote healthy sustainable travel |
| Jun-18 | Community and Business Engagement | Aldgate Area - School Road Safety Day | To ensure all pupils at Sir John Cass are aware of the changes to the Aldgate Area project |
| Jun-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Jun-18 | Driver and Rider training | Cyclist and motorcyclist's forum | Liaise with forums to engage, feedback and advise rider groups on demands for City safety |
| Jun-18 | Rider Training / Behaviour Change | E Bike Tours | To engage with businesses to promote safer & healthy travel |
| Jun-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Jun-18 | Safer Freight / Safer Riders | Construction site hoarding safety campaign | To promote work related road safety as part of national bike week |
| Jul-18 | Collision data | Highway Monitoring | To monitor streets for future |

| Month | Category | Action | Objective |
|--------|---------------------------------------|-----------------------------------|--|
| | and hotspot monitoring | | safety initiatives, with a highlight report |
| Jul-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Jul-18 | Community and Business Engagement | Cart Marking | To promote HGV & vulnerable road user safety |
| Jul-18 | Community and Business Engagement | Pop Up Roadshows - (Location TBC) | To promote healthy sustainable travel |
| Jul-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Jul-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Aug-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Aug-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Aug-18 | Rider Training / Behaviour Change | E Bike Tours | To engage with businesses to promote safer & healthy travel |
| Aug-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Sep-18 | Behaviour Change Campaign | Healthy Safe Travel | European Mobility Week |
| Sep-18 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| Sep-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Sep-18 | Community and Business Engagement | Pop Up Roadshows - (Location TBC) | To promote healthy sustainable travel |
| Sep-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Sep-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Oct-18 | Behaviour Change Campaign | Light Angels Campaign | To promote safer cycling during the darker months - hand out lights to cyclists when clocks go back, who don't have lights |
| Oct-18 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |

| Month | Category | Action | Objective |
|--------|---------------------------------------|------------------------------------|--|
| Oct-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Oct-18 | Driver and Rider Training | Driver Assessments | To ensure all Cool drivers are assessment to a good standard |
| Oct-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Nov-18 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| Nov-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Nov-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Nov-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Dec-18 | Behaviour Change Campaign | Christmas Safer Commuting Campaign | To ensure all City commuters stay safe during the festive period |
| Dec-18 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| Dec-18 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Dec-18 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Dec-18 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Jan-19 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| Jan-19 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Jan-19 | Community and Business Engagement | School Pedestrian Training | To engage with CoL school children of all ages, safer routes to school |
| Jan-19 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Jan-19 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Feb-19 | Behaviour Change Campaign | London Bike Show | To engage with motorcyclists, promote safer riding and provide free training |
| Feb-19 | Collision data | Highway Monitoring | To monitor streets for future |

| Month | Category | Action | Objective |
|--------|---------------------------------------|----------------------------|--|
| | and hotspot monitoring | | safety initiatives, with a highlight report |
| Feb-19 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Feb-19 | Community and Business Engagement | School Pedestrian Training | To engage with CoL school children of all ages, safer routes to school |
| Feb-19 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Feb-19 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Mar-19 | Collision data and hotspot monitoring | Highway Monitoring | To monitor streets for future safety initiatives, with a highlight report |
| Mar-19 | Community and Business Engagement | ACN Business Roadshow | To engage with City businesses, promote safer riding & driving initiatives and consult with employers. |
| Mar-19 | Community and Business Engagement | School Pedestrian Training | To engage with CoL school children of all ages, safer routes to school |
| Mar-19 | Driver and Rider Training | Driver Assessments | To ensure all CoL drivers are assessment to a good standard |
| Mar-19 | Safer Freight | City Mark | To engage with CCS major construction sites |
| Mar-19 | Safer Freight | CLOCS Conference | To keep up to date with best practice, networking and promoting City of London initiatives |

Appendix 6: RDR and AT Engineering Proposals 2018/19

| Scheme location & description | Expected output | Anticipated delivery date |
|---|---|---------------------------|
| City-wide collision hotspot analysis. A continuation of the City-wide analysis in 2017/18, focusing on locations with the greatest collisions and identifying potential engineering measures to improve road safety. | <p>Potential engineering measures identified, and a programme of measures evaluated for implementation from 2019/20.</p> <p>Potential sites to investigate include Fleet Street, Ludgate Hill, Fetter Lane, Gresham Street and others which become apparent during 2018.</p> | Mar-19 |
| Puddle Dock link - Blackfriars Pier to Queen Victoria Street. This scheme provides facilities to enable pedestrians to access this part of the City more safely. It potentially includes a pedestrian crossing over Upper Thames Street, a pedestrian footway on the western side of Puddle Dock and the re-design of the Puddle Dock/Queen Victoria Street junction to reduce collisions | <p>Prepare a business case for the project & if approved, measures evaluated for approval.</p> <p>Delivery in 2020.</p> | Mar-19 |
| Deliver a programme of RDR engineering measures evaluated in 2017/18. | <p>Deliver the following low-cost schemes:</p> <ol style="list-style-type: none"> 1. Fenchurch Street/Lloyd's Avenue – protected right turning lane and raised side road entry treatment. Expected collision saving 0.4 per year. 2. Fenchurch Street/Mincing Lane – protected right turning & side road entry treatment. Expected collision saving 0.7 per year. 3. Aldersgate Street/Beech Street/Long Lane – road markings to improve turning positioning guidance. Expected collision saving 0.5 per year. 4. Cheapside/New Change – minor amendment to traffic signal phasing and road markings to improve lane positioning guidance. Expected collision saving 1 per year 5. Moorgate/Great Swan Alley – introduce pedestrian crossing refuge to cater for pedestrian desire line and consider upgrading the existing n/b cycle lane. Expected collision saving 1.5 per year | Mar-19 |
| Cycle Quietways Phase 2 | <p>Routes identified & outline options evaluated and approved.</p> <p>Delivery 2020.</p> | Mar-19 |
| Other cycling improvement measures. | <p>Improvement measures identified & a programme of measures evaluated for implementation. Potential proposals could include:</p> <ol style="list-style-type: none"> 1. Proposed cycle stop lines to meet cycle | Mar-19 |

| | | |
|---|--|---------------|
| | capacity 2. Cycle parking 3. Low level cycle lights at traffic signals 4. Early cycle release at traffic signals 5. Improved cycle lanes to meet cycle capacity where possible | |
| <i>Leadenhall Street/St Mary Axe. A signalised junction scheme evaluated several years ago but deferred due to nearby construction activity</i> | <i>Subject to funding, the scheme will be re-evaluated, detailed design completed and the delivered</i> | <i>Mar-19</i> |

| | |
|---|---------------------|
| Committee: | Date: |
| Planning and Transportation | 9/4/18 |
| Subject: Final Departmental Business Plan 2018/19 - Department of the Built Environment | Public |
| Report of: Carolyn Dwyer, Director of the Built Environment | For Decision |
| Report author: Elisabeth Hannah | |

Summary

This report presents for approval the final high-level business plan for the Department of the Built Environment for 2018/19.

Recommendation

Members are asked to approve the Department of the Built Environment's final high-level business plan for 2018/19.

Main Report

Background

1. As part of the new framework for corporate and business planning, departments were asked to produce standardised high-level, 2-side business plans for the first time in 2017/18. These were presented as drafts to Service Committees in January/February and as finals for formal approval in May/June 2017. Members generally welcomed these high-level plans for being brief, concise, focused and consistent statements of the key ambitions and objectives for every department.
2. For 2018/19, departments were again asked to produce high-level plans in draft, which were presented to Service Committees in November and December 2017 alongside the departmental estimate reports, so that draft ambitions could be discussed at the same time as draft budgets. This represented the first step towards integrating budget-setting and priority-setting.
3. Discussions are also taking place on aligning other key corporate processes with business planning, such as workforce planning and risk management. Achieving this will represent a significant step towards the City of London Corporation being able to optimise its use of resources. The refreshed Corporate Plan was approved at the Court of Common Council on 8 March.
4. With these key documents in place, and a new corporate performance management process in development, the City Corporation will be able to drive departmental activities to deliver on corporate priorities and allocate resources in full knowledge of where it can achieve most impact on the issues and opportunities faced by the City, London and the UK.

5. Following the presentation of draft high-level business plans to Service Committees in November and December, a further refinement was made to the format to update departmental ambitions to refer to the Corporate Plan outcomes. Members should therefore start to see closer alignment between the departmental business plans and the Corporate Plan outcomes.
6. Work is also taking place on reviewing the content and format of the supporting detail that will sit beneath the high-level business plans. This includes: information about inputs (e.g. IT, workforce, budgets, property and assets); improved links to risk registers; value for money assessments, and schedules of measures and key performance indicators for outputs and outcomes. This will be a key element in the move towards business planning becoming a joined-up service planning process that links directly to Corporate Plan outcomes.

High-level plan

7. This report presents at Appendix 1, the final high-level plan for 2018/19 for the Department of the Built Environment.
8. The high-level plan for the Department of the Built Environment (Appendix 1) presents a strategic approach to achieve our vision of 'Creating and facilitating the leading future world class city'. This supports the Corporate Plan and ensures we continue to deliver excellent services. Programmes specifically related to the work of this Committee are highlighted below.
9. The high-level plan for the Built Environment presents our strategic aims and objectives for the future, focusing on our portfolio of programmes and strategic ambitions which support the Place, Prosperity and People Groups. The plan brings together the very specific operational services that enable the Business City to flourish.
10. The coloured shapes give Members the ability to follow the links to the Corporate Plan throughout the plan. This approach also gives the reassurance that the work of the Department is supporting departmental and corporate aims and objectives.
11. The high-level plan is supported by the Department's statutory duties. For this Committee our Highways and Planning, including enforcement, teams ensure excellent customer service and a high-quality environment.
12. The work of the department (excluding the Cleansing and Waste team which reports to Port Health and Environmental Services Committee) is in the remit of this Committee and supports the Corporate Plan, in particular:
 - Shape outstanding environments
 - Our spaces are digitally and physically well-connected and responsive
 - Our spaces inspire excellence, enterprise, creativity and collaboration
 - We are a global hub for innovation and enterprise
 - Support a thriving economy
 - Contributing to a flourishing society
 - Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment

13. The following Built Environment programmes contain specific key projects relating to the work of this Committee:

- **Strategic Transport programme:** City Transport Strategy, including freight strategy
- **Strategic Infrastructure programme:** support and accommodate major infrastructure initiatives, such as Crossrail and Thames Tideway Tunnel, to secure the best outcome for the City
- **Road Danger Reduction and Active Travel programme:** Road Danger Reduction Strategy, road danger reduction annual plan delivery, Bank Junction interim safety scheme
- **Future Public Space programme:** Aldgate Public Square, Bank Junction
- **Eastern Cluster City Estate Management programme:** area strategy and security scheme
- **Policy and Strategy programme:** Local Plan; Pedestrian and Other Modelling

Conclusion

14. This report presents the final high-level plan for 2018/19 for the Department of the Built Environment for Members to approve.

Appendices

- Appendix 1 – high-level business plan 2018/19

Elisabeth Hannah

Department of the Built Environment

T: 020 7332 1725

E: Elisabeth.Hannah@cityoflondon.gov.uk

This page is intentionally left blank



Creating and facilitating the leading future world class City

The corporate outcomes we aim to impact on are:

- ★ Shape outstanding environments
- ▲ Our spaces are digitally and physically well-connected and responsive
- Our spaces inspire excellence, enterprise, creativity and collaboration
- ◆ We are a global hub for innovation and enterprise
- Support a thriving economy
- ◐ Contributing to a flourishing society
- ✚ Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment

The coloured shapes show how 'our ambitions' flow through the 'what we do', 'our top line objectives and Portfolio Programmes

What we do is:

- Help promote and position the City to compete with other world class cities ★▲●◆◐✚
- Ensure the City is a welcoming, safe and inclusive place for visitors, workers and residents ★▲●
- Improve public spaces to provide a thriving urban centre ●◆◐
- Secure and support innovation to advance technological solutions to major challenges ★▲◆●
- Lead the way in creating a smarter City which supports modern workforces ★▲◆●
- Enable the development of high class architecture to ensure high quality choice of business space ★▲●◆✚
- Develop innovative approaches to safeguarding and sustaining our heritage, built and natural environment ●◆◐

2018-19 budget:

| | Exp £'000 | Inc £'000 | Net £'000 |
|--------------|-----------------|---------------|-----------------|
| Local Risk | (34,085) | 16,000 | (18,085) |
| Central Risk | (14,625) | 20,286 | 5,661 |
| Recharges | (18,161) | 2,802 | (15,359) |
| Total | (66,871) | 39,088 | (27,783) |

DBE 2018/19 capital programme forecast spend is £25.3m (based on project manager forecasts in Oracle)

Future estimated CIL income for 2018/19 totals £7.56m and DBE allocation is £4.3m

Our top line objectives are:

- Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. ★▲✚●
- Promoting the construction of high quality, inspiring buildings which attract diverse uses and users ★●
- Developing a smarter approach through use of data and technology ◆◐
- Enabling digital connectivity that meets business and lifestyle needs ★▲✚●
- Creating an accessible city which is stimulating, safe and easy to move around in ▲◐✚
- To lead and initiate research into microclimate issues for the benefit of London and the UK, and to minimise impact of climate change ●✚
- Empowering a rich and thriving social and cultural offer ★▲●◆◆
- Improving quality of life for workers, residents and visitors ★▲●◆✚

What we'll achieve:

- Member decision on Bank Experimental Scheme – Q2 ★▲
- Member approval of the following strategies: Culture Mile Look & Feel strategy, Road Danger Reduction strategy, Eastern City Cluster strategy – Q2 ●◆✚
- Completion of Aldgate Highway Changes and Public Realm Improvements – Q2 ●
- Deliver safe and easy pedestrian access to and from the three Crossrail stations as well as preventative security measures – Q3 ▲◐✚
- Implement new lighting schemes across three of the City's river bridges – Q2 ●◆◐
- Contract for new Cleansing and Waste provider – Q3 ✚
- 8 taxi electric charging points installed – Q1 ★▲
- Introduction of a consolidation service for the Guildhall – Q1 ✚
- Facilitation of significant planning applications to deliver the Future City ★▲
- Fully embed processes and procedures for Planning Performance Agreements by Q2 ★▲✚



As a Department we have developed a Portfolio of Programmes which will help us deliver our Business plan ambitions and outcomes. The Programmes and 'live' prioritised Projects are listed below.

1. **Cultural Mile programme:** Look & Feel Strategy for the Culture Mile area, Culture Mile and City wayfinding review, Culture Mile 'Pop Up's', Beech Street
2. **Smarter City programme:** Creating networks and collaboration; establishing good practice; facilitating innovation; and preparing for new disruptive technologies
3. **Protective Security Measures Programme:** Projects still to be finalised
4. **Strategic Transport programme:** City Transport strategy, delivering the freight strategy and 'traffic in the City' reduction plan
5. **Strategic Infrastructure programme:** Crossrail, Thames Tideway
6. **Road Danger Reduction and Active Travel programme:** Road Danger Reduction Strategy, road danger reduction annual plan delivery, Bank Junction interim safety scheme
7. **Future Public Space programme:** New public square at Aldgate, churchyard enhancements, long term transformation of Bank Junction
8. **Cleansing and Waste programme:** New cleansing and waste contract
9. **Eastern Cluster Estate Management programme:** Eastern City Cluster area strategy, area security scheme, 22 Bishopsgate.
10. **Policy and Strategy programme:** Local plan, pedestrian and other modelling
11. **Foremost Services programme:** Building control options review, development services review

How we plan to develop our capabilities this year:

- Continue to develop and expand effective partnerships
- Agree a new Waste and Cleansing contract
- Continue to strategically link in with the People, Place, Prosperity Steering groups and Summit Group Develop our presence through communication and promotion
- Advance a consistent approach to programme and project management including clear project prioritisation.
- Embrace and implement new technologies to modernise and enhance business processes through social media, hackathons and digital data sharing
- Develop succession plans and a talent management programme to meet Future City needs
- Embed and support our apprenticeships to meet City needs
- Develop strategies to strengthen resilience and ensure we have the right people in the right place at the right time with the right skills
- Establish a more courageous and radical approach to problem solving and service improvement
- Better understanding of international cultural differences and changing business needs

What we're planning to do over the coming years

- Managing intensification, diversification of the City and the changing nature of its workforce
- Ensure we have the expertise within the department to deliver a future world class city
- Build on our intellectual capital to develop smart solutions
- Provide relevant, high quality end to end services for City developments
- Create a new public and performance space, piloting latest technologies and innovations
- Facilitate relocation of Museum of London and the Centre for Music
- Develop behavioural change campaigns to drive a cleaner and more sustainable environment eg a campaign to reduce use of disposable water bottles
- Ensure efficient use of property and continue to develop and support more effective ways of working

What we'll measure:

- Achievement of the City's efficiency savings with a balanced budget
- Reduction in the amount of freight using the City's streets
- The increase in the number of cyclists using the City's streets
- The increase in businesses using consolidation centres
- Reduction in the number people killed or seriously injured in road traffic accidents
- The % of City land that has unacceptable levels of litter, detritus, graffiti and flyposting with the aim of the % being less than 2%
- Increase in office floorspace stock and employment
- The SME presence and broader range of occupiers in the City with the intention to increase and strengthen it
- The improvement of public permeability by new routes, open space, greenery and high level access
- Increased number of apprenticeships

| | | | |
|--|--|--|------------------------|
| Committees: | | Dates: | |
| Planning and Transportation Committee | | 09 April 2018 | |
| Streets and Walkways Sub-Committee | | 10 April 2018 | |
| Projects Sub | | 16 May 2018 | |
| Subject: Bank on Safety: Consultation findings report | | Gateway 6 Progress Report Regular | Public |
| Report of: Director of the Built Environment Report Author: Gillian Howard | | | For Information |
| <p style="text-align: center;"><u>Summary</u></p> <ul style="list-style-type: none"> • Dashboard <p>Project Status: Green Total estimated Project Cost: £1,401,207. Spend to date: £1,102,557 and commitments of £101,634 (15/03/18) Overall Project Risk: Green Approved Budget: £1,401,207.</p> <p>• Last Gateway approved: Gateway 4/5 December 2016</p> <p>Some 4300 responses across the Bank on Safety consultations have been received and reviewed. This is the largest consultation response to a transport consultation. The public consultation is a key building block of the suite of evidence required to give a full picture of the Bank on Safety experimental scheme outcomes.</p> <p>FTI Consulting were commissioned to provide a comprehensive independent analysis of the consultation results.</p> <p>The second report on the performance of the experiment, which considers performance against the agreed success criteria, is also being presented as a separate report during April and May 2018 at the same Committees as this paper.</p> <p>Before Summer recess a further report will be presented to Committee. This will evaluate the experiment as a whole and seek a decision from Members as to whether:</p> <ul style="list-style-type: none"> • The experiment should be made permanent, as trialled; • The experiment should be made permanent, with minor modifications; or • The junction should revert to its previous operation. <p>Total Estimate Cost:£1,401,207</p> | | | |

Summary

Of the consultation survey, 45% of respondents supported the experiment as implemented. A further 29% generally supported the scheme but would like to see changes. In total 75% of respondents support or generally support the experiment.

The majority of business and representative group respondents are supportive, including the City Property Association; which represents 150 businesses within the City.

Requests for changes to the experiment range from issues such as:

- extending the scheme to 24/7 or removing buses etc.; and
- allowing more types of vehicles through such as taxis (black cabs) and/or motorcycles.

Overall, the most frequent request of a variation in the consultation survey was to allow black cabs through the junction. This was suggested by 12% of the total respondents.

Recommendations

It is recommended that Members note:

1. The outcomes of the Bank on Safety Consultation exercise.

Main Report

| | |
|----------------------------|---|
| 1. Reporting period | <p>The Scheme became operational on 22 May 2017. The Bank on Safety Consultation was open from 22 May 2017 – 30 November 2017.</p> <p>The statutory consultation period for the Experimental Traffic Orders (ETO) ran from 22 May 2017 until 12 February 2018.</p> |
| 2. Progress to date | <p>What did we do?</p> <ol style="list-style-type: none">1. There were three distinct consultation activities undertaken as part of the Bank on Safety experimental scheme. These were on the:<ul style="list-style-type: none">• Experimental traffic order relating to the main restriction of the scheme (statutory consultation);• Experimental traffic order relating to the loading and waiting changes (statutory consultation); and the• Public consultation for comment and opinion on how the experiment is perceived to be working. <p><u>Statutory consultations</u></p> <ol style="list-style-type: none">2. The City received 22 representations to the first ETO which closed on 24 November 2017. Officers are in the process of responding to the comments raised. Any unresolved objections will be presented to Members in the Summer 2018 decision report. |

3. The second ETO, regarding loading, was modified in July 2017 after officers had undertaken some initial monitoring of how the new changes were working and how the local businesses were finding the new loading operation. This required the statutory six-month period to start again, so the formal statutory public consultation concluded 12 February 2018 for this ETO. No comment or objection was received to this order.

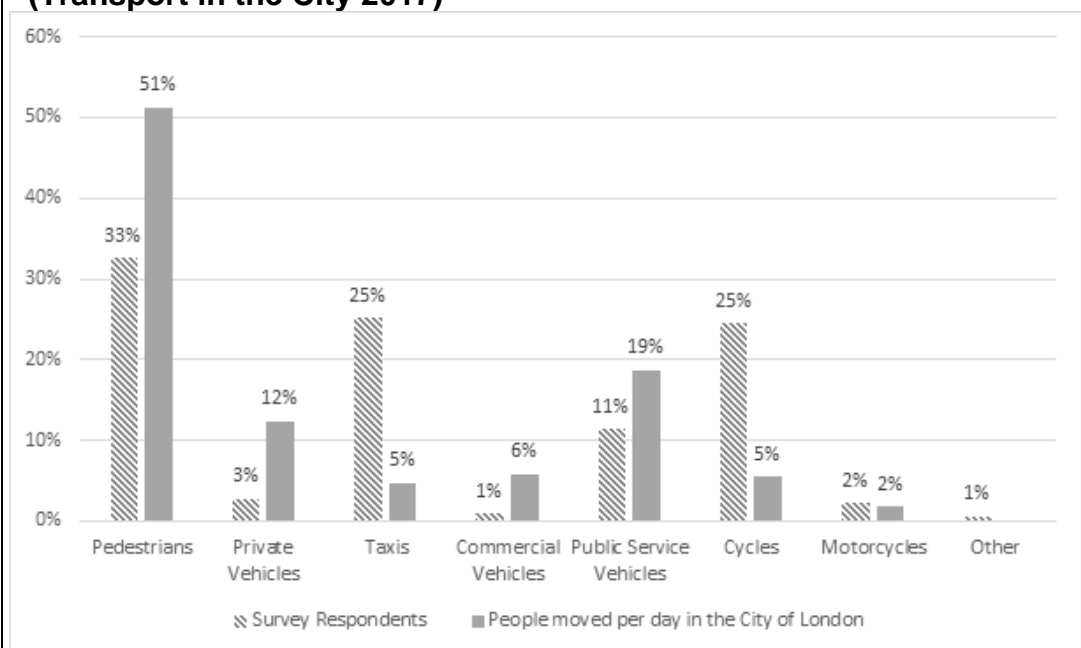
Public consultation

4. The next part of the consultation was the formal public consultation to seek comment and opinions on how people felt the scheme operated and whether or not the scheme was supported. This public consultation activity formally ran from 22 May to 30 November 2017. Officers have collated all emails, written responses as well as those received to an online survey.
5. The public consultation online survey went live at the end of June and was open for five months, closing on the 30 November 2017. This was open to any interested persons and enabled people to respond to questions on the scheme, and provide other feedback, over a reasonable period of time as the scheme settled in.
6. The Bank on Safety online survey consisted of five questions regarding the scheme. These were as follows;
- How do you normally travel in the vicinity of or through or near Bank Junction?
 - What do you think is working well since Bank on Safety became operational?
 - What do you think is not working well since Bank on Safety became operational?
 - Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?
 - Any additional comments that you would like to make.
7. A total of 3730 respondents completed the online survey. This is a large number of respondents compared to other previous consultations the department has undertaken for other projects. Emails from 507 individuals/organisations were received by the team.
8. Officers encouraged awareness of the consultation through drop in sessions at local businesses, posting 3,000 letters, 2,000 hand-outs, social media activity, adverts in local papers, and static towers with scheme information located at the Royal Exchange.
9. Responses were received across a range of transport mode users. In terms of the split of respondents to the consultation survey, Figure 1 below suggests that the split is not particularly representative of commercial drivers, bus passengers and private vehicles, in comparison

to the proportion of people moved daily thorough the City’s streets. It also shows that our survey respondents are likely to be under representative of pedestrians (despite being the largest number) and over represented by taxi and private hire drivers and pedal cyclists.

10. However, the consultation survey is not skewed by any one mode. As would be expected there was a strong pedestrian and cycle response to the survey, but it should be noted that pedestrians are by far the most dominant mode across the City and particularly Bank. Cyclists also have a strong vehicular presence at the junction making up 50% of the vehicles in the peak times.

Figure 1 Survey response profile vs people moved in the City (Transport in the City 2017)



11. In other recent transportation related consultations across London there have been issues with template responses from single modal representatives that have heavily skewed the response rate. This has not been an issue for the Bank on Safety consultation.

Analysis of the public consultation survey:

12. Given the volume of response Officers instructed an independent research company to analyse the public consultation. The report from FTI Consulting is attached in Appendix 1.

13. The next part of this committee report provides a representative summary of the findings, as analysed by FTI. Due to the survey’s structure, a large amount of qualitative data was collected across the four open questions, which required careful consideration in categorisation, which FTI have undertaken.

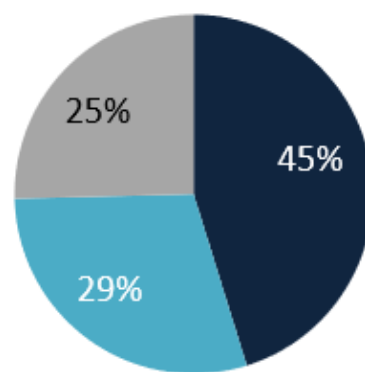
Online survey responses summary:

14. It should be noted that the first question of the survey let the respondents choose multiple transport modes; as we know that people tend to experience the junction and surrounding areas in a variety of ways. This means that when analysing things from a modal perspective, one respondent's comments will appear across all of the other modes that they chose. This means that throughout the FTI document when looking at themes by mode, percentages often exceed 100%.

Is there support to make the experimental scheme permanent?

15. The FTI report summarises that 45% of respondents supported the experiment as implemented. A further 29% generally supported the scheme but would like to see changes. In total 75% of respondents support or generally support the experiment.

3 IN 4 ARE SUPPORTIVE OF THE SCHEME



Q4: Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?

- Yes
- Generally support the scheme but would like to see changes
- No

Base: (All respondents) n=3,730

16. When looking at the support by mode, (and accepting that people could have selected more than one mode) it is clear that most pedestrians and cyclists support the scheme (over 90%). Every mode, except taxi and private hire drivers and commercial drivers, had over 50% overall support for the experiment. See section 5, page 8, of the FTI report in Appendix 1

What variations did people want to see to the current operation?

17. Overall, 29% of respondents "given their experiences since the bank on safety scheme became operational...generally support the bank on safety scheme but would like to see the following variations...". The variations once analysed were categorised into changes that would be seen as:

- progressive changes (i.e. introducing greater restrictions such as extending hours or removing buses);
- regressive changes (i.e. relax the restriction and allow more types of vehicles through such as black cabs and motorcycles); and
- enhancements (i.e. would not change the operation of the scheme but would like to see better enforcement, wider

| | |
|--|--|
| | <p>pavements etc.).</p> <p>18. The largest requested variation to the scheme was for Taxis (black cabs) to be allowed in the restricted areas (identified as a regressive change). This was mentioned by 451 respondents (which is 12% of all respondents). Of these 451 respondents, 70% identified themselves as a taxi/private hire driver.</p> <p>19. It should be noted that variations also included suggestions of better signage and enforcement (158 responses or 4% of total respondents) and extending the operational hours of the scheme to 24/7 (151 respondents or 4% of total respondents) as the second and third most common variation requested.</p> <p><u>What do people think is working well?</u></p> <p>20. The objectives/key success criteria of the experiment, are to achieve:</p> <ul style="list-style-type: none"> • a significant safety improvement; • maintain access for deliveries; • improve air quality at Bank (whilst not make the wider area worse); and • not unreasonably impact on traffic flow whilst preferably improving bus journey times. <p>21. There were 3692 responses to this open text question. In terms of what respondents felt was working well:</p> <ul style="list-style-type: none"> • 1107 (30%) of respondents cited less traffic/congestion as the key success • improved safety for cyclists cited by 997 (27%) of respondents. <p>22. Safety was mentioned in three of the five top themes, accounting for over 2100 mentions (not individuals as they may have said safety has improved for pedestrians and cyclists which would be coded as two separate elements by one person).</p> <p>23. Respondents (553 or 15%) also identified that the scheme was working well in that there was less pollution.</p> <p>24. It should be noted that the top five themes from respondents correlated closely with the agreed objectives of the scheme.</p> <p>25. The second performance report, that is also progressing during April and May 2018 at these committees, has more information of the data led detail of the performance of these objectives.</p> <p><u>What do people think is not working well?</u></p> <p>26. There were 3684 responses to this open text question. In terms of what respondents felt was not working well:</p> <ul style="list-style-type: none"> • 1,363 (37%) of respondents cited worsened traffic in the area |
|--|--|

- 847 (23%) cited that banned vehicles were still going through the junction;
- 442 (12%) citing signage needing improvement;
- 368 (10%) of respondents felt that it was more dangerous for pedestrians; and
- 295 (8%) felt that pollution was worse in the surrounding area

Other consultation responses outside of the survey

27. FTI also reviewed 507 emails to independently assess their content as to whether they were query based or part of the consultation, or a mixture. The interpreted sentiment of the emails showed that 52% were not able to determine an overall sentiment, i.e. they contained both positive or negative statements or were queries; 26% had negative sentiment towards the scheme and 22% had positive sentiment.

28. The largest re-occurring comment was that warning signs needed to be more visible/ more policing/general signage, which was raised by 24% of the responses?

Groups and Business representative responses

29. An interpreted summary of responses from groups and local businesses who responded to the consultation can be found in Appendix 2. Officers have interpreted these comments to fall within three broad categories of support (or support with a more stringent variation), support with a less stringent variation or do not support. Table 1 summarises this support (interpreted) for representative groups and organisations that responded, with Table 2 summarising individual business response support (interpreted).

Table 1: interpreted category of support from representative groups and organisations

| Representative groups/organisations | Support or support with more stringent variations | Support but would like to see variations | Do not support (i.e. return to previous operation) |
|--|--|---|---|
| Alliance of British Drivers | | | |
| City Property Association (CPA) | | | |
| Living Streets | | | |
| London Cycling campaign | | | |
| London Taxi Drivers Association (LTDA) | | | |
| Stop killing cyclists | | | |
| Worshipful Company of Hackney Carriage Drivers | | | |

Table 2: interpreted category of support from local businesses and organisations

| Local business/occupier responses. | Support or support with more stringent variations | Support but would like to see variations | Do not support (i.e. return to previous operation) |
|---|---|--|--|
| British Land | | | |
| Oxford Properties | | | |
| Shanghai Commercial Bank | | | |
| The Ned Hotel (submitted by Paul Basham Associates) | | | |
| WBRC | | | |
| Welltower | | | |

30. Of the above companies or organisations who responded to the consultation it should be noted that the CPA response is on behalf of 150 businesses within the City, which can be found in Appendix 3. There are strong levels of support from the businesses which responded for the scheme as trialled.

31. It was not entirely clear from two of the responses whether they were in support for the junction to return to its previous operation, or if they would only support a scheme where taxis and private hire vehicles were allowed to pass through Bank Junction. As such they have been indicated in both the 'not supportive' and 'supportive with less stringent operation'.

Conclusion to the Public Consultation:

32. Overall the public consultation has been successful in terms of generating responses from a wide variety of respondents. It is clear that there is very strong support for the experimental scheme from the general public and local businesses and organisations. There are areas that have been identified where the operation of the scheme could be improved. The consultation shows a low level of support for the removal the experiment.

33. There is significant support for making the scheme that has been trialled permanent as it currently operates (45% of survey responses). There is a further 29% of respondents who generally support the scheme but would like to see changes. Of those changes identified, the most common theme was to introduce taxis through the junction (12% of all respondents).

| | |
|----------------------|---|
| 3. Next steps | <p>34. Before Summer recess a further report will be presented to Committee. This will evaluate the experiment as a whole and seek a decision from Members as to whether:</p> <ul style="list-style-type: none"> • The experiment should be made permanent, as trialled; • The experiment should be made permanent, with minor modifications; or • The junction should revert to its previous operation. |
|----------------------|---|

Appendices

| | |
|-------------------|---|
| Appendix 1 | FTI Consulting: Consultation analysis report |
| Appendix 2 | Interpreted responses from groups and businesses. |
| Appendix 3 | CPA Membership 2017 |

Contact

| | |
|-------------------------|------------------------------------|
| Report Author | Gillian Howard |
| Email Address | Gillian.howard@cityoflondon.gov.uk |
| Telephone Number | 020 7332 3139 |

This page is intentionally left blank



BANK **ON** SAFETY

BANK **ON** SAFETY

Summary of Community & Stakeholder Consultation

26th March 2018

CONTENTS

| | | |
|----|--|---------|
| 01 | Introduction | Page 3 |
| 02 | The Bank Junction | Page 4 |
| 03 | Experimental Objectives | Page 5 |
| 04 | Consultation Findings: Executive Summary | Page 6 |
| 05 | Consultation Findings: Transportation Mode Summary | Page 8 |
| 06 | Consultation Findings: Email Analysis | Page 11 |
| 07 | Conclusions | Page 12 |
| 08 | Appendices: Consultation Overview | Page 13 |
| 09 | Appendices: Publicising the Consultation Period | Page 14 |
| 10 | Appendices: Transportation Mode Analysis | Page 15 |
| 11 | Appendices: Methodology | Page 33 |

01: INTRODUCTION

- Until the City of London intervened in mid-2017 Bank Junction held the unenviable reputation as being the worst location for road traffic casualties within the Square Mile.
- The junction, used by approximately 25,000 pedestrians who pass across the junction in the peak hour, not only failed to cater for the large numbers of people moving through, but also did not do justice to the iconic setting for the heart of the City.
- As a response, and as part of its commitment to improving safety and reducing casualties, in December 2016 the City of London Corporation approved the introduction of an 18 month experimental scheme to limit vehicle journeys through the junction to buses and cyclists only (Monday – Friday, 7am- 7pm) .

At present the scheme is only an experimental one and as part of the City of London Corporation's commitment to engaging with local businesses, residents, road users, cyclists, pedestrians, passengers and the taxi trade a sixth-month consultation exercise has been undertaken

- A public consultation online survey was conducted to obtain the opinions of those physically in the vicinity and others who identified themselves as passing through the junction. Respondents had the opportunity to respond via the online survey and/or email. In total, n=3,730 individuals participated in the research and n=507 emails were received. In this report we have provided the research results collected, and broken the respondents down by the mode of transport they most normally use in the vicinity, near or through bank junction (Note: They could select more than one mode of transport).
- The findings from this, along with other metrics, will be used to measure the effectiveness of the restriction in advance of a decision in the Summer 2018 as to whether the experiment should be made permanent.

02: THE BANK JUNCTION

Figure 1 and 2 show the Bank Junction from an aerial view and in the approach from Queen Victoria Street.

Figure 3 shows Bank Junction before the scheme and Figure 4 shows Bank Junction during the scheme.

Figure 1: Bank Junction: Aerial View

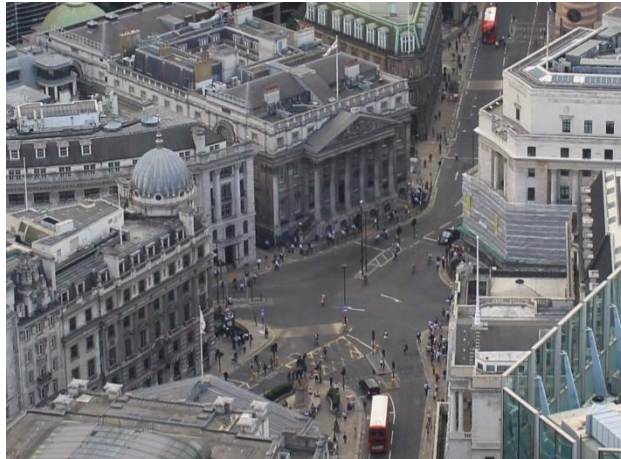


Figure 2: Bank Junction: Approach from Queen Victoria Street



Figure 3: Bank Junction: Before the Scheme



Figure 4: Bank Junction: During the Scheme



03: EXPERIMENTAL OBJECTIVES

The Bank on Safety: Experimental Safety Scheme was led by the following objectives:

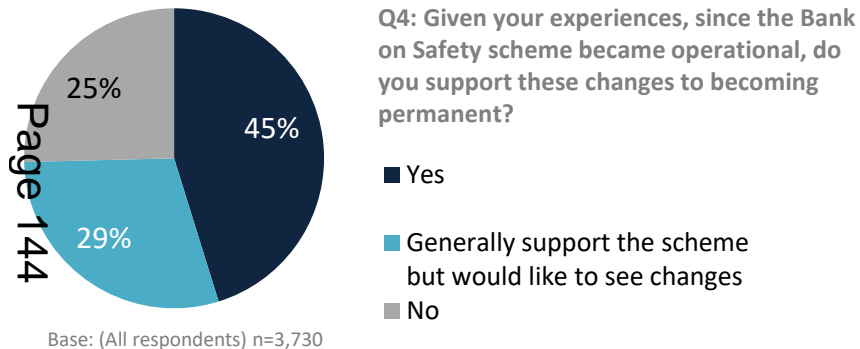
- A significant safety improvement at Bank.
- Maintain access for deliveries.
- Improve air quality at Bank.
- Not unreasonably impact on traffic flow, whilst preferably improving Bus Journey times.

04: CONSULTATION FINDINGS: EXECUTIVE SUMMARY

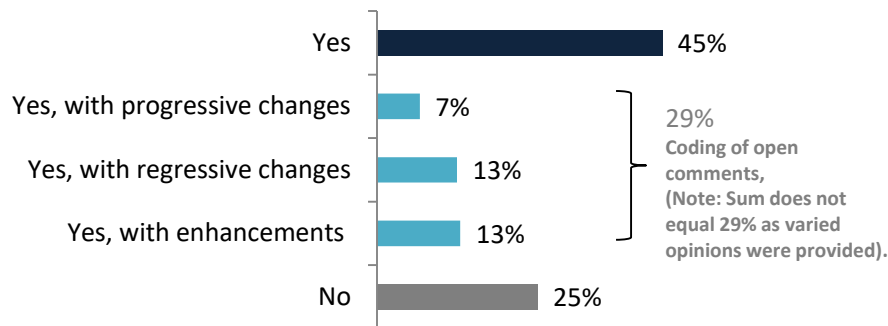
SUMMARY

Overall, 3 in 4 (75%) of the 3,730 people participating in the online survey support the scheme. Of this, 45% support the scheme without any further changes being made to it, whilst the remaining 29% have offered suggested changes. 1 in 4 (25%) who participated in the research do not support the scheme.

3 IN 4 ARE SUPPORTIVE OF THE SCHEME



BREAKDOWN OF CATEGORIES



PROGRESSIVE CHANGES

- Extend to 24/7 (no. of comments coded: n=151)
- Walking & cycling only (n=64)
- Pedestrian only (n=18)
- Extend the scheme to other/nearby areas (n=15)
- Extend to weekends (n=14)

REGRESSIVE CHANGES

- Allow black cabs (no. of comments coded: n=451)
- Allow motorcycles (n=35)

ENHANCEMENTS

- Better signposting/enforcement of the rules (no. of comments coded: n=158)
- Wider pavements (n=111)
- Improve traffic flow in surrounding streets (n=78)
- More pedestrian crossings (n=60)
- Provision for the disabled (n=60)

04: CONSULTATION FINDINGS: EXECUTIVE SUMMARY

The survey responses outlined the top five areas that are working well, not working well, and the changes people would like to see made to the scheme. Note: The percentages are based on the total number of people providing a comment at that particular question.

WHAT’S WORKING WELL

- Less traffic/congestion
- Safety for cyclists
- Safety for pedestrians
- Less pollution
- Safety overall

WHAT’S NOT WORKING WELL

- Traffic has worsened
- Banned vehicles are still going through the junction
- Need for improved signage
- More dangerous for pedestrians
- Pollution in surrounding areas

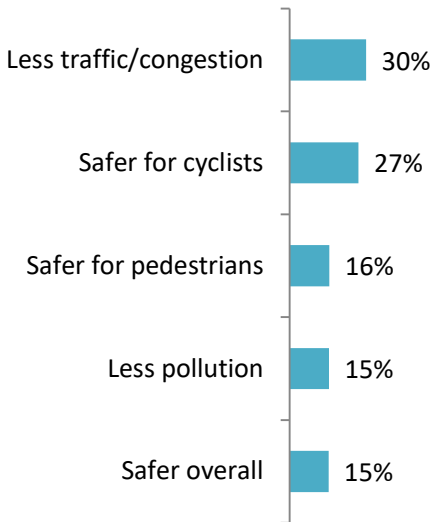
CHANGES PEOPLE WOULD LIKE TO SEE

- Allow black cabs
- Better signposting & enforcement of the rules
- Extending the scheme to 24/7
- Wider pavements
- Improving the traffic flow in the surrounding streets

Page 145

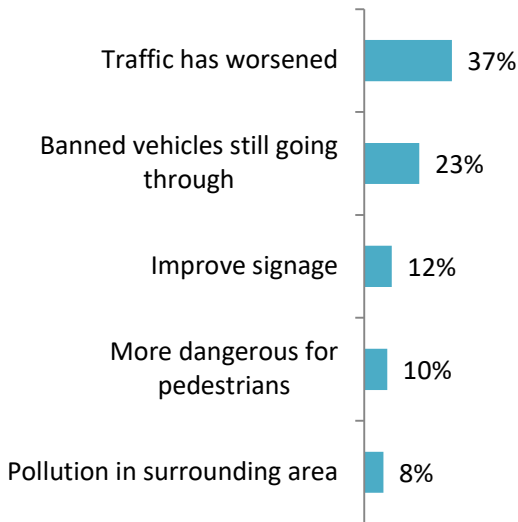
Q2: What do you think is working well since Bank on Safety became operational?

Base: Q2 (n=3,692) providing a comment



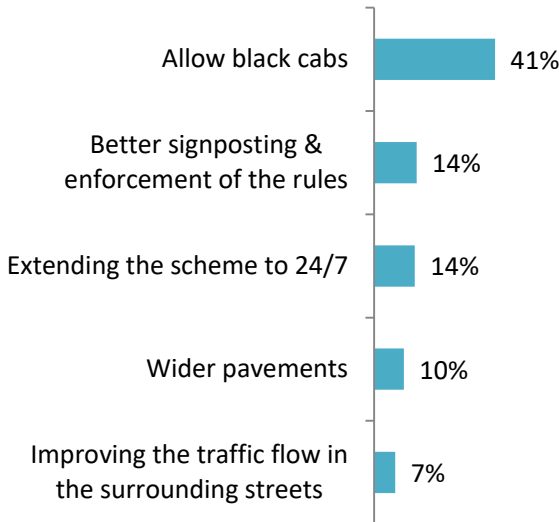
Q3: What do you think is not working well since Bank on Safety became operational?

Base: Q3 (n=3,684) providing a comment



Q4: Generally support the scheme but would like to see changes...

Base: Q4 (n=1,096) who would like changes

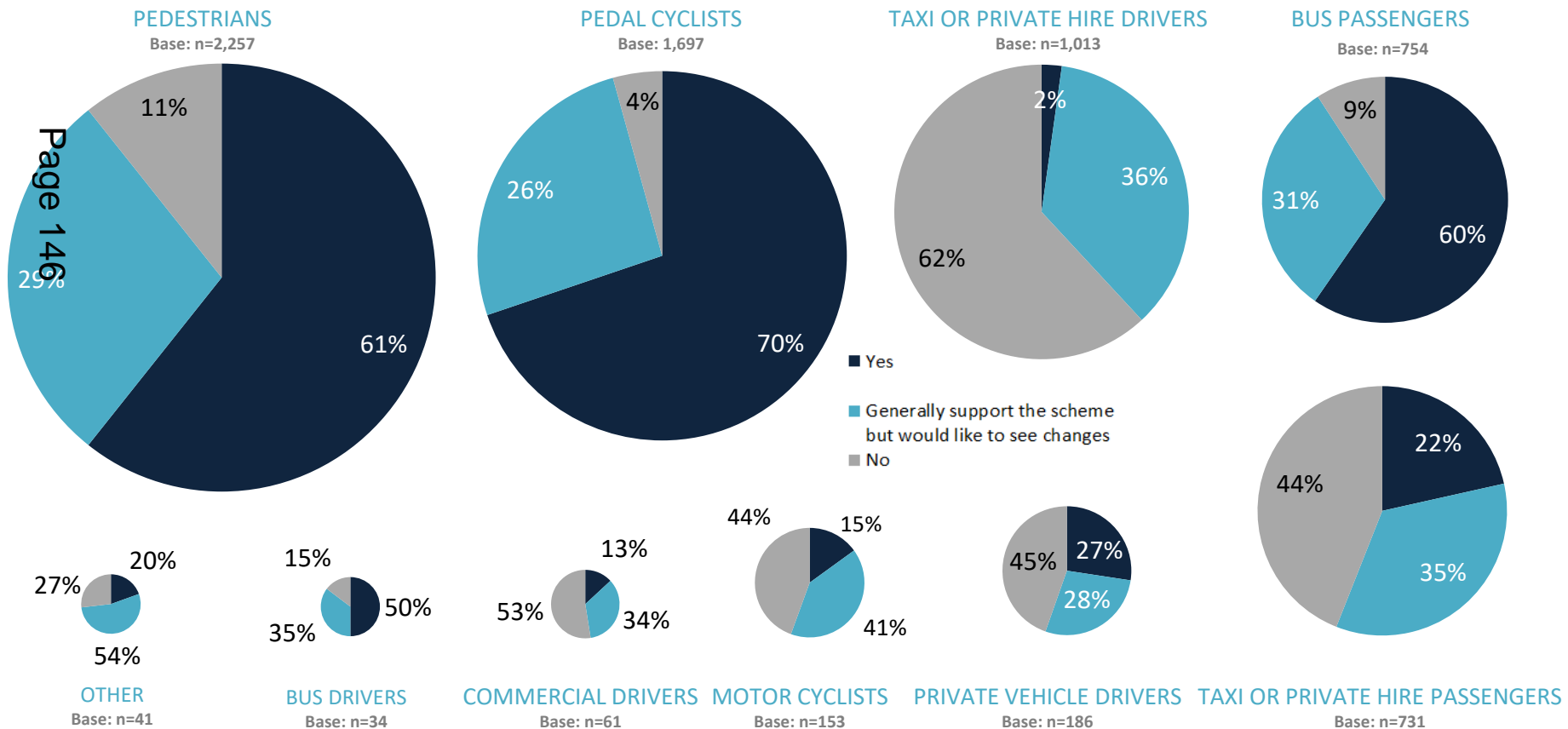


05: CONSULTATION FINDINGS: TRANSPORTATION MODE SUMMARY

Pedestrians, pedal cyclists, bus passengers, taxi or private hire passengers, private vehicle drivers motorcyclists, and bus drivers on balance support the scheme (i.e. Rating 'Yes' or 'Generally support the scheme but would like to see changes'). Conversely, taxi or private hire drivers and commercial drivers on balance do not support the scheme (i.e. Rating 'No').

The size of the pie chart proportionally represent the number of respondents for that mode of transport.
(Note: They could select more than one mode of transport, so there is some overlap of respondents).

Q4: Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?



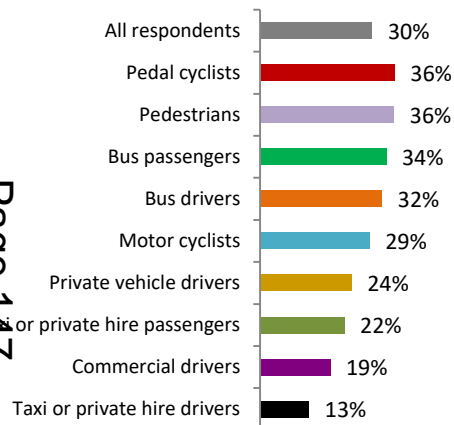
05: CONSULTATION FINDINGS: TRANSPORTATION MODE SUMMARY

5 KEY THEMES THAT ARE WORKING WELL FROM A TRANSPORTATION MODE PERSPECTIVE

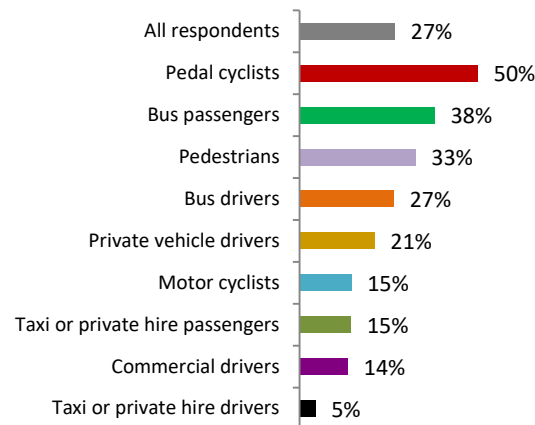
The graphs below highlight the opinions of those using the 9 different modes of transport. These are the top 5 coded responses based on their comments. Note: The percentages are based on the total number of people providing a comment at that particular question.

Q2: What do you think is working well since Bank on Safety became operational?

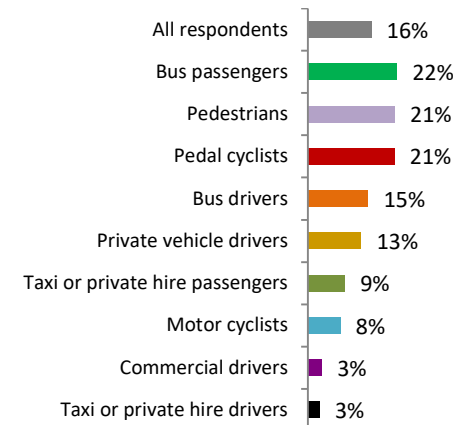
1. LESS TRAFFIC/CONGESTION



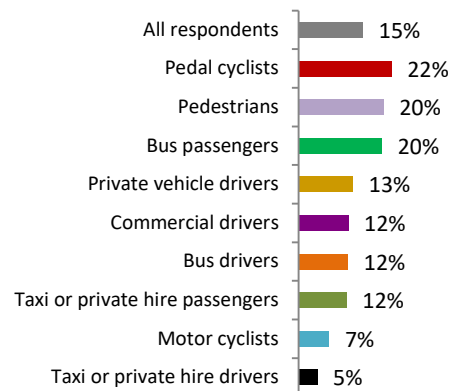
2. SAFETY FOR CYCLISTS



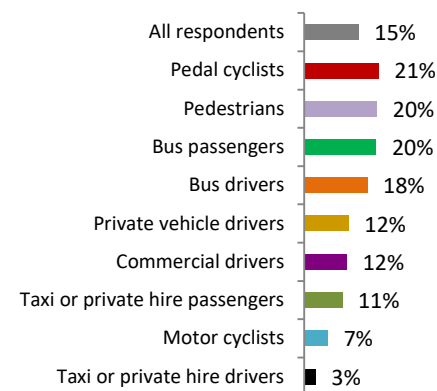
3. SAFETY FOR PEDESTRIANS



4. LESS POLLUTION



5. SAFETY OVERALL



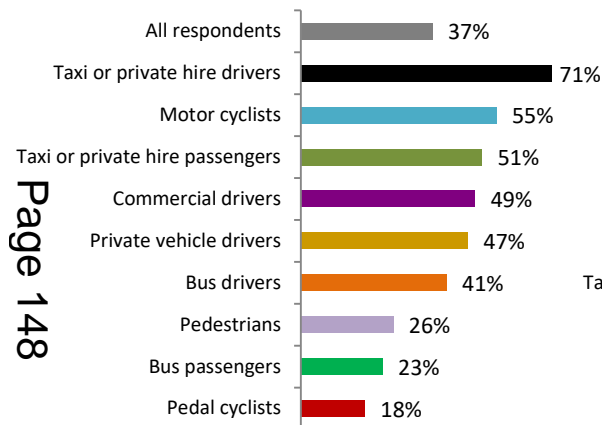
05: CONSULTATION FINDINGS: TRANSPORTATION MODE SUMMARY

5 KEY THEMES THAT ARE **NOT** WORKING WELL FROM A TRANSPORTATION MODE PERSPECTIVE

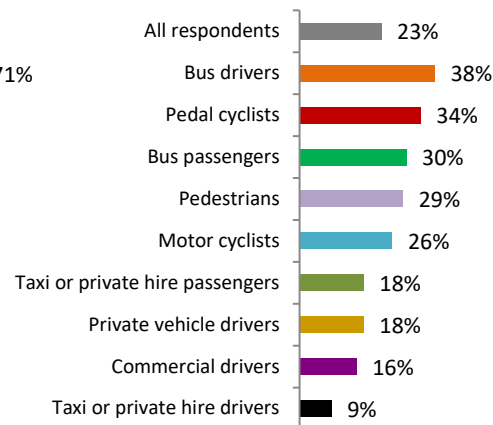
The graphs below highlight the opinions of those using the 9 different modes of transport. These are the top 5 coded responses based on their comments. Note: The percentages are based on the total number of people providing a comment at that particular question.

Q3: What do you think is not working well since Bank on Safety became operational?

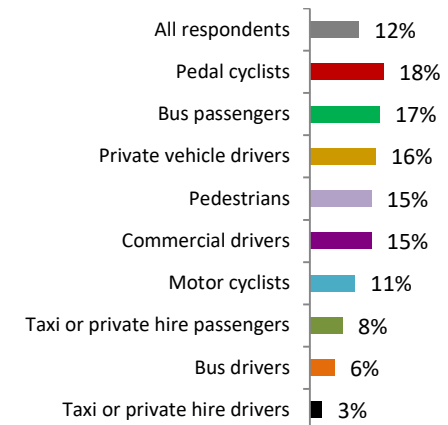
1. TRAFFIC HAS WORSENER



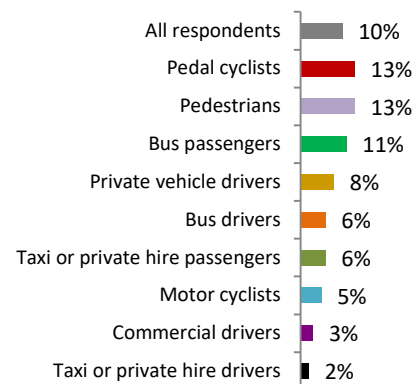
2. BANNED VEHICLES STILL GOING THROUGH



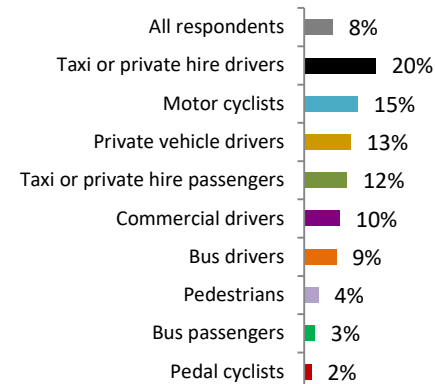
3. IMPROVE SIGNAGE



4. MORE DANGEROUS FOR PEDESTRIANS



5. POLLUTION IN SURROUNDING AREAS



06: CONSULTATION FINDINGS: EMAIL ANALYSIS

EMAIL ANALYSIS

Further to the public consultation online survey, n=507 emails were received by the City of London from stakeholders who were keen to share their opinion and feedback on the scheme.

Figure 1 shows the overall sentiment coded from these emails.

Figure 2 shows the coded theme of these emails. The themes in dark blue are related to the consultation, while the themes in orange are not related to the consultation.

Figure 1: Summary of email sentiment received

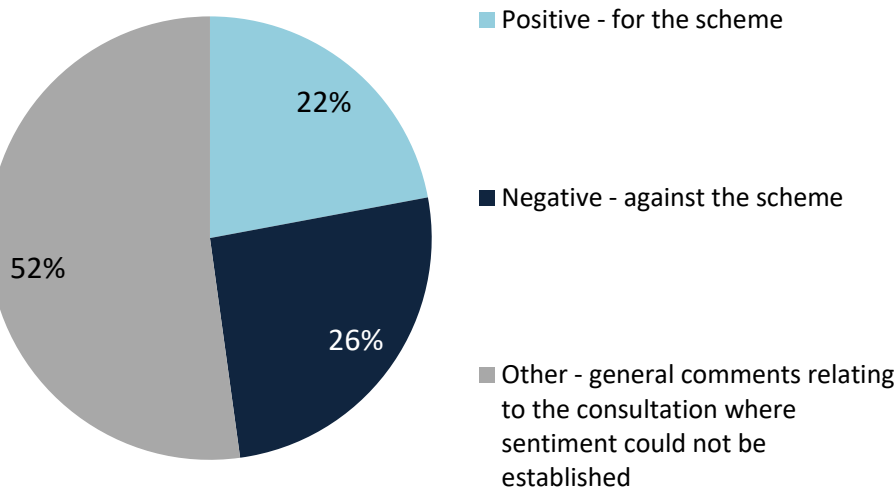
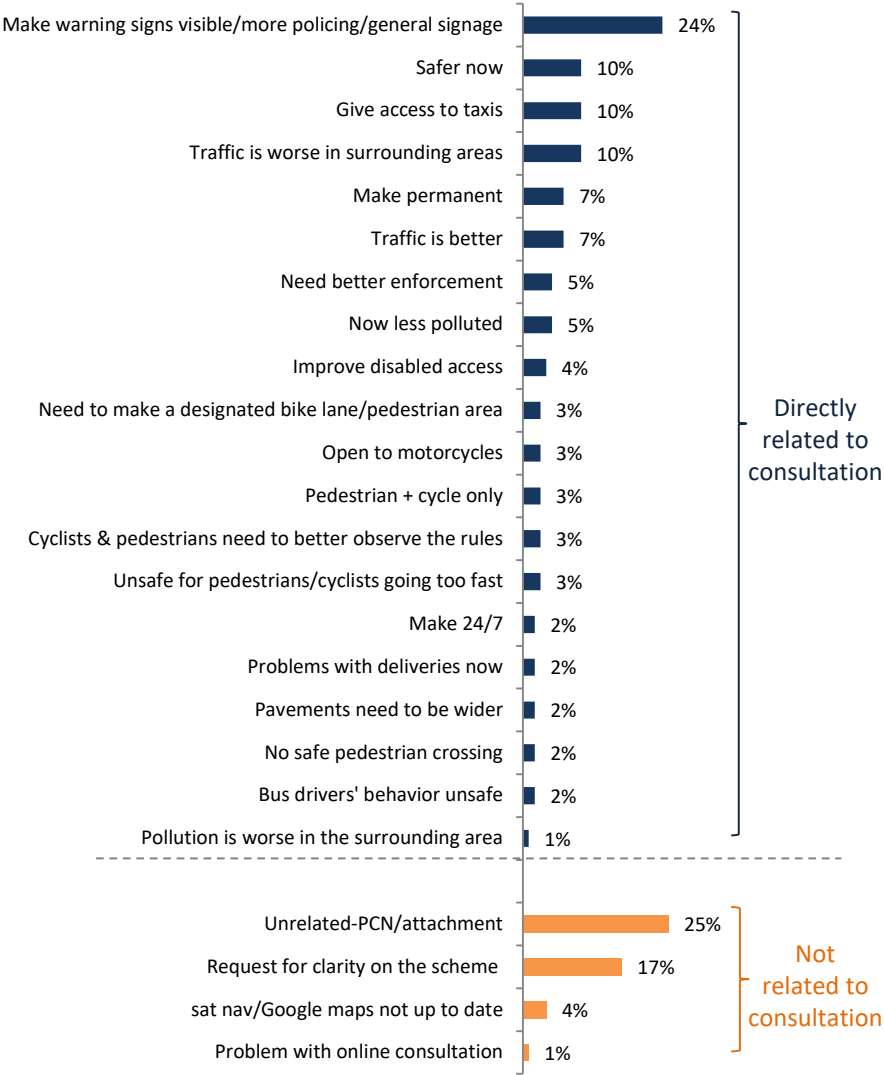


Figure 2: Summary of all themes received by email that could be coded.



07: CONCLUSIONS

The feedback gathered from the online consultation survey with these nine transportation mode groups has provided a degree of clarity for the effectiveness and levels of support for the scheme.

SUPPORT BY TRANSPORTATION MODE

The transportation mode groups have been divided into three distinct sub-groups based on their level of support for the scheme.

Page 150

Group 1: Those with more than 50% supporting the scheme fully as it currently is: Pedal cyclists, pedestrians, bus passengers and bus drivers.

Group 2: Those who have offered suggested changes that would see their level of support rise to >50%: Private vehicle drivers, taxi or private hire passengers, motorcyclists.

- **Group 3:** Those with less than 50% supporting the scheme: commercial drivers and taxi or private hire drivers.

WORKING WELL

Viewing the points of the scheme that are working well: there is a recurrence that the traffic/congestion issues around the junction have improved, with the area seemingly more pleasant and less polluted. There is a general consensus that the scheme has made the junction safer for cyclists, pedestrians and overall.

NOT WORKING WELL

Looking at what has not gone well since the scheme began operation: negative comments vary from the continued usage of the junction from banned vehicles, traffic worsening in the area, concerns over pollution levels and the need for more enforcement of the scheme with improved signage.

SUGGESTIONS OFFERED TO IMPROVE THE SCHEME

Each group had their own views on what they feel is important in relation to the junction and what they feel could be improved. From an overall perspective, respondents would like to see black cabs provided with access to the junction, better signposting/enforcement of the rules and extending the scheme to 24/7.

SUMMARY

There is overall support for the scheme (75%), with those who generally support the scheme offering suggestions to increase support.

08: APPENDICES: CONSULTATION OVERVIEW

CONSULTATION OVERVIEW

Following approval by the City of London Corporation in December 2016 to implement the experimental scheme at Bank Junction a number of statutory and public consultation exercises have been conducted. These exercises help to inform key decision makers as to the impact and effectiveness of the scheme after the consultation and monitoring data has been collated for them to decide whether the experiment should be made permanent or not.

The City Corporation implemented the scheme on Monday 22nd May 2017, under two experimental traffic orders under section 9 of the Road Traffic Regulation Act 1984. Experimental orders provide more flexibility to make modifications more quickly, or remove if necessary, than if the scheme had been implemented using a permanent traffic order to begin with.

Following the implementation of the Orders and the commencement of the experiment scheme the City Corporation commenced with a broad programme of public engagement which sought to capture the feedback and opinions of a diverse range of audiences covering a variety of different transport modes. This consultation was undertaken over a period of 6 months following the commencement of the pilot.

STATUTORY CONSULTATION PROCEDURE & TIMELINE

The statutory consultation process is specific to the detail and content of the experimental traffic orders themselves.

- April 2017: Fifteen letters concerning the experimental traffic order consultation were sent directly to: City of London Police, Freight Transport Association, Road Haulage Association, London Transport Buses, Dowgate Fire Station, London Ambulance Service, London Cycling Campaign, London Cab Ranks Committee, London Taxi Drivers Association, City Property Association, Radio Taxis, Cyclist Tourist Club, London Tourist Coach Operators Association and RMT Taxis.
- May 2017: Notice of the experimental traffic order was published in CityAM and London Gazette. City of London website for experimental traffic order goes live.
- July 2017: City of London Police consulted on loading modification to experimental traffic order.
- August 2017: Loading modification was published in CityAM, London Gazette and City of London website.
- November 2017: The experimental traffic order consultation for the main restriction closes with 25 formal responses.
- February 2018: the experimental traffic order for the loading changes consultation closes with zero responses.

09: APPENDICES: PUBLICISING THE CONSULTATION PERIOD

PUBLIC CONSULTATION

Prior to the beginning of the scheme it was publicised that there would be a sixth-month consultation period. The actions that the City of London used to publicise the consultation period are detailed below:

- May 2017: Awareness Towers were placed in two locations immediately at Bank for eight weeks. Over 600 emails were sent to members of the public wishing to be contacted when the consultation went live, as well as City of London Members. Frequently asked questions regarding the consultation are drafted and distributed to the Parking Ticket Office, City of London website and Call Centre.
- May 2017 – November 2017: Local businesses who were engaged with prior to Bank on Safety going live receive a follow up email/letter inviting them to meet with the Project Team on how they were operating since implementation, 24 businesses were individually met with. Direct meetings were also taken with taxi, cyclist and pedestrian interest groups. In total, 507 emails were received and responded to regarding the scheme and/or consultation. The consultation was advertised in CityAM, City Matters and City Resident Magazine. Twitter was also utilised with tweets from highly followed accounts: the City of London, Square Highways, interest groups and high-profile accounts (Val Shawcross and Will Norman).
- July 2017 – November 2017: Public consultation survey went live, 2000 cards advertising the consultation were distributed to visitors, businesses, local workers, churches and residents. Several specific sessions were held to hand out consultation cards to pedestrians at peak traffic times.
- September 2017: A letter detailing the consultation and consultation sessions was mailed and couriered to 3000 businesses and residents, area below.
- September 2017 – November 2017: Several consultation events were held at locations including: One New Change, St Stephen's Walbrook Church and the Bank of England.
- November 2017: Public consultation survey closes with a total of 3,730 responses.



Figure 1: Consultation

10: APPENDICES: TRANSPORTATION MODE ANALYSIS

PEDESTRIANS

Pedestrians, (n=2,258) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

60% of pedestrians left positive feedback.

66% say the scheme has improved the traffic congestion, 33% think the scheme has made the area safer for cyclists, safer for pedestrians (21%) and safer overall (20%). 20% say the area is more pleasant, has less pollution (20%) and less noise (13%).

NOT WORKING WELL

64% of pedestrians left negative feedback.

29% say banned vehicles are still going through the junction, 26% think the traffic has worsened and that signage needs to be improved (15%). 13% say the scheme has made the area more dangerous for pedestrians.

SCHEME SUPPORT

61% of pedestrians support the scheme with 11% unsupportive of the scheme. 29% generally support the scheme but would like to see changes. Responses included: allowing black cabs (22%), better signposting/enforcement of the rules (19%), extending the scheme to 24/7 (18%) and creating wider pavements (15%).

When this feedback is amalgamated: 7% are in favour of regressive changes, 9% are in favour of progressive changes and 16% are in favour of enhancements.

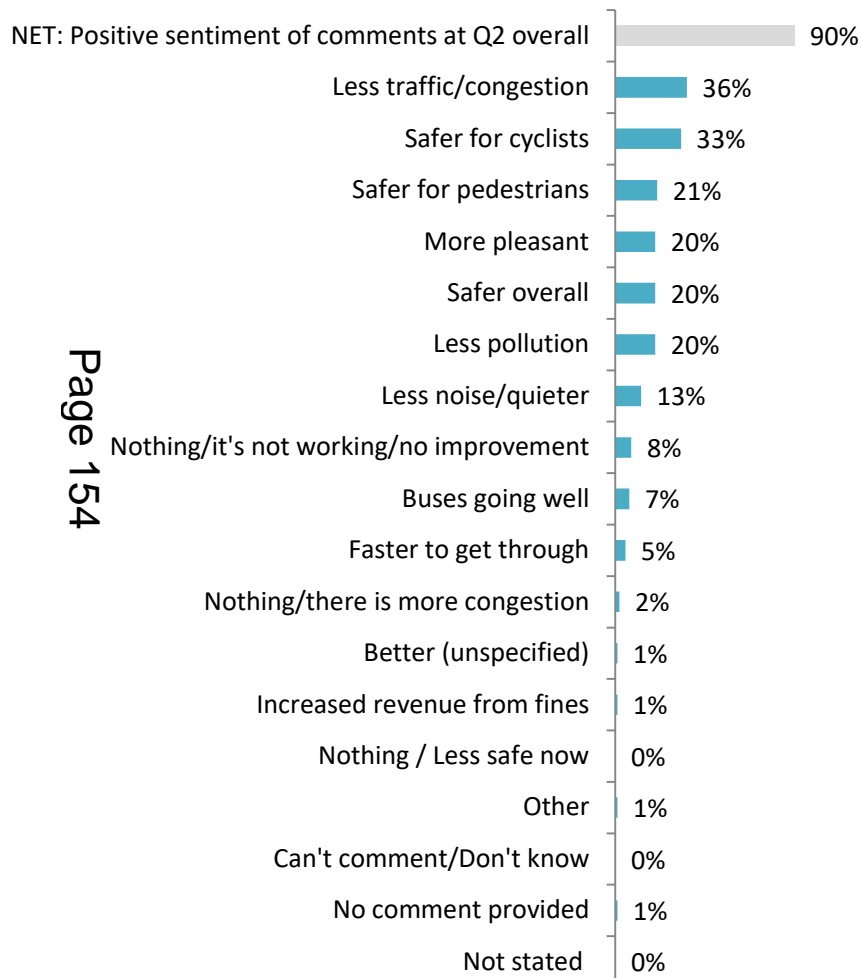
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 60% were positive, 15% were negative and 2% were neutral or a constructive comment.

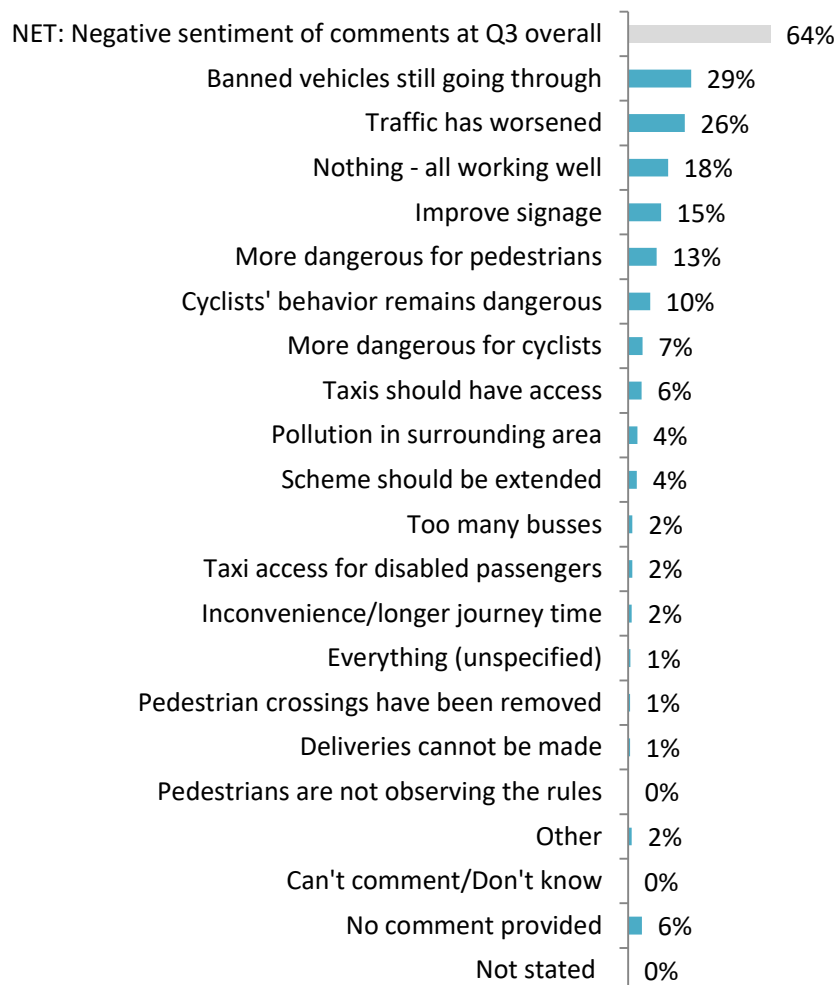
The most recurrent additional comments that were left were: extending the duration of the scheme (21%) and permitting black cabs (15%).

PEDESTRIANS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



PEDAL CYCLISTS

Pedal cyclists, (n=1,699) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

96% of pedal cyclists left positive feedback.

50% say the scheme has made it safer for cyclists, safer for pedestrians and safer overall (21%). 36% say the traffic has improved, it is more pleasant (24%) and there is less pollution (22%).

NOT WORKING WELL

4% of pedal cyclists left negative feedback.

34% banned vehicles are still going through the junction, traffic has worsened (18%), signage should be improved 18% and that it has become more dangerous for pedestrians (13%).

SCHEME SUPPORT

70% of pedal cyclists support the scheme (the highest of all the groups consulted in the online survey). 4% are unsupportive of the scheme. 26% generally support the scheme but would like to see changes. Responses included: extending the scheme to 24/7 (29%), better signposting/enforcement of the rules (24%), creating wider pavements (20%) and making the junction walking & cycling only (11%).

When this feedback is amalgamated: 2% are in favour of regressive changes, 12% are in favour of progressive changes and 16% are in favour of enhancements.

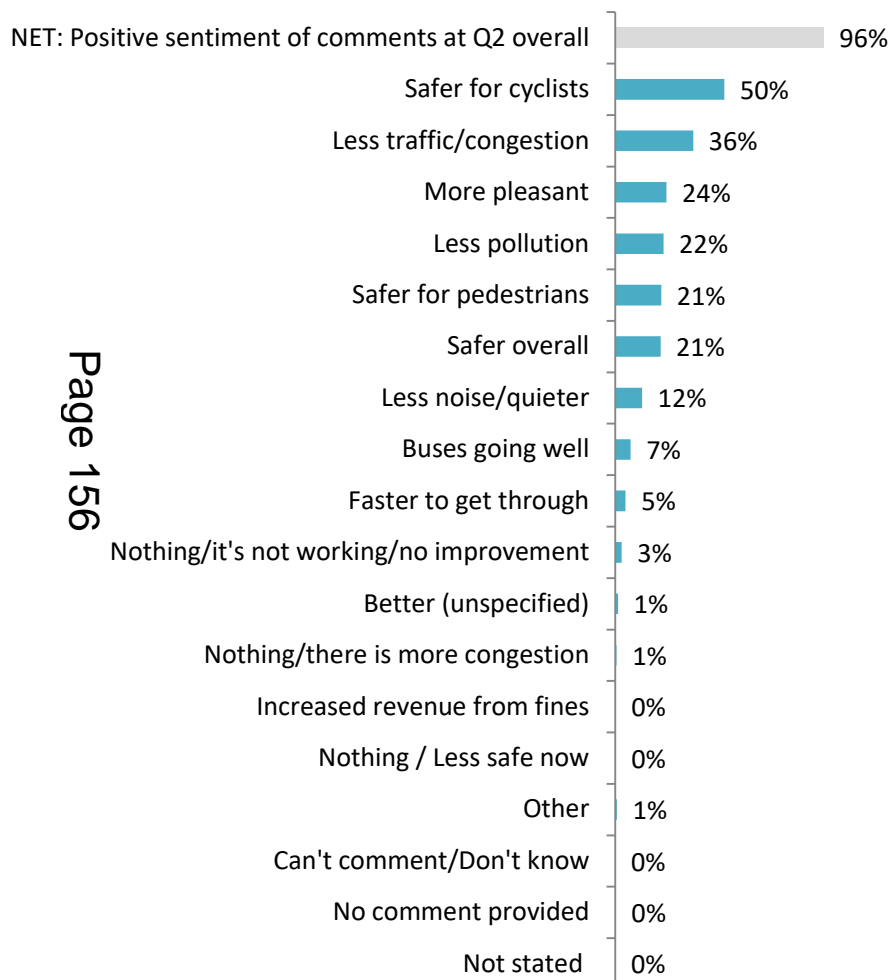
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 73% were positive, 9% were negative and 2% were neutral or a constructive comment.

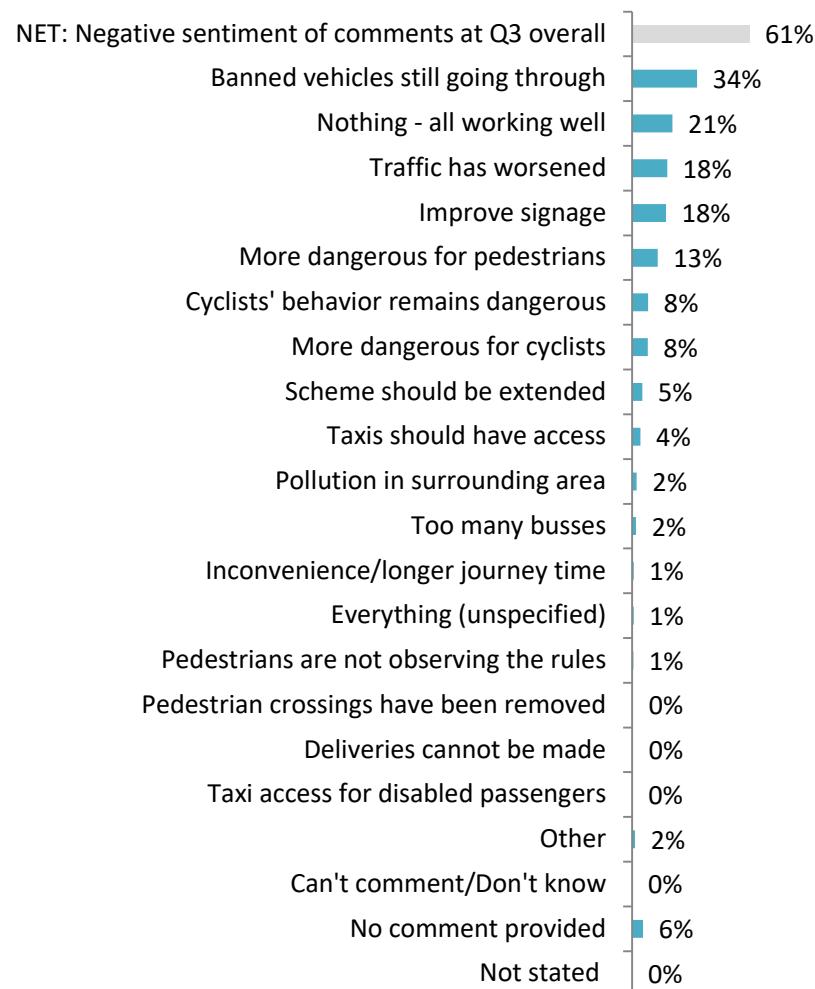
The most recurrent additional comments that were left were: extending the duration of the scheme (25%) and calls for greater clarity (e.g. better signage/traffic lights / delineation) (11%).

PEDAL CYCLISTS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



TAXI OR PRIVATE HIRE DRIVERS

Taxi or private hire drivers, (n=1,013) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

28% of taxi or private hire drivers left positive feedback.

13% say there's been an improvement in the traffic/congestion and 5% say the buses are going well and it is safer for cyclists.

NOT WORKING WELL

90% of taxi or private hire drivers left negative feedback.

53% say the scheme isn't working. 71% believe that the traffic in the area has worsened. 20% say pollution has increased in the surrounding area. 13% believe there should be a provision for taxi access for disabled passengers.

SCHEME SUPPORT

2% of taxi or private hire drivers support the scheme. 62% are unsupportive of the scheme (the highest of all the groups consulted in the online survey). 36% generally support the scheme but would like to see three changes: allow black cabs (86%), provisions for the disabled (11%) and to improve the traffic flow in surrounding streets (7%).

When this feedback is amalgamated: 31% are in favour of regressive changes, 2% are in favour of progressive changes and 7% are in favour of enhancements.

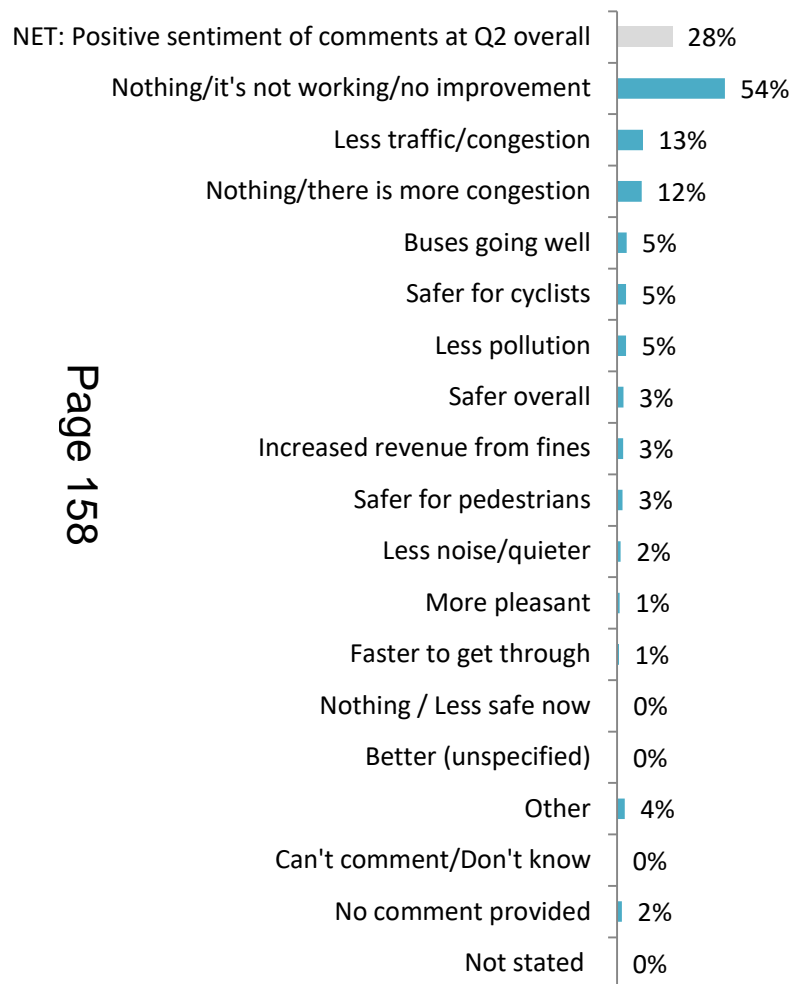
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 17% were positive, 43% were negative and 2% were neutral or a constructive comment.

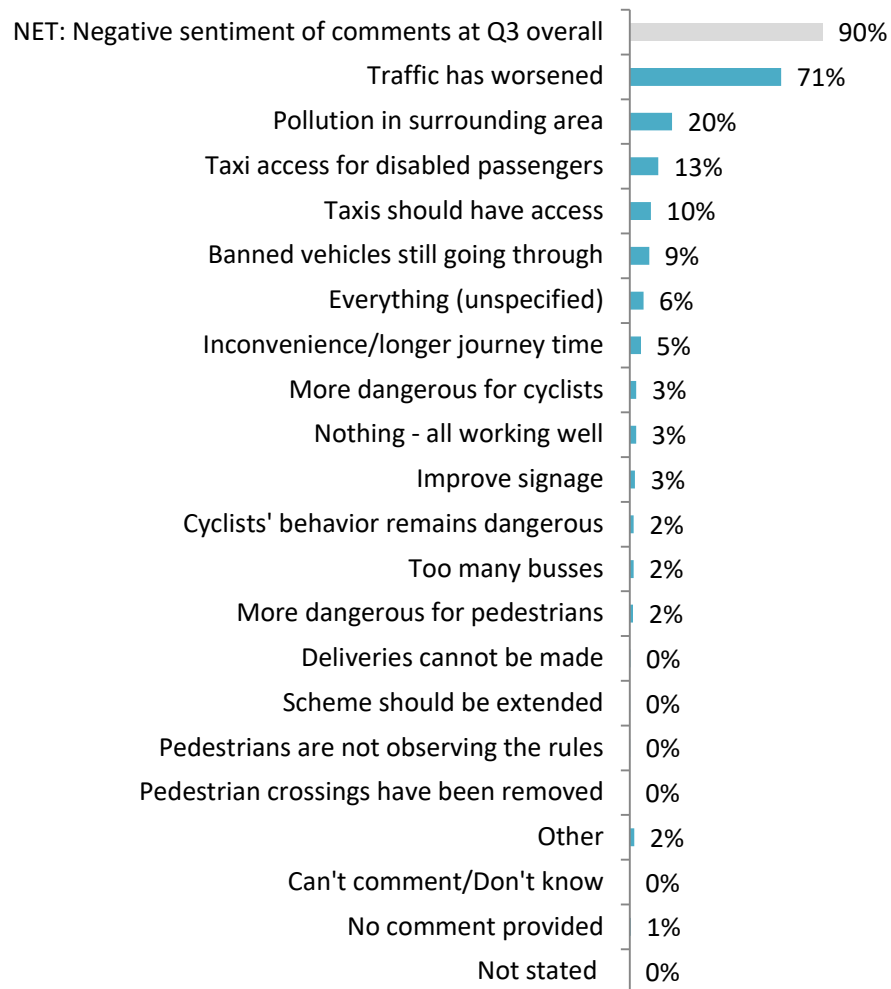
The most recurrent additional comments that were left were: black cabs should be permitted (45%) and the negative effect on traffic in surrounding areas (15%).

TAXI OR PRIVATE HIRE DRIVERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



BUS PASSENGERS

Bus passengers, (n=754) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

91% of bus passengers left positive feedback.

38% say cyclist safety has improved, there is less traffic congestion (34%), pedestrian safety has improved (22%) and safety overall (20%). 1% say it is more pleasant, there is less pollution (20%) and the performance of their buses are going well (17%).

NOT WORKING WELL

64% of bus passengers left negative feedback.

30% say banned vehicles are still going through the junction and that traffic had worsened (23%). Signage (17%) also is highlighted as an area of improvement. 11% say the junction had become more dangerous for pedestrians.

SCHEME SUPPORT

60% of bus passengers support the scheme. 9% are unsupportive of the scheme. 31% generally support the scheme but would like to see changes. Responses included: extending the scheme to 24/7 (25%), better signposting/enforcement of the rules (22%), wider pavements (16%) and to allow black cabs (15%).

When this feedback is amalgamated: 5% are in favour of regressive changes, 12% are in favour of more progressive changes and 18% are in favour of enhancements.

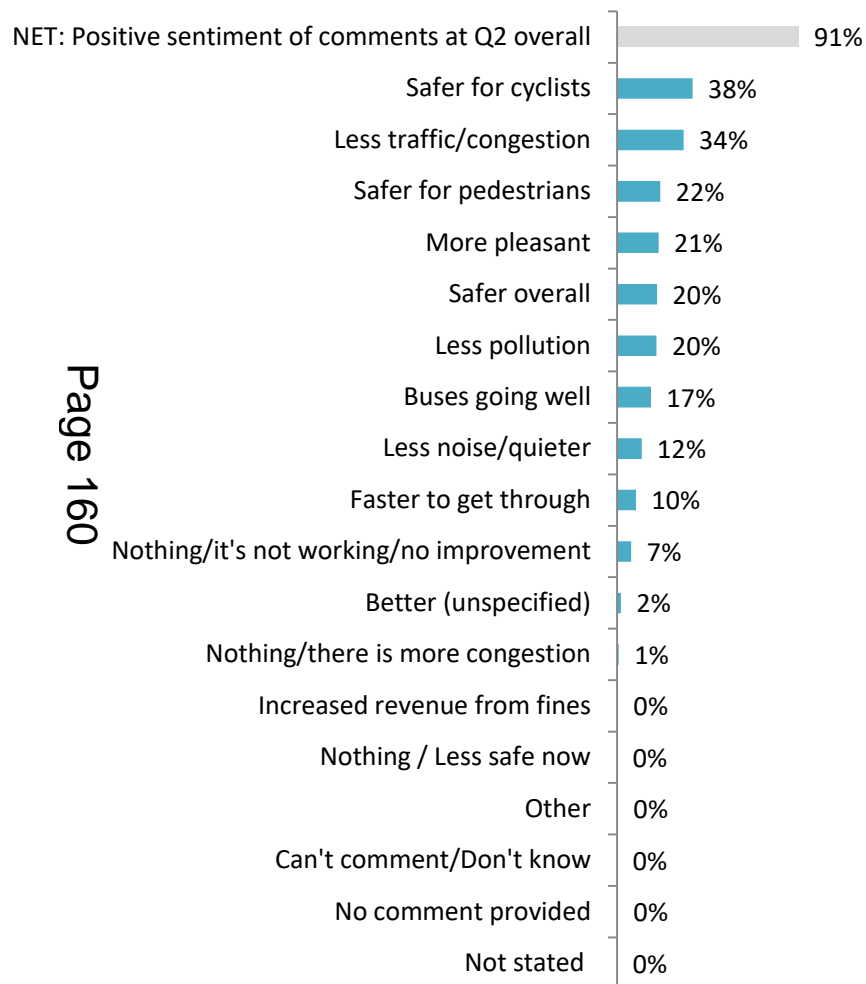
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 69% were positive, 12% were negative and 2% were neutral or a constructive comment.

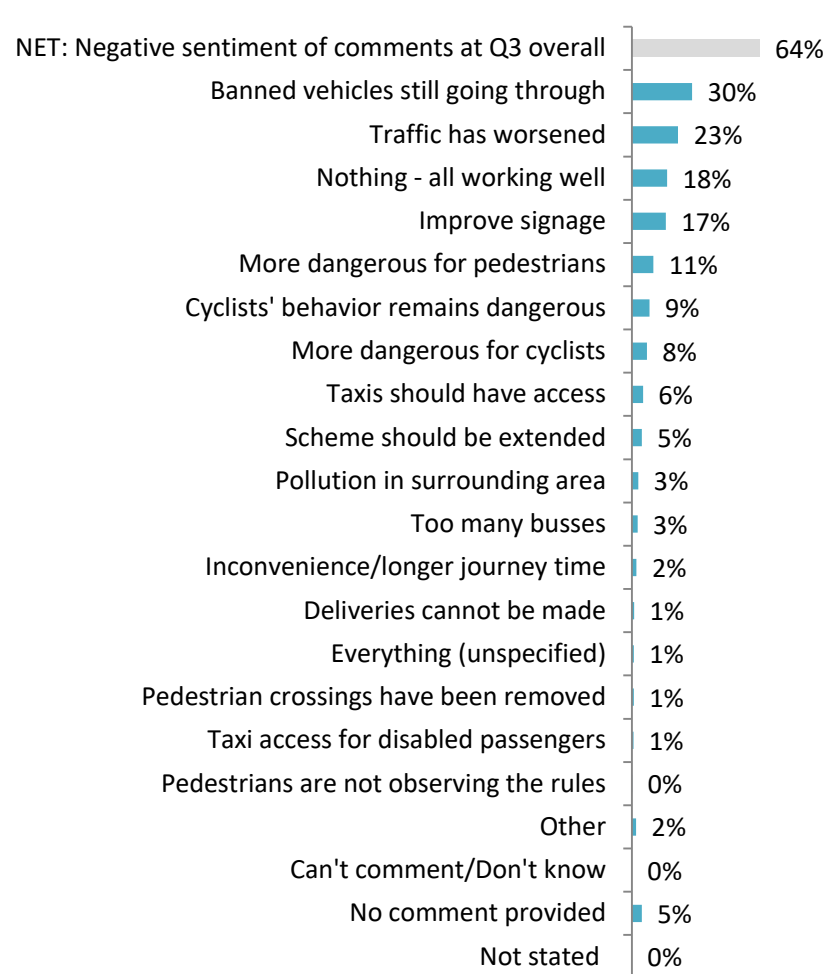
The most recurrent additional comments that were left were: extending the duration of the scheme (28%) and black cabs should be permitted (12%).

BUS PASSENGERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



TAXI OR PRIVATE HIRE PASSENGERS

Taxi or private hire passengers, (n=731) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

51% of taxi or private hire passengers left positive feedback.

22% say traffic/congestion has improved, the area is safer for cyclists (15%) and there is less pollution (12%).

NOT WORKING WELL

80% of taxi or private hire passengers left negative feedback.

36% say the scheme isn't working. 51% say the traffic has worsened, banned vehicles are still using the junction (18%), taxis should have access (13%) and that there is pollution in surrounding areas of the junction (12%).

SCHEME SUPPORT

22% of taxi or private hire passengers support the scheme. 44% are unsupportive of the scheme. 35% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (67%), provisions for the disabled (10%), better signposting/enforcement of rules (9%), improving the traffic in surrounding streets (9%) and extending the scheme to 24/7 (8%).

When this feedback is amalgamated: 23% are in favour of regressive changes, 5% are in favour of progressive changes and 12% are in favour of enhancements.

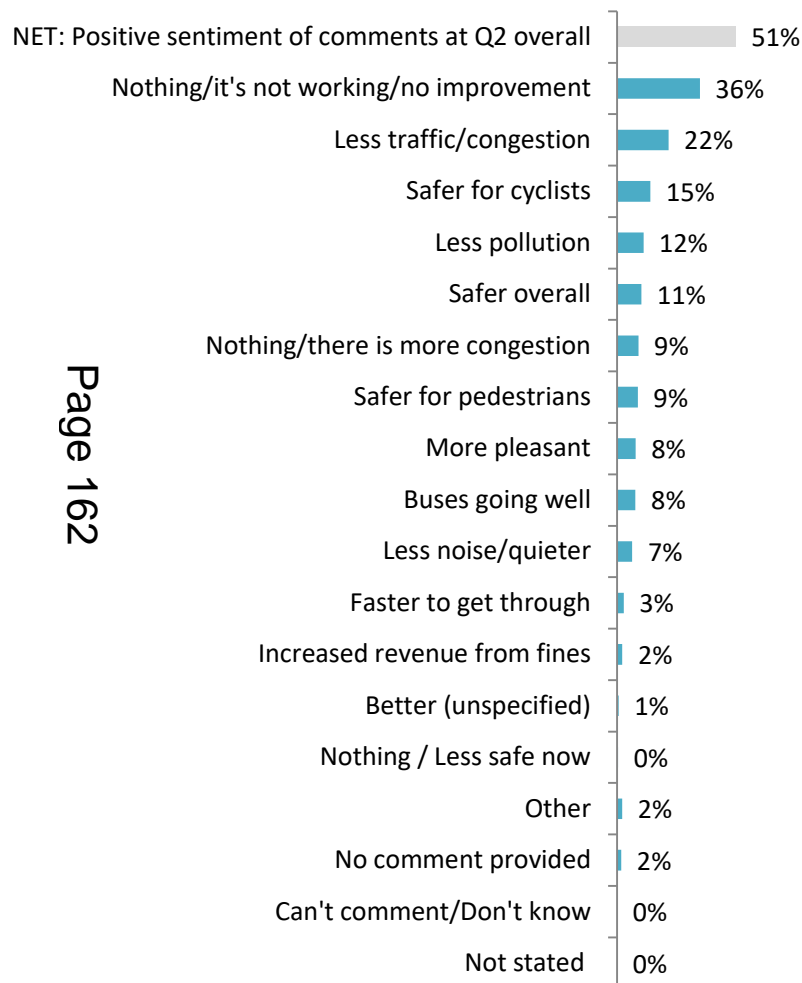
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 27% were positive, 40% were negative and 2% were neutral or a constructive comment.

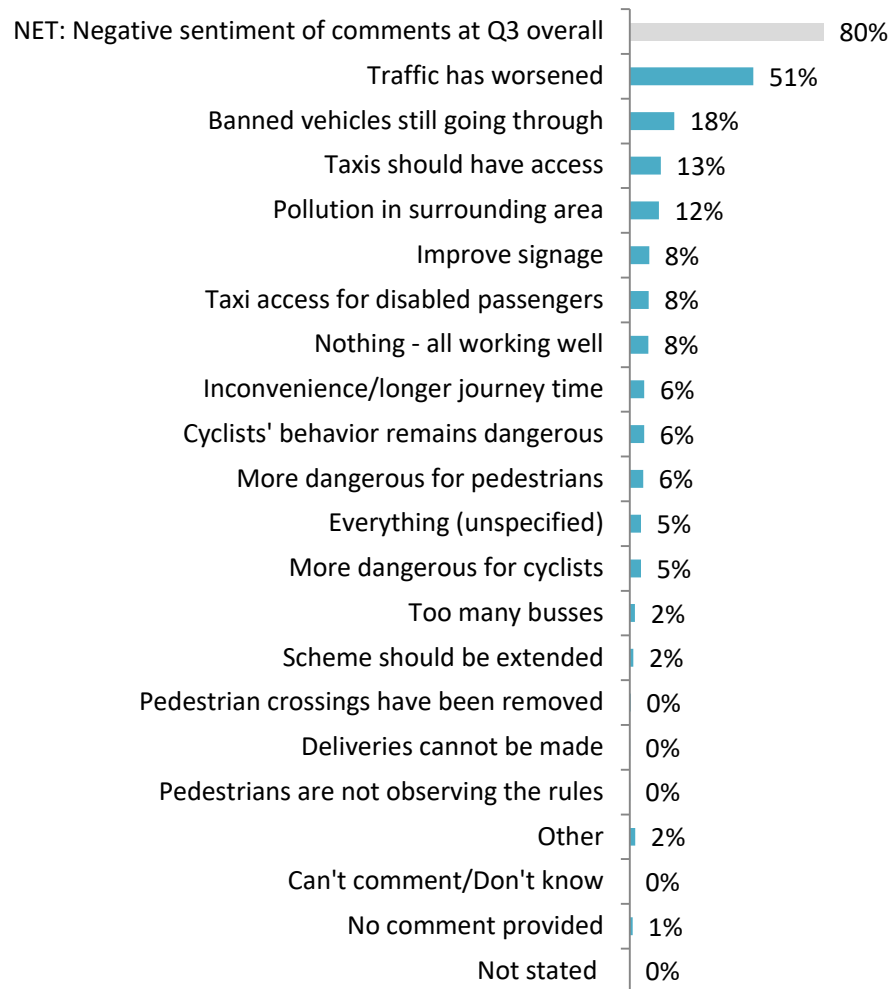
The most recurrent additional comments that were left were: black cabs should be permitted (38%) and the negative effect on traffic in surrounding areas (13%).

TAXI OR PRIVATE HIRE PASSENGERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



PRIVATE VEHICLE DRIVERS

Private vehicle drivers, (n=186) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

64% of private vehicle drivers left positive feedback.

24% say traffic/congestion has improved during the scheme and that it is safer for cyclists (21%), for pedestrians (13%) and overall (12%).

13% say less pollution and 12% say that the area is more pleasant.

NOT WORKING WELL

74% of private vehicle drivers left negative feedback.

28% claiming the scheme isn't working. 47% believe that the traffic in the area has worsened, banned vehicles are using the junction (18%) and that the signage should be improved (16%).

SCHEME SUPPORT

27% of private vehicle drivers support the scheme. 45% are unsupportive of the scheme. 28% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (37%), better signposting/enforcement of rules (21%), wider pavements (12%), making the junction walking & cycling only (12%), extending the scheme to 24/7 (10%) and allowing motorcyclists (8%).

When this feedback is amalgamated: 12% are in favour of regressive changes, 6% are in favour of progressive changes and 15% are in favour of enhancements.

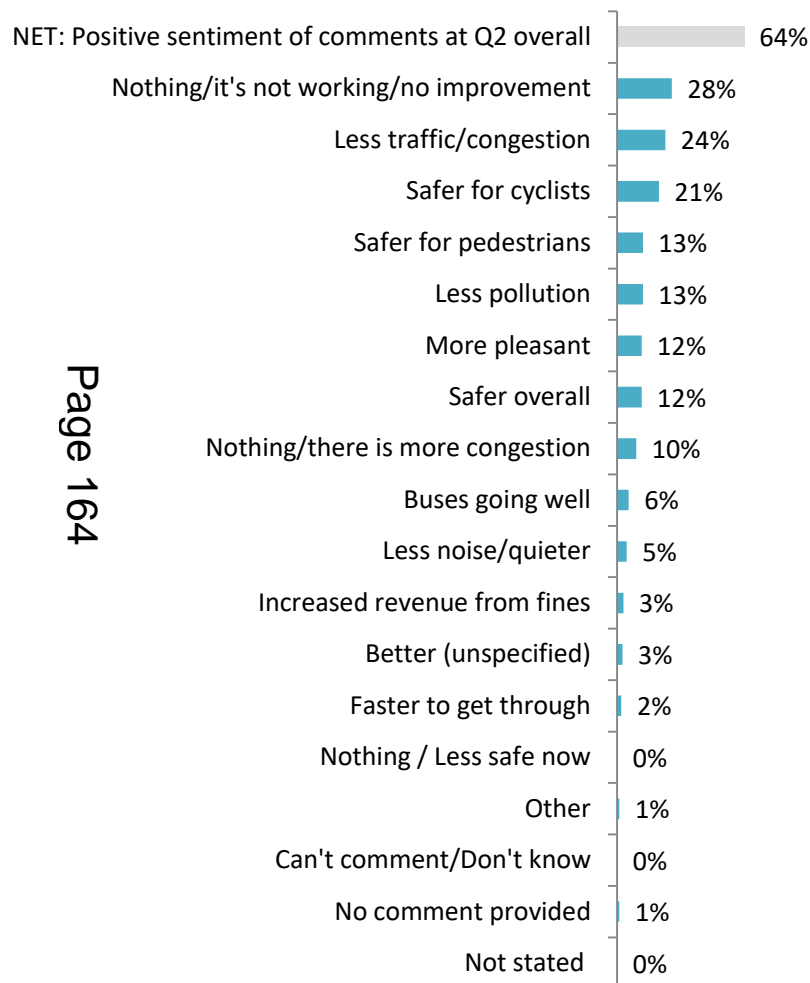
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 40% were positive, 34% were negative and 1% were neutral or a constructive comment.

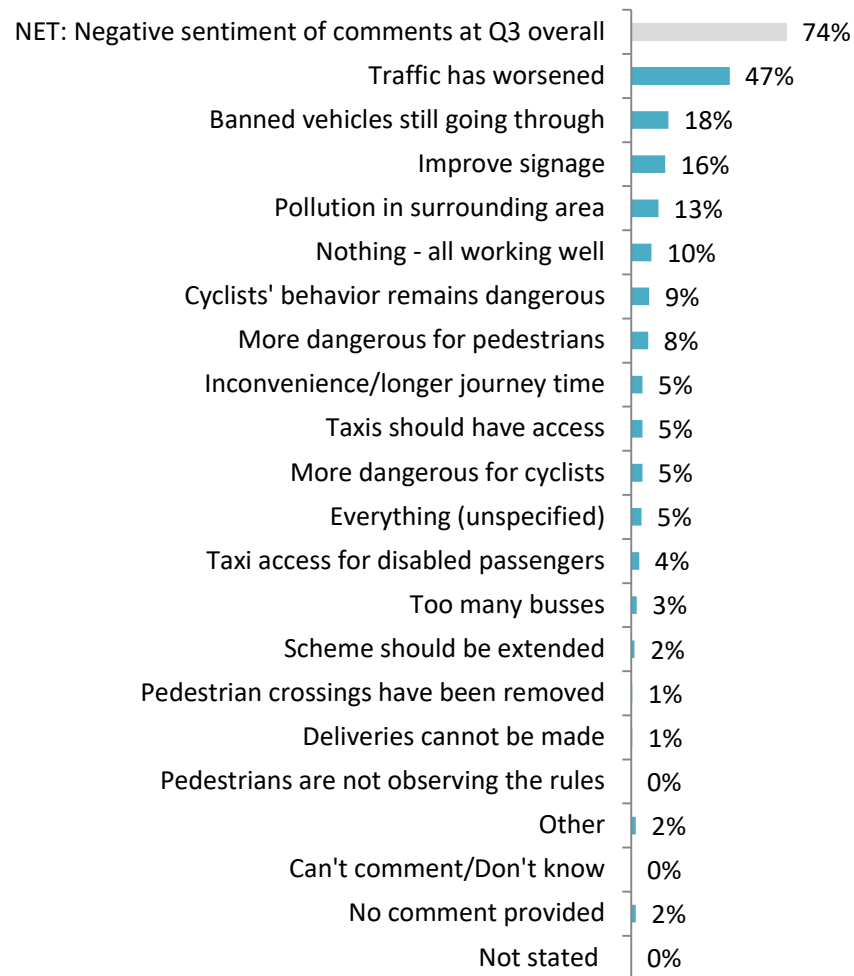
The most recurrent additional comments that were left were: to extend the duration of the scheme (15%) and calls for greater clarity (e.g. better signage/traffic lights / delineation) (15%).

PRIVATE VEHICLE DRIVERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



MOTOR CYCLISTS

Motor cyclists, (n=153) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

56% of motor cyclists left positive feedback.

29% say that traffic/congestion has improved and that the area is safer for cyclists (15%) , pedestrians (8%) and overall (7%)

NOT WORKING WELL

34% of motor cyclists left negative feedback.

28% say the scheme isn't working. 55% say the traffic in the area has worsened, banned vehicles are still using the junction (26%) and that there is pollution in surrounding areas of the junction (15%). 12% say taxis should have access (12%) and that the signage should be improved (11%).

SCHEME SUPPORT

15% of motor cyclists support the scheme. 44% are unsupportive of the scheme. 41% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (45%), allowing motorcyclists (32%), better signposting/enforcement of rules (10%), improving the traffic in surrounding streets (10%), adjusting traffic light changes/timings (5%) and provisions for the disabled (5%).

When this feedback is amalgamated: 28% are in favour of regressive changes, 2% are in favour of progressive changes and 13% are in favour of enhancements.

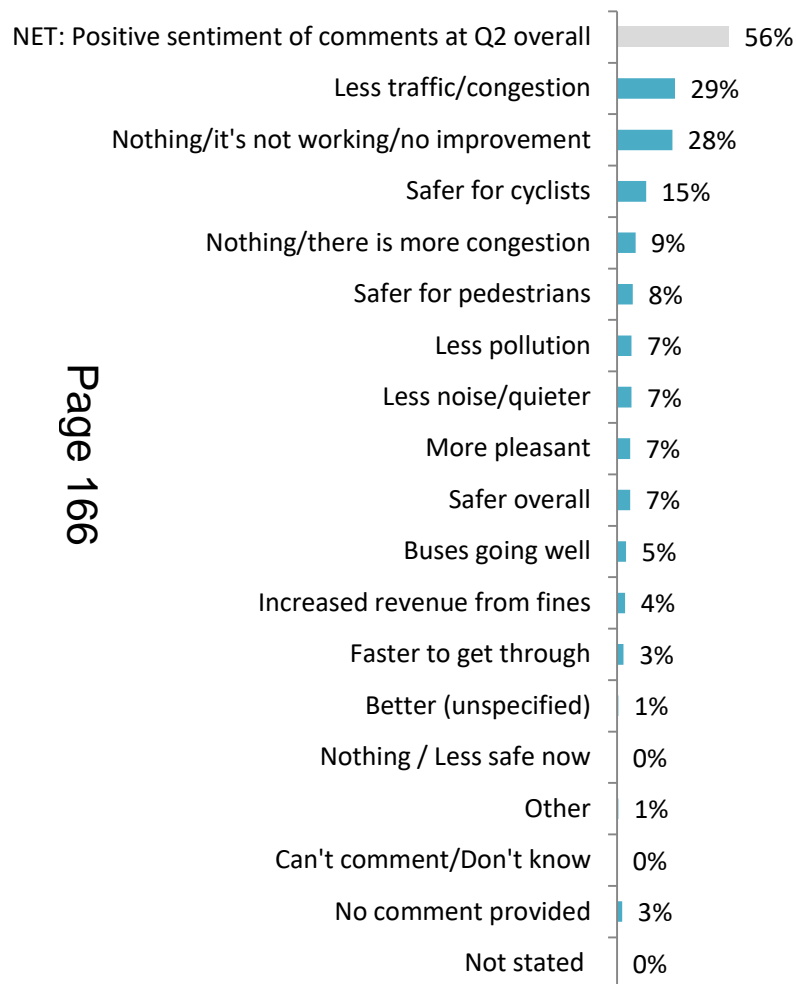
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 33% were positive, 33% were negative and 5% were neutral or a constructive comment.

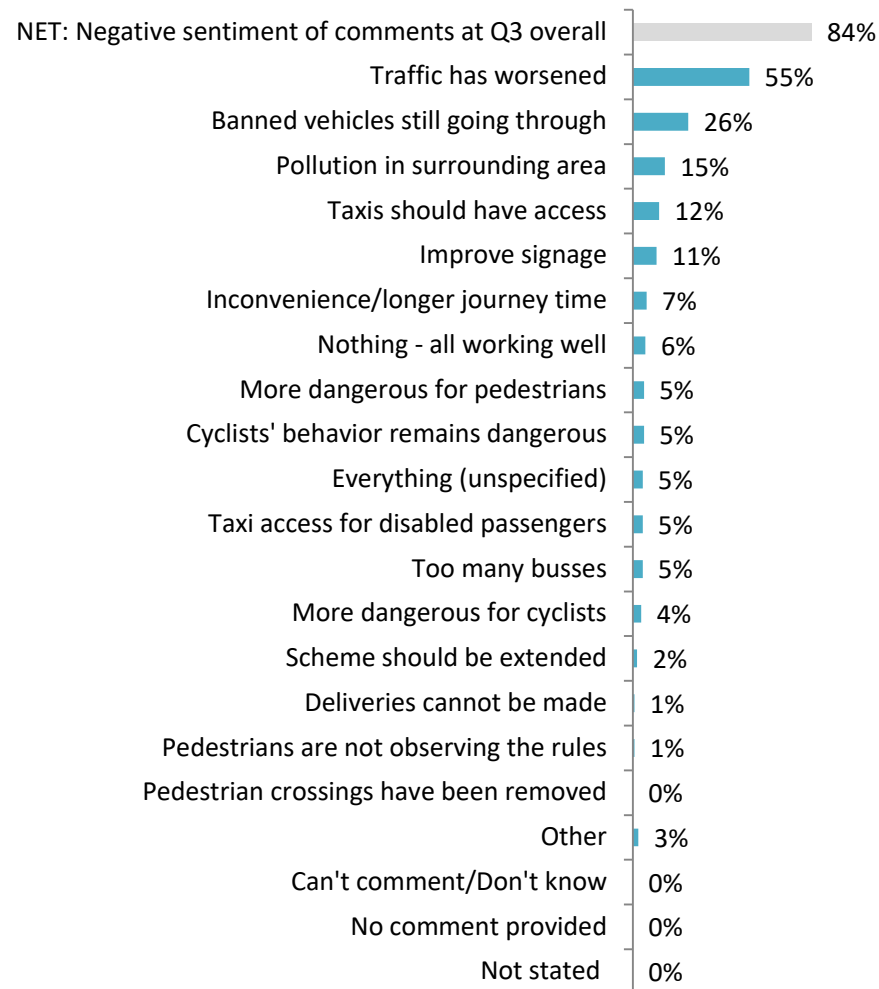
The most recurrent additional comments that were left were: black cabs should be permitted (20%) and the negative effect on traffic in surrounding areas (13%).

MOTOR CYCLISTS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



COMMERCIAL DRIVERS

Commercial drivers, (n=61) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

44% of commercial drivers left positive feedback.

19% say the traffic/congestion has improved during the scheme and that it is safer overall (12%) and for cyclists in particular (14%). 12% say the area is less polluted and more pleasant.

NOT WORKING WELL

27% of commercial drivers left negative feedback.

36% claiming the scheme isn't working. 49% believe that the traffic in the area has worsened, banned vehicles are still using the junction (16%) and that the signage should be improved (15%). 10% say cyclist behaviour remains dangerous.

SCHEME SUPPORT

13% of commercial drivers support the scheme. 53% are unsupportive of the scheme. 34% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (48%), better signposting/enforcement of rules (14%), the need for cyclists to be slowed down (10%) and that the scheme is extended to 24/7 (10%).

When this feedback is amalgamated: 16% are in favour of regressive changes, 5% are in favour of progressive changes and 13% are in favour of enhancements.

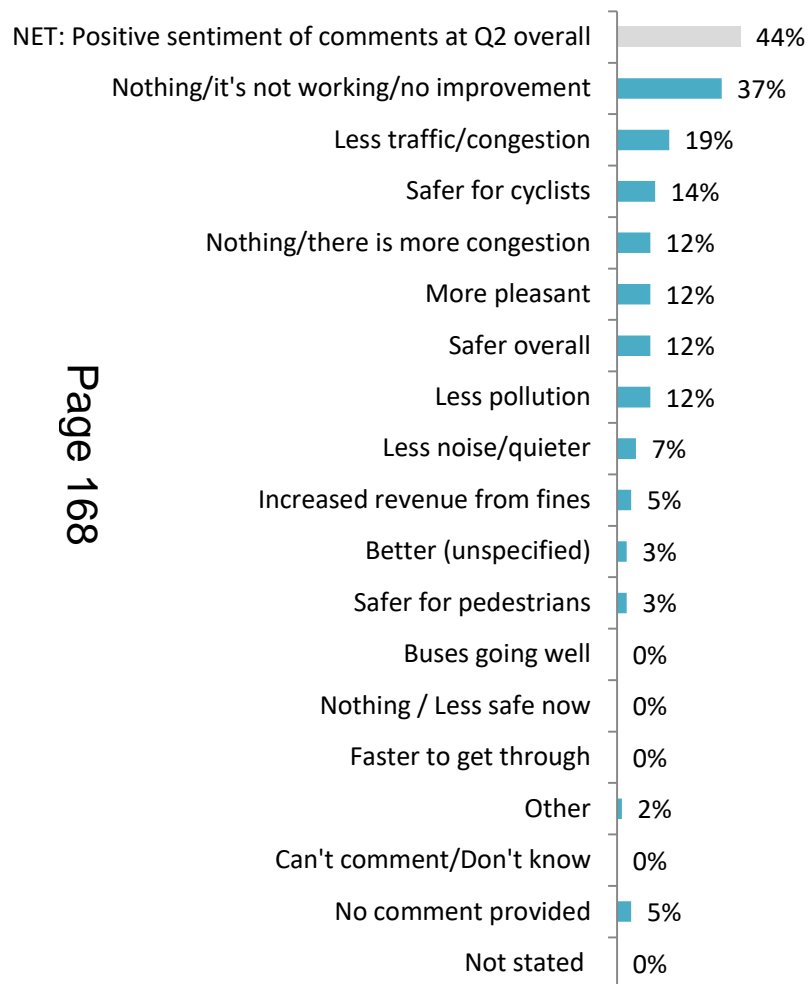
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 31% were positive, 44% were negative and no neutral or a constructive comments were left.

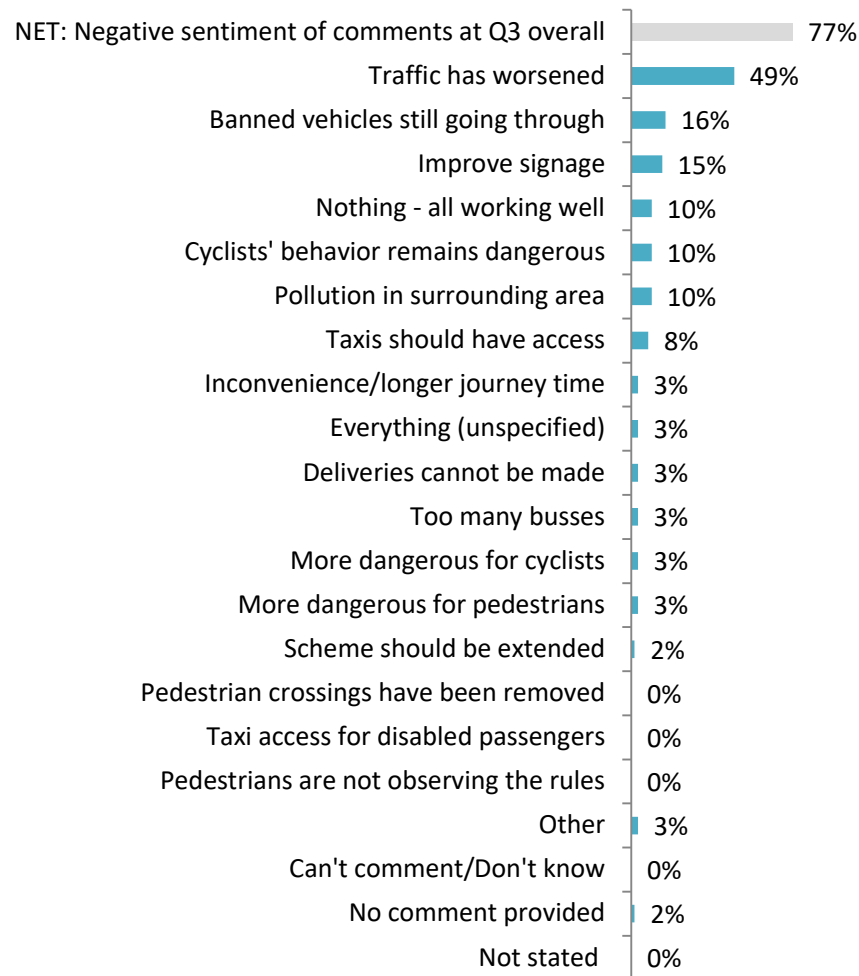
The most recurrent additional comments that were left were: black cabs should be permitted (19%) and to extend the duration of the scheme (16%).

COMMERCIAL DRIVERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



BUS DRIVERS*

Bus drivers, (n=34)* at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

82% of bus drivers left positive feedback.

32% say there is less traffic/congestion, 27% say safety for cyclists has improved, pedestrians (15%) and safety overall (18%).

NOT WORKING WELL

18% of bus drivers left negative feedback.

31% say traffic has worsened and banned vehicles continue to use the junction (38%).

SCHEME SUPPORT

50% of bus drivers support the scheme. 15% are unsupportive of the scheme. 35% generally support the scheme but would like to see changes the following four changes: allowing black cabs (50%), better signposting/enforcement of the rules (33%), cyclists need to be slowed down (8%) and extending the scheme to 24/7 (8%).

When this feedback is amalgamated: 18% are in favour of regressive changes, 3% are in favour of progressive changes and 15% are in favour of enhancements.

ADDITIONAL COMMENTS

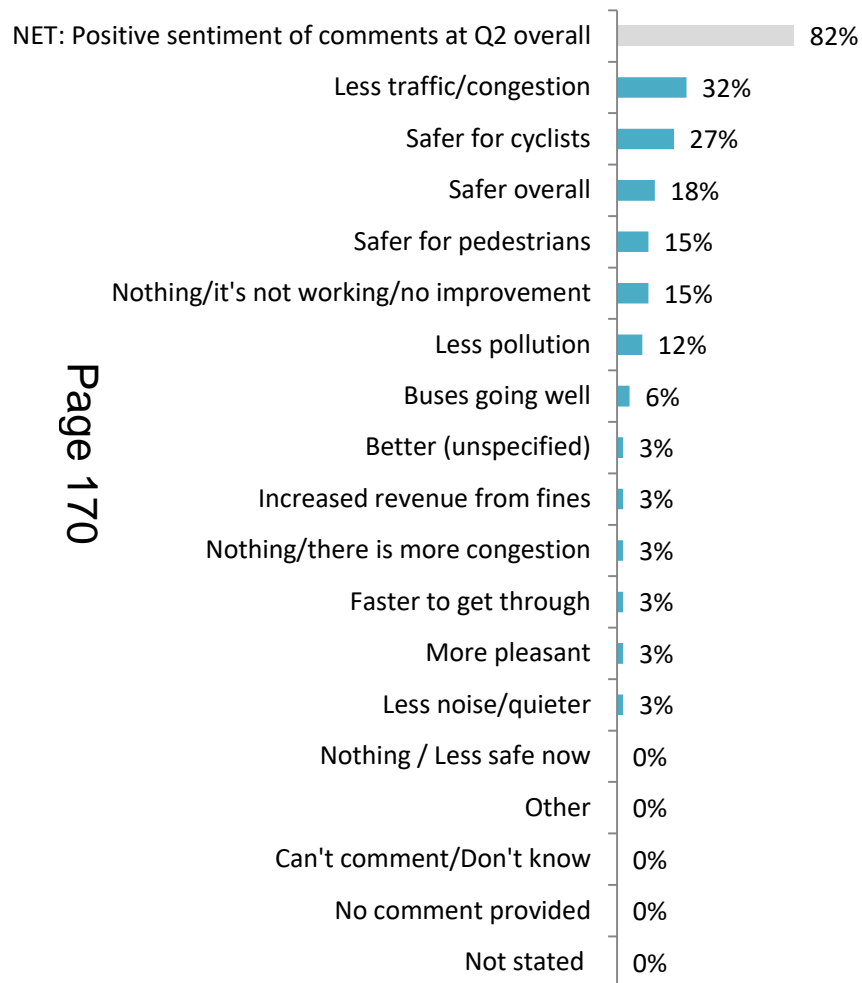
Of the additional comments received at the end of the survey, 33% were positive, 33% were negative and 7% were neutral or a constructive comment.

The most recurrent additional comments that were left were: extending the duration of the scheme (20%) and the negative effect on traffic in surrounding areas (13%).

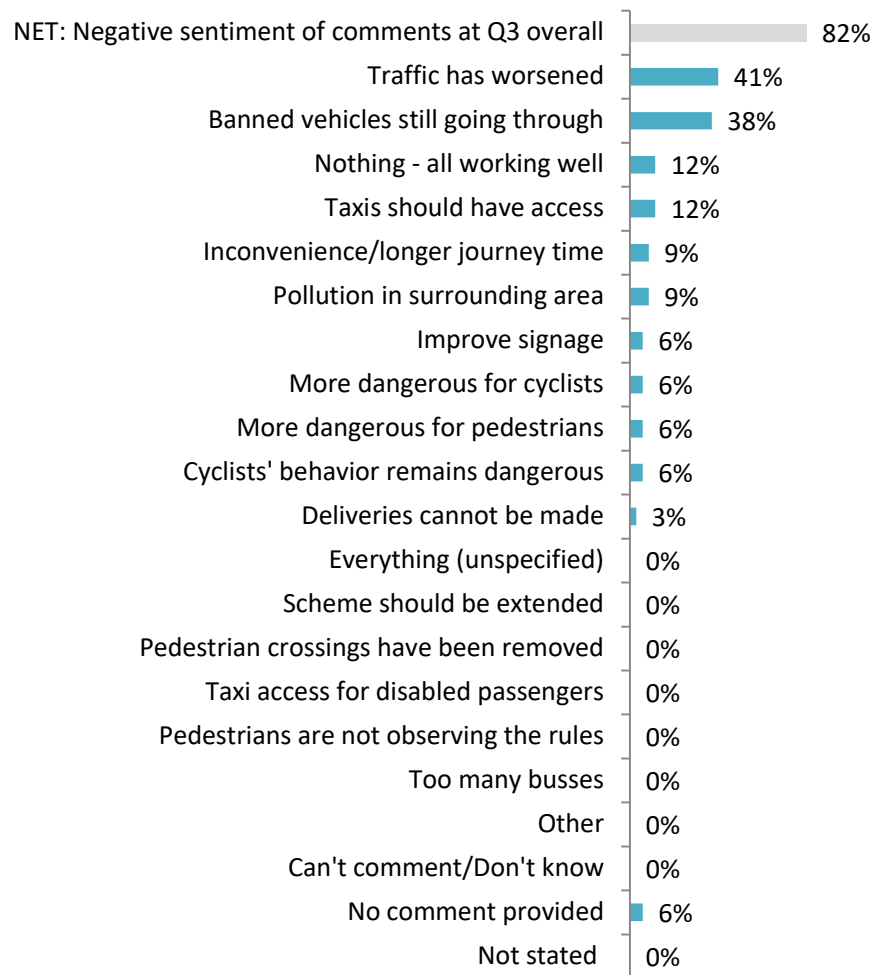
* Low statistical base (<50 respondents)

BUS DRIVERS*

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

In this section, we detail how the research was conducted.

- Respondents could participate in the public consultation via three methods:

1. Online survey: Quantitative and qualitative styled questions
2. Email to bankonsafety@cityoflondon.gov.uk
3. Written responses

These qualitative comments were analysed and coded based on recurrence of verbatim and sentiment to create a quantitative percentage score.

The public consultation online survey was conducted between: 22nd May - 30th November 2017

- A total of n=3,730 individual respondents completed the research, where they identified themselves by the mode of transport they used when passing through the area:

| The following self identified groups researched via online consultation survey | | | | | | | | | | |
|--|-------------|----------------|------------------------------|----------------|---------------------------------|-------------------------|----------------|--------------------|-------------|-------|
| Overall | Pedestrians | Pedal cyclists | Taxi or private hire drivers | Bus passengers | Taxi or private hire passengers | Private vehicle drivers | Motor cyclists | Commercial drivers | Bus drivers | Other |
| 3730 | 2258 | 1699 | 1013 | 754 | 731 | 186 | 153 | 61 | 34 | 41 |

- Note: As a consequence of rounding up percentage results, the answers to some questions might not always add up to 100%.
- This research was conducted by the City of London. The analysis was conducted independently by FTI Consulting.

11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

Figure 1 shows the number of people who use multiple forms of transport in the vicinity and through or near the Bank Junction.

Figure 1: Number of respondents selecting different modes of transport

| Question wording | Q1. How do you normally travel in the vicinity (i.e. streets that bypass Bank Junction - Cannon Street, Bishopsgate, etc) and through or near (i.e. on the approach arms) Bank Junction? | | | | | | | | | | |
|---------------------------------|--|-------------|----------------|------------------------------|----------------|---------------------------------|-------------------------|----------------|--------------------|-------------|-------|
| Raw Numbers | Overall | Pedestrians | Pedal cyclists | Taxi or private hire drivers | Bus passengers | Taxi or private hire passengers | Private vehicle drivers | Motor cyclists | Commercial drivers | Bus drivers | Other |
| Sample Base | 3730 | 2258 | 1699 | 1013 | 754 | 731 | 186 | 153 | 61 | 34 | 41 |
| Pedestrians | 2258 | 2258 | 1300 | 183 | 693 | 409 | 129 | 84 | 31 | 29 | 28 |
| Pedal cyclists | 1699 | 1300 | 1699 | 55 | 514 | 217 | 85 | 49 | 23 | 24 | 19 |
| Taxi or private hire drivers | 1013 | 183 | 55 | 1013 | 48 | 258 | 49 | 52 | 28 | 14 | 7 |
| Bus passengers | 754 | 693 | 514 | 48 | 754 | 220 | 70 | 28 | 17 | 15 | 20 |
| Taxi or private hire passengers | 731 | 409 | 217 | 258 | 220 | 731 | 82 | 50 | 22 | 15 | 14 |
| Private vehicle drivers | 186 | 129 | 85 | 49 | 70 | 82 | 186 | 26 | 18 | 12 | 4 |
| Motor cyclists | 153 | 84 | 49 | 52 | 28 | 50 | 26 | 153 | 16 | 11 | 3 |
| Commercial drivers | 61 | 31 | 23 | 28 | 17 | 22 | 18 | 16 | 61 | 9 | 5 |
| Bus drivers | 34 | 29 | 24 | 14 | 15 | 15 | 12 | 11 | 9 | 34 | 3 |
| Other | 41 | 28 | 19 | 7 | 20 | 14 | 4 | 3 | 5 | 3 | 41 |

11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

Figure 2 shows the percentage of people who take different forms of transport in the vicinity and through or near the Bank Junction.

Figure 2. Percentage of those selecting different modes of transport

| Question wording | Q1. How do you normally travel in the vicinity (i.e. streets that bypass Bank Junction - Cannon Street, Bishopsgate, etc) and through or near (i.e. on the approach arms) Bank Junction? | | | | | | | | | | |
|---------------------------------|--|-------------|----------------|------------------------------|----------------|---------------------------------|-------------------------|----------------|--------------------|-------------|-------|
| Column % | Overall | Pedestrians | Pedal cyclists | Taxi or private hire drivers | Bus passengers | Taxi or private hire passengers | Private vehicle drivers | Motor cyclists | Commercial drivers | Bus drivers | Other |
| Sample Base | 3730 | 2258 | 1699 | 1013 | 754 | 731 | 186 | 153 | 61 | 34 | 41 |
| Pedestrians | 61 | 100 | 77 | 18 | 92 | 56 | 69 | 55 | 51 | 85 | 68 |
| Pedal cyclists | 46 | 58 | 100 | 5 | 68 | 30 | 46 | 32 | 38 | 71 | 46 |
| Taxi or private hire drivers | 27 | 8 | 3 | 100 | 6 | 35 | 26 | 34 | 46 | 41 | 17 |
| Bus passengers | 20 | 31 | 30 | 5 | 100 | 30 | 38 | 18 | 28 | 44 | 49 |
| Taxi or private hire passengers | 20 | 18 | 13 | 26 | 29 | 100 | 44 | 33 | 36 | 44 | 34 |
| Private vehicle drivers | 5 | 6 | 5 | 5 | 9 | 11 | 100 | 17 | 30 | 35 | 10 |
| Motor cyclists | 4 | 4 | 3 | 5 | 4 | 7 | 14 | 100 | 26 | 32 | 7 |
| Commercial drivers | 2 | 1 | 1 | 3 | 2 | 3 | 10 | 11 | 100 | 27 | 12 |
| Bus drivers | 1 | 1 | 1 | 1 | 2 | 2 | 7 | 7 | 15 | 100 | 7 |
| Other | 1 | 1 | 1 | 1 | 3 | 2 | 2 | 2 | 8 | 9 | 100 |

11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

Summary of the questions that were included in the public consultation online survey. This is how the questionnaire would look when taken on a desktop device.

*** How do you normally travel in the vicinity (i.e. streets that bypass Bank Junction – Cannon Street, Bishopsgate, etc) and through or near (i.e. on the approach arms) Bank Junction?**

| | through or near Bank Junction | in the vicinity of Bank Junction |
|--------------------------------|-------------------------------|----------------------------------|
| Walk | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedal cycle | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus driver | <input type="checkbox"/> | <input type="checkbox"/> |
| Bus passenger | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi or private hire driver | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi or private hire passenger | <input type="checkbox"/> | <input type="checkbox"/> |
| Motorcycle | <input type="checkbox"/> | <input type="checkbox"/> |
| Commercial driver | <input type="checkbox"/> | <input type="checkbox"/> |
| Private vehicle driver | <input type="checkbox"/> | <input type="checkbox"/> |
| I do not travel in this area | <input type="checkbox"/> | <input type="checkbox"/> |

Other (please specify)

*** What do you think is working well since Bank on Safety became operational?**

*** What do you think is not working well since Bank on Safety became operational?**

The idea of experimenting with this scheme is to see how it works in practice before making a decision on whether it should be made permanent. The monitoring work combined with this consultation and feedback will be presented to Members at the City of London prior to any decision being taken on the permanency of this experiment.

*** Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?**

- ☐ Yes, I support the Bank on Safety scheme as implemented
- ☐ No, I do not support the Bank on Safety scheme and would want it to return to it's previous operation
- ☐ Yes, I generally support the Bank on Safety scheme but would like to see the following variations:

Any additional comments that you would like to make:

11: APPENDICES: METHODOLOGY

SURVEY USABILITY

We investigated the usability of the survey design for respondents participating in the online survey.

For one question, respondents were asked to select whether they support, or do not support the Bank on Safety scheme. There was also an option for respondents to 'generally support the scheme', but where they could enter any variations they'd like to see made to the scheme in a comment box under the statement (Figure 1).

Scenario 1: Screen Navigation

Issue: For those on small screen devices, the main form of navigation would have been to use their fingers to select responses and scroll up and down by flicking the screen. Consequently, those respondents who selected 'Yes' or 'No' (Figure 1) and inadvertently placed their finger in the comment box had their response changed to 'Yes, I generally support'.

Investigation: 3 people left no comment in the box provided, inferring they may have inadvertently selected this option when scrolling.

Scenario 2: Open Comment Box

Issue: The purpose of the box under the response 'Yes, I generally support the Bank on Safety scheme but would like to see the following variations' was to allow respondents to type their suggested variations to the scheme. However, some may have used it to elaborate as to why they made their selection (i.e. Yes & No in Figure 1). This would have inadvertently changed their response to 'generally support'.

Investigation: 23 people made comments that they did not support the scheme, which infers they may have originally selected 'No' and used the comment box to elaborate on this.

There were also 12 respondents who selected 'Yes, I generally support', but their open comments were fully supportive of the scheme as it is. This infers they had originally selected 'Yes'.

We therefore decided not to remove these responses as they had no statistical significance on the levels of support.

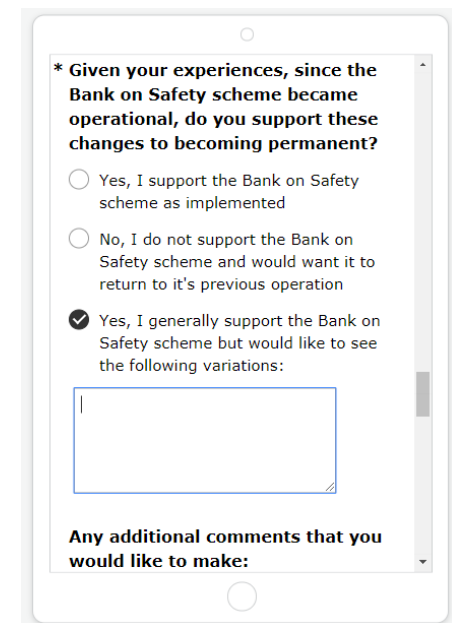
The image shows a mobile device screen displaying a survey question. The question text is: "* Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?". Below the question are three radio button options: "Yes, I support the Bank on Safety scheme as implemented", "No, I do not support the Bank on Safety scheme and would want it to return to it's previous operation", and "Yes, I generally support the Bank on Safety scheme but would like to see the following variations:". The third option is selected with a checkmark. Below the selected option is a text input box for variations. At the bottom of the screen, there is a section titled "Any additional comments that you would like to make:" with a downward arrow indicating a scrollable area.

Figure 1: Example of question on a small screen device

ABOUT FTI CONSULTING



FTI Consulting is an independent global business advisory firm dedicated to helping organisations manage change, mitigate risk and resolve disputes: financial, legal, operational, political & regulatory, reputational and transactional. Individually, each practice is a leader in its specific field, staffed with experts recognized for the depth of their knowledge and a track record of making an impact.

Collectively, FTI Consulting offers a comprehensive suite of services designed to assist clients across the business cycle – from proactive risk management to the ability to respond rapidly to unexpected events and dynamic environments.

For further enquiries, please contact:

Dan Healy
Managing Director
Strategy Consulting & Research
FTI Consulting

dan.healy@fticonsulting.com

www.fticonsulting.com



BANK **ON** SAFETY

BANK **ON** SAFETY

Summary of Community & Stakeholder Consultation

This page is intentionally left blank

This section provides interpreted summaries of the feedback we received from groups and organisations that the City of London consider to be key stakeholders or key local occupiers. In addition to the response summaries provided below, each response is included in the overall analysis and covered in the wider report, similar to any other individual response.

Each summary is sorted by the stakeholder's level of support based on their response to a closed question in our online survey. Where this closed question had not been answered we show our interpretation of each stakeholder's level of support based on their comments.

Table 1

| Representative groups/organisations | Overview of comment | Support or support with more stringent variations | Support but would like to see variations | Do not support (i.e. return to previous operation) |
|--|---|--|---|---|
| Alliance of British Drivers | <p>The Alliance of British Drivers is a voluntary organisation promoting the interests and concerns of Britain's drivers. The organisation raised concerns that the Bank on Safety Scheme had caused network disruption and worsened traffic on alternative routes, causing air pollution. In addition the organisation's response cited difficulty in accessing premises in the vicinity of Bank Junction, such as the Ned Hotel. The organisation stated that it perceived the safety issues at Bank Junction to stem from 'pedestrians stepping into the road without looking' and gave support to a redesign of the junction and an increase of pedestrian space.</p> <p>Whilst no explicit indication of overall support was given, officers interpretation of the response provided was that the ABD did not support the Bank on Safety Scheme.</p> | | | |

| | | | | |
|---------------------------------|--|--|--|--|
| City Property Association (CPA) | <p>The CPA represents approximately 150 companies made up of the leading owners, developers, investors and professional property advisors in the City of London. The organisation has been involved with Bank on Safety Scheme from an early stage and has been a part of the Project Board through the scheme's development. Having reviewed the November 2017 monitoring report published by the City and experienced the changes at the junction first hand, the CPA stated that the changes are 'highly noticeable and very welcome', suggesting that such improved conditions 'should be retained as a new benchmark for the minimum standard of what should be acceptable for air quality and road safety for vulnerable road users in Central London'.</p> <p>The organisation referenced the City's ongoing discussion with the Licensed Taxi Driver Association (LTDA), regarding the LTDA's request to allow taxis to use Bank Junction. The organisation stated that for the 'vast majority of City workers this is not a primary issue'.</p> | | | |
| Living Streets | <p>Living Streets are a registered charity that aims to 'create a walking nation, free from congested roads and pollution'. The organisation set out its response according to the underlying scheme objectives stating that it believed the junction to be 'easier and safer as a pedestrian to cross at both the junction and its approach roads'. Additionally it stated that that it believed that the order as it currently operates still allows for deliveries to be made and to access adjoining roads, that air pollution had not been worsened and journey times for buses and general traffic appeared improved.</p> <p>Living Streets requested that signage (both scheme-level and general wayfinding) at and in the vicinity of the junction should be made clearer.</p> | | | |

| | | | | |
|--|---|--|--|--|
| London Cycling Campaign | <p>London Cycling Campaign is London's largest cycling campaign organisation representing approximately 12,000 members and 30,000 supporters. The organisation gave its full support for the scheme stating that it had been 'positively transformative and represents not just a leap in quality of the environment at the junction, but also a step-change in the ambition and willingness of the City of London to improve its streets for people'. As part of its response the organisation made a number of requests for changes to the scheme including the following;</p> <ul style="list-style-type: none"> • That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week. • That enforcement be used to increase compliance at the Junction. • That immediate changes be made to benefit pedestrians including; re-timing traffic signals and removing guardrail. • That over the longer term, all motor vehicles (cyclists not included) be removed from the junction and the space function as a public square or plaza. | | | |
| London Taxi Drivers Association (LTDA) | <p>The LTDA represent Licensed Taxi Drivers and have been involved in discussions on the Bank on Safety Scheme from an early stage. As part of their response to the consultation, the LTDA commissioned BWB transport consultants to undertake a review of the impacts and implications of the Bank on Safety Scheme for Licensed Taxis.</p> <p>Officers are in the process of verifying important technical elements of this review with BWB, which are used to arrive at its conclusions and as such the technical details are not published as part of this response summary. However, the overall sentiment of the LTDA's response to the Bank on Safety consultation can be summarised as follows;</p> <ul style="list-style-type: none"> • That the impact of 're-permitting' taxi traffic to the junction should be significantly lower than previously envisaged. • That re-admittance of taxis to Bank Junction should have beneficial implications to road safety. • That taxis be permitted access to Bank Junction by way of 'ahead only' movements. | | | |

| | | | | |
|--|--|--|--|--|
| Stop killing cyclists | <p>Stop Killing Cyclists is a cycling campaign group representing approximately 7,000 members. The organisation gave its full support to the scheme stating that the closure had been a 'huge success for the people walking and cycling through the junction'. As part of its response the organisation made a number of requests for changes to the scheme including the following;</p> <ul style="list-style-type: none"> • That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week. • That buses be restricted from using Bank Junction. • That further cycling infrastructure be provided at the junction. • That consideration be given to the relationship between cyclists and pedestrians at the junction. • That the junction be subject to an architectural competition to turn the junction into a plaza. | | | |
| Worshipful Company of Hackney Carriage Drivers | <p>Comments from this Stakeholder were received shortly after the 30th November consultation deadline.</p> <p>Comments from this Stakeholder were contained across three documents and the main themes are summarised below;</p> <ul style="list-style-type: none"> • An increase of journey times and fares for users of Hackney Carriages • Issues with road closures in the City area • Loading on Gresham Street causing congestion to east-west traffic • Pollution levels being worsened in the City • The changes at Bank Junction had resulted in an increase to Bus Journey Times • Difficulty in accessing key locations around Bank Junction <p>That disabled users of taxis were having difficulty in accessing key locations around Bank Junction</p> | | | |

Table 2

| Key Local Occupier | Overview of comment | Support or support with more stringent variations | Support but would like to see variations | Do not support (i.e. return to previous) |
|--------------------|---|---|--|--|
| British Land | <p>British Land gave full support to the Bank on Safety Scheme and its underlying objectives of improving road safety and air quality, whilst maintaining access for deliveries to local businesses and improving bus journey times through the area. The organisation made reference to the challenges facing the City in terms of an increasing population and the need to prioritise space for pedestrians, and suggested that initiatives such as Bank on Safety have a ‘very positive’ impact on the City’s image as a contemporary business location.</p> <p>British Land requested that space for pedestrians be increased as part of the future of Bank Junction.</p> | | | |

| | | | | |
|--------------------------|--|--|--|--|
| Oxford Properties | <p>Oxford properties is an occupier within the Leadenhall Building as well as being a significant investor and developer of commercial office and retail space in the City of London. The organisation referenced its commitment to promoting sustainable transport in the form of 'cycling, walking and the use of public transport'. The response also stated that there are occasions when 'the use of taxis or cars is necessary' and members of the organisation had observed a 'significant increase in travel times and congestion following implementation', when using such modes. Oxford properties stated that it felt the experience of 'key business decision makers' had been affected by the scheme, which potentially had the potential to negatively impact investment within the City of London.</p> <p>The organisation went on to indicate support for the scheme's objectives but strongly encouraged a review of the junction's permitted vehicles, which it felt should result in taxis being allowed to use Bank Junction during scheme hours.</p> <p>The response from Oxford properties did not clearly indicate its overall support for the Bank on Safety scheme and as such it has been inferred from the general sentiment of the comments in the letter, that the organisation does not support the scheme.</p> | | | |
| Shanghai Commercial Bank | <p>The Shanghai Commercial Bank occupies offices at 65 Cornhill. The organisation gave a very brief response stating that it was pleased with the Bank on Safety Scheme.</p> | | | |

| | | | | |
|--|---|--|--|--|
| The Ned Hotel (submitted by Paul Basham Associates) | <p>The Ned Hotel is situated is situated at 27 Poultry and was operational from 2nd May 2017. A number of meetings have taken place between City of London officers and representatives of the Ned Hotel to discuss the scheme. The organisation states that the scheme to date has 'negatively impacted the operation of and guest experience at the Ned'. The primary issue raised by this stakeholder is the Taxi Drop-off and Pick-up function at the premises, stating that taxis refuse to stop close to the hotel and guests and doormen are not able to hail taxis. Secondly, the Ned's response cites difficulty in servicing and logistics whereby 'items are not delivered or delayed due to the restrictions' and 'Delivery and servicing vehicles receive fines'. The organisation also expresses concern around increased traffic on streets surrounding Bank Junction, citing that 'delivery and servicing vehicles parked along both Old Jewry and Gresham Street' restrict movement.</p> <p>The Ned Hotel strongly encouraged a review of the junction's permitted vehicles, which it felt should result in taxis being allowed to use Bank Junction during scheme hours.</p> | | | |
| WBRC | <p>WBRC is an insurance company occupying offices at 40 Lime Street with approximately 2000 employees. The organisations gave its full support for the Bank on Safety Scheme and stated in June 2017 that the project had been 'a great success and is testimony to the vision of the City and its ambition'.</p> <p>WBRC went on to indicate that it believed the scheme should be made permanent.</p> | | | |

| | | | | |
|-----------|---|--|--|--|
| Welltower | Welltower occupies offices at 29-30 Cornhill. The organisation indicated its support for the Bank on Safety scheme and suggested that no negative impact had occurred to its operation. | | | |
|-----------|---|--|--|--|

CPA Members 2017

- | | | |
|--------------------------------------|-----------------------------------|-------------------------------------|
| • Academy Consulting Solutions Ltd | • GL Hearn | • MJP Architects |
| • AECOM | • Gleeds | • MOLA |
| • Arcadis LLP | • GM Real Estate | • Momentum Transport Planning |
| • AP Thompson | • Gordon Ingram Associates | • Montagu Evans LLP |
| • Ashurst LLP | • Graham Construction Ltd | • Norton Rose Fulbright LLP |
| • Aukett Swanke | • Great Portland Estates PLC | • Orrick Herrington & Sutcliffe LLP |
| • Balfour Beatty | • Greycoat Real Estate LLP | • Oxford Properties |
| • BAQUS BBG Real Estate Advisers | • GVA | • PDP London |
| • Beltane Asset Management | • Hayes Davidson | • Pell Frischmann |
| • Bennetts Associates | • HB Reavis UK Ltd | • Pringle Brandon Perkins+Will |
| • Bircham Dyson Bell LLP | • Herbert Smith Freehills LLP | • Proskauer Rose LLP |
| • Blackstone | • Hermes Investment Management | • Publica Associates Ltd |
| • BNP Paribas | • Hilson Moran | • QCIC Ltd |
| • British Land | • Hines UK Ltd | • Quadrant Estates |
| • Broadgate Estates | • Hoare Lea | • Quantem Consulting LLP |
| • Brookfield | • Hush | • RadcliffesLeBrasseur |
| • Buro Four | • Icen Projects Limited | • Ridgeford Developments |
| • Canary Wharf Group PLC | • Indigo Planning | • Robert Bird Group |
| • Capita Property and infrastructure | • Ingleby Trice | • Robinson Low Francis |
| • Capital Real Estate Partners LLP | • J Peiser Wainwright | • Rolfe Judd |
| • CBRE | • Jackson Coles LLP | • Rooks Rider Solicitors LLP |
| • Clifford Chance | • JLT | • RPS Group |
| • Cluttons LLP | • JLL | • Savills |
| • CMS Cameron McKenna LLP | • John Robertson Architects | • Scott Brownrigg |
| • Colville Estate Ltd | • Kajima Properties | • Second London Wall |
| • Conran and Partners | • KJ Tait Engineers | • Sheppard Robson |
| • CORE Offices Real Estate LLP | • Knight Frank LLP | • Simmons & Simmons LLP |
| • Cundall | • KPMG | • Sir Robert McAlpine Ltd |
| • Curtin&Co | • Laing O'Rourke | • Skanska UK |
| • Cushman & Wakefield LLP | • Landsec | • Standard Life Investments |
| • DAC Beachcroft LLP | • Landmark Chambers | • Stanhope PLC |
| • Daniel Watney LLP | • LaSalle Investment Management | • Steer Davies Gleave |
| • Dechert | • Legal & General Property | • Stiff+Trevillion Architects |
| • Delancey | • Linklaters LLP | • TateHindle Ltd |
| • Deloitte Real Estate | • Lockton Real Estate | • Telereal Trillium |
| • Derwent London PLC | • London Real Estate Advisors LLP | • The Mercer's Company |
| • DLA Piper UK LLP | • Lynch Architects Ltd | • Thomas & Adamson |
| • DP 9 Ltd | • M3 Consulting | • Tideway Investment Management |
| • dRMM Architects | • Macfarlanes LLP | • Tishman Speyer |
| • EPR Architects Ltd | • Make Architects | • TLT LLP |
| • Eversheds LLP | • Malcolm Hollis LLP | • TP Bennett |
| • Exemplar | • Mayer Brown International LLP | • Trehearne Architects |
| • Farebrother | • McLaren Construction Ltd | • Tuffin Ferraby Taylor |
| • Farrer & Co LLP | • MDA Consulting | • U and I Group PLC |
| • Flanagan Lawrence | • Meinhardt (UK) Ltd | • W.R. Berkley Corporation |
| • Foggo Associates Limited | • Memery Crystal LLP | • Waterman Group |
| • Foster and Partners | • Merchant Land | • Wilkinson Eyre |
| • Gardiner & Theobald LLP | • Mishcon de Reya | • WSP |
| • Gensler | • Mitsubishi Estate London Ltd | • WYG |
| • Gerald Eve LLP | • Mitsui Fudosan | • Zurich Insurance |

This page is intentionally left blank

| | | | |
|---|--|--|------------------------|
| Committees: | | Dates: | |
| Planning and Transportation Committee Projects Sub | | 09 April 2018 16 May 2018 | |
| Subject: Thames Court Footbridge | | Gateway 1/2 Progress Report Regular | Public |
| Report of: Director of the Built Environment Report Author: Mark Bailey | | | For Information |
| <p style="text-align: center;"><u>Summary</u></p> <p>The purpose of this report is to update members on progress and programme</p> <p><u>Dashboard</u></p> <ul style="list-style-type: none"> • Project Status: Green • Overall project risk: Red (as Gateway 1/2) • Last Gateway approved: Gateway 1/2 • Spend to Date: Approx. £19,000 (Stage 1 investigations/fees) • Progress to date, including resources expended: - <ul style="list-style-type: none"> ○ Stage 1 inspections and detailed site investigations completed. ○ Full structural assessment instructed and in progress ○ An outline project programme has been developed, based on an <i>assumed</i> scope of works necessary to the bridge, as informed by the completion of the initial inspection/investigation stage • Total Estimated Cost. <ul style="list-style-type: none"> ○ At GW1/2, the project was approved for progression to Gateway 3/4 (Options Appraisal) on the Regular route at a cost of £100,000, which included for staff, contractor and consultant costs in proceeding with investigations and assessments necessary to inform an options appraisal. This figure excluded any works costs necessary to bring the bridge back into service ○ Following completion of stage 1 (site investigations), an early indication has been obtained on likely items of work that will be recommended before re-opening the bridge. These include a full re-paint of the bridge structural steelwork (including prior removal of existing layers), as well as re-tensioning or replacing at least one of the cable stays, in addition to general paving and waterproofing works. ○ Further reporting on the estimated cost of recommended maintenance works required to bring the bridge back into service will form part of the appointed consultants' further services but – for early warning purposes – it is anticipated that these works costs will be in the order of £200,000 to | | | |

£500,000.

Recommendations

It is recommended that the report be received.

Main Report

| | |
|----------------------------|--|
| 1. Reporting period | This report covers the period from Gateway 1/2 (November 2017) to March 2018 |
| 2. Progress to date | <ol style="list-style-type: none">1. The term structural consultant for the inspection and management of highway structures (Arcadis) have completed their stage 1 investigations, which included detailed inspections, site investigations and materials testing.2. Following GW1/2 approval, Arcadis were instructed to proceed with a full structural assessment of the footbridge.3. Progress of this assessment is currently in accordance with the programme provided by Arcadis, which has been incorporated into the overall project programme. These programmes are included in the appendices to this report.4. The overall project programme has been based on an assumed programme of works, that early indications suggest will be necessary to bring the bridge back into service. These include: -<ol style="list-style-type: none">a. Grit blasting/mechanical abrading of all structural steelwork to remove existing coatings which have reached the end of their service lifeb. Application of new multi-layer anti-corrosion paint system to structural steelworkc. Removal and replacement of existing paving to bridge and stairsd. Waterproofing of bridge deck & drainage workse. Works to close voids in stair risersf. Re-tensioning of cable stays and potential replacement of longest stayg. Vehicular impact protection to main bridge mast5. Based on this assumed scope of works, we have developed a programme showing an earliest opening date of the bridge as late December 2018. However, it should be noted that this programme is based on considerable assumptions, in addition to an <i>assumed</i> scope of works. |

| | |
|----------------------|---|
| | <ul style="list-style-type: none"> a. Upon completion of the assessment programme, the earliest realistic committee dates to target for reporting the findings of the assessment, following normal consultation, are 10 July 2018 for Planning and Transportation and 18 July 2018 for Projects Sub. However, as funding for the project is not currently allocated beyond the current stage, the project will also need to be reported to Resource Allocation Sub Committee (RASC), which normally follows approval at both of the previous committees. b. However, the first meeting for RASC following the July Projects Sub is not until 04 October 2018 which would significantly delay the procurement and programme for works and push the project into 2019. The programme therefore assumes that the project will be considered by RASC at the earlier meeting on 05 July 2018 (prior to P&T and Projects Sub), with approval at RASC being subject to further approval at P&T and Projects Sub on the 10 and 18 July respectively. c. In the interests of expediency with respect to procuring works, the programme assumes a combined GW3-5 (not a GW3-4) report in July 2018 with delegated authority to award the contract if subsequent tenders remain within the budget identified in that report, as well as funding being made available. d. To achieve the earliest opening date, works are programmed for November and December 2018. It should be noted that this introduces significant contractual/financial and programme risk at this time of year, where weather conditions are traditionally less than optimum for some of the identified works. e. The programme also assumes the following risk elements:- <ul style="list-style-type: none"> i. that the necessary lane closures to carry out works will be permitted by TfL at the time required ii. Tenders for works are returned within the approved budget iii. Funding for works is allocated |
| 3. Next steps | <ul style="list-style-type: none"> 1. Completion of structural assessment by Arcadis and full identification of works requirements and costs of bringing the bridge back into service 2. Identification of expected design life of bridge and ongoing |

| | |
|--|--|
| | <p>cyclical maintenance costs</p> <ol style="list-style-type: none"> 3. Identification and resolution of any planning or legal constraints to adopting the bridge as City Walkway 4. Report to Priorities Board requesting agreement to recommend funding from the On-Street Parking Reserve 5. Gateway 3-5 report to be submitted (out of sequence) to RASC, P&T and Projects Sub in July 2018 |
|--|--|

Appendices

| | |
|-------------------|------------------------------|
| Appendix 1 | Arcadis Assessment Programme |
| Appendix 2 | Project Programme |

Contact

| | |
|-------------------------|--|
| Report Author | Mark Bailey |
| Email Address | mark.bailey@cityoflondon.gov.uk |
| Telephone Number | 020 7332 1972 |

This page is intentionally left blank

Draft Programme

| | w/c | 29/01/2018 | 05/02/2018 | 12/02/2018 | 19/02/2018 | 26/02/2018 | 05/03/2018 | 12/03/2018 | 19/03/2018 | 26/03/2018 | 02/04/2018 | 09/04/2018 | 16/04/2018 | 23/04/2018 | 30/04/2018 | 07/05/2018 | 14/05/2018 | 21/05/2018 | 28/05/2018 |
|-----|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Brief agreed by CoL | | | | | | | | | | | | | | | | | | |
| 1 | AIP | | | | | | | | | | | | | | | | | | |
| 1.1 | Draft AIP | | | | | | | | | | | | | | | | | | |
| | CoL review AIP | | | | | | | | | | | | | | | | | | |
| 1.2 | Final AIP and issue | | | | | | | | | | | | | | | | | | |
| | CoL approve AIP | | | | | | | | | | | | | | | | | | |
| 2 | Assessment | | | | | | | | | | | | | | | | | | |
| 2.1 | Review available information | | | | | | | | | | | | | | | | | | |
| 2.2 | Model and analysis | | | | | | | | | | | | | | | | | | |
| 2.3 | Assessment of capacities | | | | | | | | | | | | | | | | | | |
| 2.4 | Compare and agree capacity with CAT II checker | | | | | | | | | | | | | | | | | | |
| 2.5 | General arrangement Drawing | | | | | | | | | | | | | | | | | | |
| 2.6 | Draft Assessment Report (including assessment results and recommendations of works/measures) | | | | | | | | | | | | | | | | | | |
| | CoL review draft report and comment | | | | | | | | | | | | | | | | | | |
| 2.7 | Final Assessment Report (including assessment results and recommendations of works/measures) | | | | | | | | | | | | | | | | | | |
| 2.8 | Assessment and check certificate | | | | | | | | | | | | | | | | | | |
| 3 | Assessment check (CAT II) | | | | | | | | | | | | | | | | | | |
| 3.1 | Review available information | | | | | | | | | | | | | | | | | | |
| 3.2 | Model and analysis | | | | | | | | | | | | | | | | | | |
| 3.3 | Assessment of capacities | | | | | | | | | | | | | | | | | | |
| | Compare anf agree capacity with assessor | | | | | | | | | | | | | | | | | | |
| 4 | Technical suport | | | | | | | | | | | | | | | | | | |

Activity by Arcadis

Activity by City of London

This page is intentionally left blank

PLANNING AND TRANSPORTATION COMMITTEE REPORT

Points to Note:

- There are 14 Public Lifts/Escalators in the City of London estate. The report below contains details of the two public escalator/lifts that were out of service more than 95% of the time.
- The report was created on 26th March 2018 and subsequently since this time the public lifts or escalators may have experienced further breakdowns which will be conveyed in the next report.

| Location And Age | Status as of 26.03.18 | % of time in service between 07.02.18 and 26.03.18 | Number of times reported Between 07.02.18 and 26.03.18 | Period of time Not in Use Between 07.02.18 and 26.03.18 | Comments Where the service is less than 95% |
|--|-----------------------------|---|---|--|---|
| Speed House SC6459146 Page 197 | IN SERVICE | 90.8% | 2 | 73 hrs | 03/03/18 – Fault reported which found the lift car doors stuck open, the engineer was unable to reset due to electrical fuses continually blowing. Specialist engineer attendance required, and they found a significant electrical fault with the wiring governor tension frame and landing gear control. Parts required and once received the connection was reinstated, faults cleared, lift tested and left in service. |
| London Wall (No.1) Lift Western Pavilion 2003 SC6458965 | IN SERVICE | 81.8% | 1 | 144 hrs | 06/03/2018 - Lift failed due to door operator's primary safety circuit failure which required the attendance of a specialist engineer. Fault diagnosed, and parts ordered, lift repaired, tested and left in service. |

Additional information

This page is intentionally left blank