



Planning and Transportation Committee

Date: TUESDAY, 9 OCTOBER 2012
Time: 11.00 am
Venue: LIVERY HALL - WEST WING, GUILDHALL

Members:

Martin Farr (Chairman)	Robert Howard
Deputy Michael Welbank (Deputy Chairman)	Michael Hudson
Alex Bain-Stewart	Deputy Keith Knowles
Deputy John Barker	Oliver Lodge
John Brewster	Brian Mooney
John Chapman	Sylvia Moys
Pollyanna Davies	Deputy John Owen-Ward
Revd Dr Martin Dudley	Michael Page
Peter Dunphy	Alderman Dr Andrew Parmley
Sophie Fernandes	Ann Pembroke
John Fletcher	Henry Pollard
Marianne Fredericks	Ian Seaton
Archie Galloway	Jeremy Simons
Alderman John Garbutt	John Spanner
George Gillon	Angela Starling
Alderman David Graves	Mark Twogood
Tom Hoffman	Alderman John White

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Lunch will be served in Guildhall Club at 1pm

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES**

2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 18 September 2012.

For Decision
(Pages 1 - 12)

4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

Report of the City Planning Officer relative to development and advertisement applications dealt with under delegated authority.

For Information
(Pages 13 - 28)

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

a) Millennium Bridge House, 2 Lambeth Hill, London - EC4V 4AG

For Decision
(Pages 29 - 72)

6. **BARBICAN LISTED BUILDING MANAGEMENT GUIDELINES SPD ADOPTION**

Report of the City Planning Officer.

For Decision
(Pages 73 - 94)

7. **THAMES TIDEWAY TUNNEL SECTION 48 CONSULTATION**

Report of the City Planning Officer.

For Decision
(Pages 95 - 114)

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

a) Cycle Hire Scheme - Phase II Outturn and Further Intensification in the City

For Decision
(Pages 115 - 130)

- b) Allocation of Grants from Transport for London for the 2013-14 Financial Year

For Decision
(Pages 131 - 144)

- c) The Mayor's Road Safety Action Plan for London: 2020

For Decision
(Pages 145 - 156)

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

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

11. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

12. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 18 September 2012.

For Decision
(Pages 157 - 158)

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

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

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

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Agenda Item 3

PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 18 September 2012

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

Present

Members:

Martin Farr (Chairman)	Robert Howard
Deputy Michael Welbank (Deputy Chairman)	Michael Hudson
Alex Bain-Stewart	Deputy Keith Knowles
Deputy John Barker	Oliver Lodge
John Brewster	Sylvia Moys
John Chapman	Michael Page
Revd Dr Martin Dudley	Ann Pembroke
John Fletcher	Henry Pollard
Marianne Fredericks	Jeremy Simons
Archie Galloway	John Spanner
Alderman John Garbutt	Angela Starling
George Gillon	Mark Twogood
Alderman David Graves	Alderman John White
Tom Hoffman	

Officers:

John Barradell	- Town Clerk and Chief Executive
Simon Murrells	- Assistant Town Clerk
Katie Odling	- Town Clerk's Department
Jacky Compton	- Town Clerk's Department
Paul Nagle	- Chamberlain's Department
Philip Everett	- Director of the Built Environment
Peter Rees	- City Planning Officer
Annie Hampson	- Department of the Built Environment
David Stothard	- Department of the Built Environment
Paul Beckett	- Department of the Built Environment
Deborah Cluett	- Comptroller and City Solicitor's Department
Paul Monaghan	- City Surveyor's Department
Peter Young	- City Surveyor's Department
Alan Rickwood	- City Police
Alexander Williams	- City Police
Sanjay Odedra	- Press Officer, Public Relations Office

1. **APOLOGIES**

Apologies for absence were received from Deputy John Owen-Ward, Alderman Dr Andrew Parmley and Ian Seaton.

2. **DECLARATIONS BY MEMBERS OF ANY PERSONAL AND PREJUDICIAL INTERESTS IN RESPECT OF ITEMS ON THIS AGENDA**

Jeremy Simons declared a personal interest in respect of Item 6 due to being a Member of the City of London Archaeological Trust.

3. **MINUTES**

The Minutes of the meeting held on 24 July 2012, were approved as a correct record subject to Ann Pembroke being included in the list of apologies and the Chairman's declaration of interest (item 2) being amended to read '*...declared a personal interest in respect of item 5B as a consultant of GVA, the applicant's planning advisor*'.

MATTERS ARISING – Item 9 (Site near Cannon Street) – The Member confirmed that his question was in relation to the safety and width of the crossing and the phasing of the lights and the Director of the Built Environment agreed to speak to the Member on the matter following the meeting.

4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

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

Members expressed their gratitude to Officers and developers for the work undertaken.

RECEIVED.

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

5.1 **8 - 10 Moorgate, 3 & 4 King Arms Yard, 16/16A & 17 Tokenhouse Yard & 8 - 10 Telegraph Street London EC3**

Address/Title - 8 – 10 Moorgate, 3 & 4 King Arms Yard, 16/16A & 17 Tokenhouse Yard & 8 – 10 Telegraph Street London

Registered Plan No. 12/00475/CAC

Development Proposal - Demolition of façade at 17 Tokenhouse Yard; part of revised development of this site.

The City Planning Officer detailed site and related information to Members.

Further to the presentation, Members sought clarification regarding the details of the District Surveyors Independent assessment on the application, in particular structural condition of the façade and foundations. In addition, some

Members expressed regret regarding the removal of the facades and suggested deferral until the District Surveyors report had been viewed. In response, the City Planning Officer read out to the Committee the opinion of the District Surveyor which supported the findings of the scheme.

Some Members, although supportive of the design, considered that the additional floor of the proposed development was out of character with the height of other adjoining/nearby buildings. The City Planning Officer explained that the additional floor would screen the set-back roof storeys from street level.

In response to a question, the City Planning Officer confirmed the intention that stonework would be used on the top and one side of the window revealed with brick on the other, except on the top floor where there was stone on each side.

In response to a question, the City Planning Officer confirmed that it was the intention that stonework would be placed around the elevation of the proposed development.

Upon being put to the vote the application was approved: - Vote – 20 in favour, 1 against.

RESOLVED – That conservation area consent be granted in accordance with the conditions set out on the attached schedule.k

5.2 8 - 10 Moorgate, 3 & 4 King Arms Yard, 16/16A & 17 Tokenhouse Yard & 8 - 10 Telegraph Street London EC3

Registered Plan No.12/00474/FULMAJ

Address/Title 8 – 10 Moorgate, 3 & 4 King Arms Yard, 16/16A & 17 Tokenhouse Yard & 8 – 10 Telegraph Street London

Development Proposal Redevelopment to provide office and retail accommodation together with associated parking, servicing and plant. Revised Proposal. (17, 405 sqm – nine storeys).

The City Planning Officer detailed site and related information to Members and informed of the following amendments to the report: -

Page 68, paragraph 69 – To provide clarity the second sentence should be amended to include the words underlined as follows : - “The full mayoral planning obligation of £891,353 is subject to a 20% discount...”

Page 70, paragraph 79 – Replace this paragraph with “The applicants will be required to pay the remaining outstanding contribution prior to the demolition of the façade of 17 Tokenhouse Yard or three months after the date of the planning permission, whichever is sooner”.

Page 71, paragraph 84 – Change “prior to occupation” at the end of the first sentence to “within six months of occupation”. This would provide feedback from occupiers to assist formation of the Delivery and Servicing Plan; at present the applicant is unaware of whether there will be single end user or multiple tenants.

Page 72, paragraphs 88, 89 & 90 – The applicant had pointed out that as the application was essentially an amendment to the previous planning permission, contracts were already secured, procurement works had already taken place and works had started under the extant permission. It was therefore recommended that these clauses be omitted from the Section 106 agreement.

RESOLVED – That,

- i) planning permission be granted for the above proposal in accordance with the details set out in the schedule subject the Planning Obligations being entered into as set out in the body of the report, the decision notice not to be issued until such obligations had been executed; and
- ii) Officers be instructed to negotiate and execute obligations in respect of those matters set out in “Planning Obligations” under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

5.3 Alto House, 29 - 30 Newbury Street

Registered Plan No. 12/00216/FULL

Address/Title - Alto House 29 – 30 Newbury Street London, EC1A 7HZ

Development Proposal - Change of use from Offices (Use Class B1) to residential (Use Class C3) to create six self-contained units with associated external alterations comprising (i) the demolition of a chimney stack staircase enclosure at roof level and the erection of a roof extension and the installation of a new balustrade and metal railings (ii) ground floor frontage alterations to accommodate new doors (iii) roof alterations at the rear to accommodate two new roof lights and the infillings of two existing light wells (iv) the replacement of three sash windows with casement windows at the rear.

The City Planning Officer detailed site and related information to Members.

The City Planning Officer informed Members of a complaint received from Laura Daley (page 166 of the Agenda). The Corporation had written to Ms Daley on 6th September, however, she had not received the letter until 13 September which meant that due to being out of the country she was unable to make representations at this meeting. However, Ms Daley’s written representation had been circulated to Members and was included in the papers before the Committee.

An additional condition was to be inserted to control the use of fire escapes, therefore condition 7 would read: -

“No part of the roof areas on the drawings hereby approved shall be used or accessed by occupiers of the building, other than in the case of emergency or for maintenance purposes.

REASON: To safeguard the amenity of the adjacent premises and the area generally in accordance with the following policies of the Unitary Development Plan and Core Strategy: HOUS10 and CS21.”

N.B: Condition 7 as shown in the printed schedule would become condition 8.

Jeremy Wright and Simon Strong spoke against the application.

Dean Smith, the applicant, spoke in support of the application.

The consensus of opinion of Members supported in principle the change to residential use, however, they felt that the addition of a top floor flat was inappropriate. Concern was also expressed regarding noise pollution and the potential loss of light and privacy. The City Planning Officer advised that results of assessments had identified that the loss of daylight would be unnoticeable and the increase in noise pollution would be minimal.

In response to questions, the City Planning Officer advised that the top of the additional floor would be slightly lower than the building at 1-3 Newbury Street and that the ground floor alterations were sympathetic to the area resulting in no loss of character.

A suggestion was made to approve the application with the exception of the top floor flat extension.

A vote was cast as follows:

For the application – 9 Votes

Against the application – 12 Votes

The Town Clerk referred to guidance where the Committee was determining an application contrary to recommendations of the City Planning Officer. He stated that if the Committee, having considered the report and advice of the officers, was satisfied that it had sufficient information to frame substantive and sustainable reasons for refusal or approval, and adequate conditions and reasons therefore in the case of approval, then the application may be determined at the same meeting. If sufficient information was not available to the Committee to determine the application at the meeting, it was open to the Committee to defer the application to the next meeting.

Members were of the view that the Committee had sufficient information to determine the application and it was:

RESOLVED – That Planning Permission be refused and the City Planning Officer be requested to report to the Committee with reasons for refusal at the next meeting.

5.4 200 Aldersgate Street

Registered Plan No. 12/00574/FULL

Address/Title - 200 Aldersgate Street, London, EC1A 4HD

Development Proposal Retention of four louvres replacing three smoke vent windows and one cladding panel at first floor level and installation of a plant enclosure at ground floor level containing a double and a single air condenser unit.

The City Planning Officer detailed site and related information to Members.

Deborah Tompkinson spoke against the application.

During discussion, reference was made to noise levels. The City Planning Officer confirmed he considered the proposals would not cause adverse noise impacts for adjacent residents.

Upon being put to the vote planning permission was granted – Vote – 12 for approval, 8 against.

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

5.5 Fleet Building 40 Shoe Lane & 70 Farringdon Street, London

Registered Plan No.12/00773/LBC

Address/Title - Fleet Building 40 Shoe Lane and 70 Farringdon Street, London, EC4A 4AP

Development Proposal - The removal and safe storage of the murals attached to the eastern elevation of Fleet Building.

The City Planning Officer detailed site and related information to Members and advised of additional comments received from the London and Middlesex Society (LAMAS).

RESOLVED – That Listed Building Consent be granted for the removal and safe storage of the ceramic panels attached to the eastern elevation of Fleet Building at 40 Shoe Lane and 70 Farringdon Street subject to a Section 106 Agreement.

6. **CONSERVATION AREA CHARACTER SUMMARY AND MANAGEMENT STRATEGY SPDS: ADOPTION**

Consideration was given to a report of the City Planning Officer in respect of the Draft Supplementary Planning Documents (SPD) for Bow Lane, Queen Street, and Smithfield Conservation Areas which were issued for public consultation during May/July 2012. In response to comments received a number of amendments were proposed and these were set out in the appendix to this report.

RESOLVED – That,

- i) the amendments to the Bow Lane, Queen Street, and Smithfield Conservation Area Supplementary Planning Documents listed in the appendix be agreed; and
- ii) the amended Conservation Area SPDs be adopted.

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

7.1 **Discontinuance of City Walkway: Bassishaw Highwalk (Part)**

Consideration was given to a report of the Director of the Built Environment in respect of the city walkway that formed that part of Bassishaw Highwalk to the south of the city walkway bridge over London Wall which needed to be discontinued in order to allow works to take place to City Place House and City Tower, in accordance with the planning permission for works.

RESOLVED – That the city walkway forming the southern part of Bassishaw Highwalk be discontinued; and that, in order to effect this, the following be resolved:—

- a) WHEREAS the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee by the Court of Common Council on 19 July 2001 (hereinafter called “the City”) are authorized by section 6(5) of the City of London (Various Powers) Act 1967 (hereinafter called “the Act”) BY RESOLUTION TO RESCIND any resolution declaring a city walkway;
- b) AND WHEREAS it appears to the City that the resolution made by the Court of Common Council on 18 February 1993 (hereinafter called “the 1993 Resolution”) should be rescinded to discontinue the city walkway shown on the drawing attached hereto and labelled A1.C.W.D.P.-1-93; and
- c) NOW THEREFORE the City in pursuance of section 6(5) of the Act by resolution HEREBY RESCINDS the 1993 Resolution so as to discontinue the City Walkway on a date to be determined by the Director of the Built Environment.

N.B: SUBJECT TO: the Director of the Built Environment first seeking a further S.106 Unilateral Undertaking regarding retention and maintenance of a protected route during construction works, prior to the Resolution taking effect.

7.2 Business Plan 2012 - 2015 Quarter 1 Progress Report

Consideration was given to a report of the Director of the Built Environment relative to the first progress report of 2012-13 which showed that the department making good progress towards the objectives outlined in the Business Plan, detailed information could be found at Appendix A.

RESOLVED – That the Q1 performance indicators and objectives for 2012/13 and the financial and statistical information be noted.

7.3 Business Risk Management - Initial Report

Consideration was given to a report of the Director of the Built Environment which provided Members with information regarding the Business Risks identified within the Department of the Built Environment in accordance with the City's risk management framework as approved by the Audit and Risk Management Committee in October 2011.

RESOLVED – That the report be noted that future reviews, on an exception basis, be incorporated into the periodic departmental performance reports (normally quarterly in the case of the Planning & Transportation Committee and 4 monthly in the case of Port Health and Environmental Services Committee).

7.4 Public Consultations on Public Realm Strategies and Major Projects

Consideration was given to a report of the Director of the Built Environment which detailed the improvements made in the consultation methods and techniques used in developing and implementing changes to the City's streets. Ahead of commencing consultations on the next Area Enhancement Strategies, this report detailed the range of techniques that would be utilised.

RECEIVED.

8. **RISK MANAGEMENT HANDBOOK, PLANNING & TRANSPORTATION**
Consideration was given to a report of the Director of the Built Environment which provided Members with a summary of the key elements of the Risk Management Handbook and the City's risk management framework as approved by the Audit and Risk Management Committee in October 2011.

RECEIVED.

9. **DECISIONS TAKEN UNDER DELEGATED AUTHORITY**
Consideration was given to a report of the Town Clerk which provided details of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman of the Planning and Transportation Committee, in accordance with Standing Order Nos. 41(a) and 41 (b).

RECEIVED.

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

Questions were raised as follows : -

West Poultry Avenue – A Member queried which Committee had responsibility for West Poultry Avenue, and for putting it into a proper state of repair so it may be re-opened to all traffic. The Director of the Built Environment responded to the Member advising that responsibility for the highway rested with Planning and Transportation Committee and responsibility for the sub-surface structure rested with Property Investment Board. He also advised that approximately 10 years ago the Planning and Transportation Committee agreed to make a traffic order prohibiting vehicular access, however, if Members so wished, this decision could be revisited.

Closure – A Member requested information regarding the closure of the north / south through pedestrian route from Moorfields to London Wall via the front of Moorgate Underground station and the operation during the closure. Officers agreed to respond to the Member following the meeting.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was one item of business the Chairman wished to raise.

Resolution from the Streets and Walkways Sub Committee –

PROJECT APPROVAL PROCEDURE - *“Members expressed concern that it was proposed that additional staff costs that had been incurred in rewriting a report when considering a project a second time at the same Gateway as part of the Project Procedure should be funded from a S106 Agreement.”*

In response to the motion and also the issue of the Projects Approval Procedure brought to this Committee in July 2012, the Chairman advised he had met with the Chairman of the Projects Sub (Policy and Resources) Committee to initiate a review and as part of the review, issues around

spending and value for money of schemes would be addressed. It was therefore considered that at this time the motion should be deferred to allow a thorough review to take place. The Director of the Built Environment hoped that as part of the whole review of the Projects Approval Procedure a more strategic approach could be adopted.

RESOLVED – That the motion be deferred until such time as a thorough consideration had been given to review of the Projects Approval Procedure.

12. EXCLUSION OF THE PUBLIC

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

13. LONDON BRIDGE STAIRCASE

Consideration was given to a joint report of the Director of the Built Environment and the City Surveyor in respect of London Bridge Staircase.

RECEIVED.

14. DEBT ARREARS - DEPARTMENT OF THE BUILT ENVIRONMENT

Consideration was given to a report of the Director of the Built Environment which informed Members regarding arrears of invoiced income as at 30th June 2012.

RECEIVED.

15. BRIDGEMASTER'S HOUSE - POTTERS FIELDS REDEVELOPMENT PHASE II. GATEWAY 4 -DETAILED OPTIONS APPRAISAL

Consideration was given to a report of the City Surveyor in respect of Bridgemaster's House.

RECEIVED.

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

There were no questions.

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

There were no items of urgent business.

The meeting closed at 1.05pm

Chairman

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Agenda Item 4

Committee:	Date:
Planning and Transportation	9 th October 2012
Subject: Delegated decisions of the City Planning Officer and the Planning Services and Development Director	
Public For Information	

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development and advertisement applications determined by the City Planning Officer or the Planning Services and Development Director under their delegated powers since my report to the last meeting.
2. Any questions of detail arising from these reports can be put to David Stothard, Assistant Director (Development Management East) on extension 1238 or Ted Rayment, Assistant Director (Development Management West) on extension 1705 who will be pleased to provide any additional information.

DETAILS OF DECISIONS

Registered Plan Number & Ward	Address	Proposal	Date of Decision
12/00689/FULL Aldgate	Lloyds House 6 Lloyd's Avenue London EC3N 3AX	Installation of 4 air condensing units in two lightwells and associated external pipework to first floor.	13.09.2012
12/00698/FULL Aldgate	5 - 10 Bury Street London EC3A 5AT	Change of use of the lower ground floor and part of the ground floor from class B1 (office) to class A1/A2 (shops/financial and professional services).	06.09.2012

12/00719/FULL Aldgate	28 - 30 Houndsditch London EC3A 5DJ	Change of use of the amusement centre (sui generis) to retail unit (Class A1) at part ground floor level.	06.09.2012
12/00824/MDC Aldgate	International House 11 Mitre Street And 1 Mitre Square London EC3	Part submission of details of archaeological evaluation pursuant to condition 39 of planning permission dated 27 June 2011 (application number 10/00371/FULMAJ).	06.09.2012
12/00574/FULL Aldersgate	200 Aldersgate Street London EC1A 4HD	(i) Retention of four louvres replacing three smoke vent windows and one cladding panel at first floor level; (ii) Installation of a plant enclosure at ground floor level containing a double and a single air condenser unit.	18.09.2012
12/00732/FULL Aldersgate	Unit 3 200 Aldersgate Street London EC1A 4HD	Change of use of Unit 3 from retail (Use Class A1/A3) to office (Use Class B1).	13.09.2012
12/00686/FULL Broad Street	64 London Wall London EC2M 5TP	Installation of new a shopfront.	20.09.2012
12/00687/ADVT Broad Street	64 London Wall London	Installation of i) one halo illuminated fascia sign measuring 0.59m high by 2.05m wide at a height above ground of 3.5m, ii) one non illuminated fascia sign measuring 0.1m high by 2.78m wide at a height above ground of 3.6m and iii) one internally illuminated projecting sign measuring 0.55m high by 0.71m wide at a height above ground of 3.5m.	20.09.2012

11/00807/POD C Bridge And Bridge Without	Centurion House 24 Monument Street London EC3R 8AJ	Details of a Safety Method Statement (Bridge Demolition Works Methodology) pursuant to Clause 3.1.2a of Section 106 agreement dated 21st September 2011.	06.09.2012
12/00707/FULL Bridge And Bridge Without	St Magnus House 3 Lower Thames Street London EC3R 6HD	Replacement of the existing cycle cage in the undercroft.	20.09.2012
12/00784/MDC Bridge And Bridge Without	2 Botolph Alley London EC3R 8DR	Details of shopfront pursuant to condition 5 of planning permission (application no. 06/01043/FULL) dated 26th January 2007.	20.09.2012
12/00785/ADVT Bridge And Bridge Without	2 Botolph Alley London EC3R 8DR	Installation of (i) One non- illuminated fascia sign measuring 0.4m high by 4.3m wide and 1.9m above ground level; (ii) One non- illuminated projecting sign measuring 0.4m high by 0.6m wide and 2.5m above ground level.	20.09.2012
12/00809/MDC Bridge And Bridge Without	4 Brabant Court London EC3M 8AD	Details of sound insulation and noise reduction and plant noise assessment pursuant to conditions 5 and 6 of planning permission (application no. 10/00642/FULL) dated 13th August 2011.	20.09.2012

12/00831/NMA Bridge And Bridge Without	10 - 13 Lovat Lane London EC3R 8DN	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission (application no. 11/00098/FULL) dated 15th April 2011 to correct a discrepancy between the approved elevation drawing (LOV-PL-310 B) and the approved plan drawing (LOV-PL-100 C).	20.09.2012
12/00572/MDC Bishopsgate	5 Broadgate London EC2M 2QS	Details of impact studies of existing water infrastructure pursuant to condition 33 of planning permission dated 29 July 2011 (10/00904/FULEIA).	06.09.2012
12/00710/MDC Bishopsgate	199 Bishopsgate London EC2M 3TY	Details of new external surfaces within Pindar Passage including hard and soft landscaping pursuant to condition 2(b) of planning permission dated 3 February 2011 (10/00831/FULL) as amended by non-material amendment dated 23 February 2012 (12/00106/NMA).	06.09.2012

12/00727/ADVT Bishopsgate	216 Bishopsgate London EC2M 4PT	Installation of (i) Two sets of halo illuminated individual letters measuring 0.42m high by 2.76m wide and 4.09m above ground level; (ii) One externally illuminated projecting sign measuring 0.50m high by 0.64m wide and 4.10m above ground level; (iii) One non-illuminated wall mounted panel sign measuring 0.87m high by 0.30m wide and 1.24m above ground level and; (iv) Two edge illuminated ATM surrounds measuring 0.99m high by 0.85m wide and 0.85m above ground level.	20.09.2012
12/00743/MDC Bishopsgate	Tapestry Building 16 New Street London EC2	Details of the platform lift pursuant to condition 2(a) of planning permission dated 8th December 2011 (11/00793/FULL).	06.09.2012
12/00744/LDC Bishopsgate	Tapestry Building 16 New Street London EC2	Details of the platform lift pursuant to condition 2(a) of listed building consent dated 8th December 2011 (11/00794/LBC).	06.09.2012
12/00787/ADVT Bishopsgate	16 - 18 Brushfield Street London E1 6AN	Installation of 1No. halo illuminated fascia sign measuring 0.29m high by 2.685m wide and 1No. illuminated projecting sign measuring 0.62m high by 0.65 wide at a height above ground level of 2.56m.	20.09.2012

12/00788/MDC Billingsgate	20 St Mary At Hill London EC3R 8EE	Details of a construction logistics plan and a scheme for protecting nearby residential and commercial occupiers from noise, dust and any other environmental impacts attributable to the development pursuant to conditions 3 and 4 (Part) of planning permission (application no. 11/00916/FULL) dated 20th March 2012.	21.09.2012
12/00659/ADVT Castle Baynard	Kildare House 3 Dorset Rise London EC4Y 8EN	Installation and display of one non illuminated plaque sign measuring 1.57m high by 1.19m wide at a height above ground of 2.5m.	06.09.2012
12/00651/MDC Castle Baynard	Riley House 4 - 7 Red Lion Court London EC4A 3EB	Submission of details pursuant to conditions 2(a), 2(c) (part) and 2(e) (part) of planning permission dated 10th January 2012 (case no. 11/00428/FULL).	06.09.2012
12/00713/FULL Castle Baynard	75 - 78 Fleet Street London EC4Y 1HY	Installation of a new shopfront.	20.09.2012
12/00714/FULL Castle Baynard	75 - 78 Fleet Street London EC4Y 1HY	Installation of two louvre panels to the rear of 75 - 78 Fleet Street	20.09.2012
12/00715/ADVT Castle Baynard	75 - 78 Fleet Street London EC4Y 1HY	Installation and display of (i) two internally-illuminated fascia signs measuring 0.99m high, 3.75m wide, at height above ground of 3.27m (ii) one internally-illuminated projecting sign measuring 0.5m high, 0.5m wide, at a height above ground of 3.68m.	20.09.2012

12/00716/FULL Castle Baynard	60 Victoria Embankment London EC4Y 0JP	Alterations to the building comprising: replacement cladding and fenestration on west elevation; creation of a skylight, replacement maintenance hatch and extension to plant enclosure at roof level; infilling of existing terrace at sixth floor level; replacement entrance portal to main office entrance and other associated works.	13.09.2012
12/00857/NMA Castle Baynard	Carmelite House 50 Victoria Embankment London EC4Y 0LS	Non-material amendment to Planning Permission 11/00228/FULL (dated 25th August 2011) for minor extension to the pavilion, the repositioning of plant equipment and alteration to core and lift overrun.	25.09.2012
12/00491/LBC Cripplegate	Crescent House Golden Lane Estate London EC2	Alteration to glazed screens to kitchen and living room, to facilitate renewal of kitchen fittings to Decent Homes Standard, (works in relation to flat numbers: 106, 108, 117, 122, 125, 129, 132, 134, 141, 143, 211, 213, 216, 221, 225, 233, 237, 241, 242, 243, 244, 245, 247, 249, 303, 311, 312, 313, 321, 336 and 341). (DECISION TO BE MADE BY THE SECRETARY OF STATE).	06.09.2012
12/00582/FULL Cripplegate	125 London Wall London EC2Y 5HN	Alterations to the entrance areas and adjacent London Wall and Wood Street elevations at ground floor and podium level.	25.09.2012

12/00648/LDC Cripplegate	16 - 18 Goswell Road London EC1M 7AA	Details of the junction between the glazed shopfront and internal partition wall, the treatment to be applied to the glazing and the relationship between the shopfront and suspended ceiling pursuant to condition 2 parts a, b and c of listed building consent reference 12/00062/LBC dated 01 March 2012.	13.09.2012
12/00733/LBC Cripplegate	29 Breton House Barbican London EC2Y 8DQ	Internal alterations to remove nib wall in bathroom.	13.09.2012
12/00721/LBC Cornhill	The Counting House 50 Cornhill London EC3V 3PD	Internal alterations at first floor level to convert plant room to function room in existing public house.	24.09.2012
12/00796/FULL Candlewick	36 - 41 Gracechurch Street London EC3V 0BT	Temporary change of use for three year period of the 3rd to 7th floors from Office (class B1) use to Office (class B1) use and / or Art Gallery (class D1) use and associated activities.	20.09.2012
12/00711/MDC Coleman Street	80 Coleman Street & 63 - 65 Moorgate London EC2R 5BJ	Details of windows and external joinery pursuant to condition 2(a) of planning permission (application no. 12/00060/FULL) dated 4th May 2012.	13.09.2012
12/00718/LDC Coleman Street	80 Coleman Street & 63 - 65 Moorgate London EC2R 6BH	Details of slate for plant screen pursuant to condition 2(a) of listed building consent (application no. 12/00020/LBC) dated 19th April 2012.	06.09.2012

12/00660/FULL Cheap	9 Ironmonger Lane London EC2V 8EY	Change of use from office (Class B1) to single dwelling house (Class C3) together with external alterations and creation of roof terraces at third and fourth floor levels.	07.09.2012
12/00702/FULL Cheap	35 King Street London EC2V 8EH	Change of use of part ground floor and part basement from office (B1) to shop (A1) and associated external alterations to the ground floor elevations.	13.09.2012
12/00723/LBC Cheap	St Martins House 16 St Martin's-le-Grand London EC1A 4EN	Internal alterations to the ground and fourth floors.	13.09.2012
12/00757/LDC Cheap	Atlas House 1 - 7 King Street London EC2V 8AU	Details and particulars of the ceiling to the entrance lobby and of the silveroid door screen pursuant to condition 3(c) in part and details of the repair and reinstatement of a column in the reception area pursuant to condition 4 (in part).	13.09.2012
12/00768/ADVT Cheap	48 Gresham Street London EC2V 7AY	Installation of (i) One set of halo illuminated letters at fascia band level measuring 0.65m high by 3.71m wide and 3.95m above ground level; (ii) one non-illuminated fascia sign measuring 0.65m high by 1.00m wide and 4.00m above ground level; (iii) one externally illuminated projecting sign measuring 0.73m high by 0.60m wide and 2.82m above ground level.	13.09.2012

12/00847/MDC Cheap	100 Cheapside, 1 Honey Lane, 28-30 Lawrence Lane And 39 King Street London EC2	Part submission of details of the removal and storage of 3 parish markers, 2 stone sun symbols and 1 stone carved honeybee sculpture pursuant to condition 12 of the planning permission dated 25th August 2011. (Application number 09/00353/FULMAJ).	20.09.2012
12/00851/MDC Cordwainer	Land Bounded By Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury And Walbrook, London EC4	Details of foundations and piling configuration pursuant to conditions 11 (part) and 12 of Planning Permission (application number 11/00935/FULEIA) dated 30/03/2012.	13.09.2012
12/00728/LBC Dowgate	7A Laurence Pountney Hill London EC4R 0DA	Internal and external alterations to the building including revisions to enclosed roof space area, alteration of windows to north elevation, redecoration of garden railings and other internal works.	13.09.2012
12/00729/FULL Dowgate	7A Laurence Pountney Hill London EC4R 0DA	External alterations including revisions to enclosed roof space area, alteration of windows to north elevation and redecorating of garden railings.	13.09.2012
12/00483/FULL Farringdon Within	10 St Bride Street London EC4A 4AD	The installation of additional tension wires to the fifth floor balustrade.	13.09.2012
12/00747/MDC Farringdon Within	30 Old Bailey & 60 Ludgate Hill London EC4	Details of green roof pursuant to condition 5 of planning permission dated 08.08.11 (case no. 11/00049/FULEIA).	20.09.2012

12/00755/FULL Farringdon Within	8 - 9 Ludgate Square London EC4M 7AS	(i) Change of use from office (class B1) to residential (class C3) at part ground, 1st and 2nd floor levels (ii) single storey extension at roof level (22sq.m). A total of 3 one bedroom apartments and 1 two bedroom apartments are proposed.	24.09.2012
12/00764/FULL Farringdon Within	3 - 4 Bartholomew Place London EC1A 7UU	Replacement of extant planning permission (08/00721/FULL) dated 01/10/09 in order to extend the time limit for implementation of (i) Change of use from Light Industrial use (Class B1) to Residential use (Class C3) at Basement, Ground, First and Second Floor levels (204sq.m). (ii) Extension at Roof level, Rear and side of Building for Residential (Class C3) use. (Total 173 sq.m).	25.09.2012
12/00807/NMA Farringdon Within	Fleetway House 25 Farringdon Street London EC4A 4AB	Non-material amendment (under Section 96A of the Town and Country Planning Act 1990) to planning permission 07/00742/FULL dated 18.09.07 to amend the design of the approved refuse storage and compactor area and add a condition which provides a list of the approved drawings.	06.09.2012
12/00830/MDC Farringdon Within	Dentist Surgery 80 - 83 Long Lane London EC1A 9ET	Details of waste storage and collection facilities pursuant to condition 2 of planning permission dated 9th August 2012 (ref: 12/00479/FULL)	13.09.2012

12/00421/FULL Farringdon Without	54 Fleet Street London EC4Y 1JU	(i) Rear extension (71.7sq.m) at first, second and third floor levels to create three additional flats (the existing building contains five flats). (ii) Insertion of two ground floor doors into the Pleydell Court facade.	11.09.2012
12/00643/FULL Farringdon Without	36 - 37 Furnival Street London EC4A 1JQ	Change of use from office (use Class B1) to create 9 residential units comprising, 6 x 1-bed and 3 x 2-bed (use Class C3), including associated alterations to the entrance, fenestration, roof and the rear elevation. Total floorspace propped 723 sq.m.	25.09.2012
12/00701/FULL Farringdon Without	The Littleton Building Inner Temple London EC4Y 7HR	Installation of two condenser units on wall in rear basement lightwell.	06.09.2012
12/00730/LDC Farringdon Without	Farringdon Street Bridge London EC4	Details (part) of colour scheme for bridge pursuant to condition 8 of listed building consent 11/00725/LBC approved by the Secretary of State dated 9th December 2011.	19.09.2012
12/00813/TCA Farringdon Without	Inner Temple Garden, King's Bench Walk Car Park, Church Court And Hare Court Inner Temple London EC4	Works to 89 trees in the Inner Temple Garden, King's Bench Walk Car Park, Church Court and Hare Court. Work to be carried out on a 2 year rotation over a 5 year period. Removal of 3 trees (Malus, Crataegus and Ficus carica) in the Inner Temple Garden and their replacement with a Roble Beech, American Ash and Hoheria (Borde Hill).	18.09.2012

12/00666/FULL Lime Street	33 Great St Helen's London EC3A 6AP	Change of use of the existing building from office (class B1) use to use for overnight accommodation and other facilities in association with the use by the Leathersellers Company of its Livery Hall or other livery premises and alterations to the exterior of the building.	13.09.2012
12/00297/LBC Portsoken	48 Aldgate High Street London EC3N 1AL	Internal alterations to enable use of the upper floors (1st - 4th) as two self contained residential (Class C3) units. Replacement of windows to front and rear elevations.	06.09.2012
12/00298/FULL Portsoken	48 Aldgate High Street London EC3N 1AL	Change of use of upper floors (1st-4th) from office use (Class B1) to two self contained residential (Class C3) units. Replacement of windows to front and rear elevations.	06.09.2012
12/00874/NMA Portsoken	Middlesex Street Estate Middlesex Street London E1	Non-material amendment under Section 96A of the Town and Country Planning Act to planning permission 09/00466/FULMAJ dated 30th September 2009 in order to enable a change in materials for the link bridge between the existing external fire escape stair and the podium (Area D).	20.09.2012

12/00460/MDC Tower	10 Trinity Square London EC3N 4BH	Details of (i) Design, materials and integration within the garden of the new service pavilions; (ii) Refuse storage and collection facilities; (iii) Management plan for the construction, planting irrigation and maintenance of the pavilion walls; and (iv) Details of the provision of motorcycle parking pursuant to conditions 2 (a), 5, 9 and 26 of planning permission 11/00317/FULMAJ dated 29th March 2012.	21.09.2012
12/00498/MDC Tower	10 Trinity Square London EC3N 4BH	Details of a Deconstruction Logistics Plan, an Environmental Management Plan, an Environmental (Noise, Dust and Vibration) Management Plan and a Traffic Management Plan pursuant to conditions 6 and 8 (in part) of planning permission (application no. 11/00317/FULMAJ) dated 29th March 2012.	20.09.2012
12/00862/MDC Tower	24 - 26 Minories London EC3N 1BQ	Details of deconstruction and construction method statements pursuant to conditions 4 (in part) and 25 of planning permission 12/00145/FULMAJ dated 24.08.12.	14.09.2012
12/00916/MDC Tower	10 Trinity Square London EC3	Details of a programme of archaeological work and foundation design pursuant to conditions 12 (part) and 14 (part) of planning permission dated 29 March 2012 (application number 11/00317/FULMAJ).	21.09.2012

12/00286/ADVT Vintry	The Rex Building 62 Queen Street London EC4R 1EB	Installation of 1No. internally illuminated fascia sign, measuring 1.218m high by 4.292m wide at a height of 2.6m above ground, and 1No. internally illuminated projecting sign, measuring 0.61m high by 0.91m wide at a height of 2.6m above ground.	13.09.2012
12/00567/FULL Vintry	52 - 54 Cannon Street London EC4N 6LY	Alterations to the shopfront at 67 Queen Street.	06.09.2012
12/00568/ADVT Vintry	52 - 54 Cannon Street London EC4N 6LY	Installation of i) one internally illuminated fascia sign measuring 0.6m high by 5.7m wide at a height above ground of 2.2m, ii) one internally illuminated fascia sign measuring 0.6m high by 2.1m wide at a height above ground of 2.95, iii) one internally illuminated fascia sign measuring 0.6m high by 2.24m wide at a height above ground of 2.9m iv) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 2.73m and v) one externally illuminated projecting sign measuring 0.6m high by 0.6m wide at a height above ground of 2.88m.	06.09.2012
12/00861/NMA Walbrook	The Walbrook Building Cannon Street London EC4	Non-material amendment under Section 96A of the Town and Country Planning Act to remove condition 6 from planning permission (Application No 09/00489/FULL) dated 1st September 2011.	25.09.2012

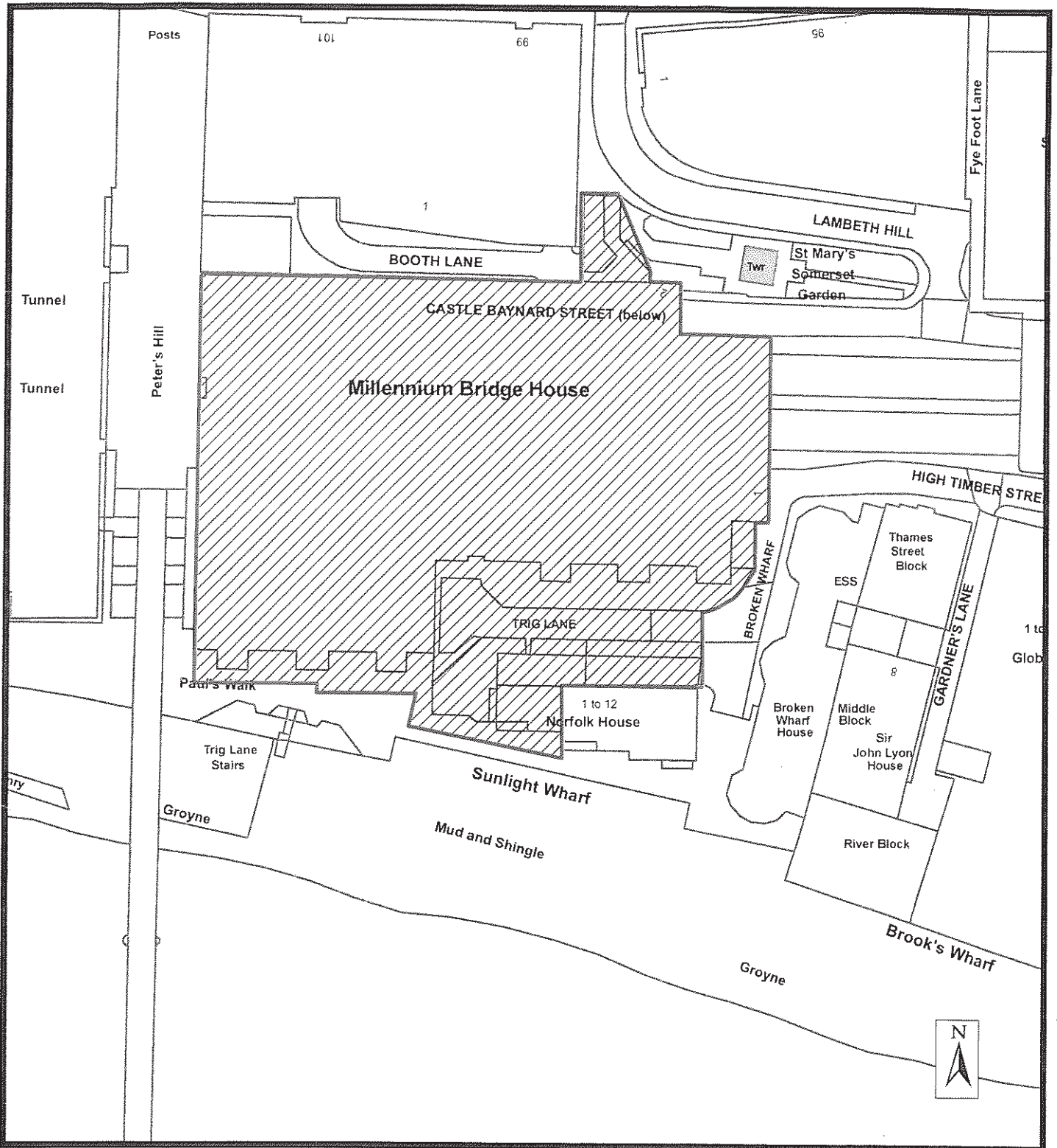
12/00864/MDC Walbrook	18 St Swithin's Lane London EC4N 8AD	Details of plant noise levels and plant mountings pursuant to condition 5 and 6 of planning permission 11/00817/FULL dated 13/01/12.	13.09.2012
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Committee:	Date:	
Planning and Transportation	9 October 2012	
Subject:		
<p>Millennium Bridge House 2 Lambeth Hill London EC4V 4AG</p> <p>(i) Part-replacement of the existing façades (ii) creation of additional floor space through the development of existing roof top plant housings and extension of fifth floor for office use (Class B1) (2058sqm) (iii) change of use from office (Class B1) to either Class A1 or A3 at part ground, first and second floor levels (2389sq.m).</p>		
Ward: Queenhithe	Public	For Decision
Registered No: 12/00370/FULL	Registered on: 14 June 2012	
Conservation Area:	Listed Building: No	
<u>Summary</u>		
<p>Planning permission is sought for:</p> <ol style="list-style-type: none"> i. Change of use of part ground, 1st and 2nd floors from B1 use to a flexible use for either A1 or A3 use (total of 2389sq.m). ii. Works of recladding and re-alignment to the South, West and North facade. iii. Remodelling of existing entrances on Peter's Hill and Lambeth Hill including provision of ramped access to the Peter's Hill entrance. iv. Extension of fifth floor level (900sq.m). v. Extension at sixth floor level and replacement of existing sixth floor plant rooms to create 1,158sq.m of additional B1 office space, and associated roof terrace. vi. Removal of finials and pediments to the entire perimeter at roof level. vii. Replacement of existing roof atria with new atria and lift overrun. viii. Roof terrace with hard and soft landscaping and two areas of green roof, and a photovoltaic array at 6th floor roof level. <p>Six objections have been received. These objections relate to the appearance of the proposed facades and potential noise and disruption cause by the proposed works.</p>		

Recommendation

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




Site Location Plan



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ADDRESS:
Millennium Bridge House, 2 Lambeth Hill, EC4

CASE No.
12/00370/FULL

-  SITE LOCATION
-  LISTED BUILDINGS
-  CONSERVATION AREA BOUNDARY





12/00370/FULL

Millennium Bridge House

Site

1. The existing building extends from the north side of Upper Thames Street south to the riverside walkway and has frontages to Lambeth Hill, Peter's Hill and Trig Lane. The building is located over tunnels containing Upper Thames Street and service roads from where the building and the neighbouring City of London School are serviced.
2. The building comprises six floors and a basement. The lower two floors are accessed from the riverside walk and cover the southern part of the site only. Levels three to six occupy the whole footprint of the building. Level three has entrances off Lambeth Hill to the north and off Peter's Hill close to the start of the Millennium Foot bridge. The building is currently in office (Class B1) use.
3. The site is surrounded by office buildings, the City of London Boys' School and Norfolk House, located to the south of the building, which is in residential (Class C3) and restaurant (Class A3) use. Globe View and Sir John Lyon House are also in residential use located on the river front at a distance of approximately 30 metres from the site. These buildings and the application site are separated by an existing office building, Broken Wharf House, for which planning permission was granted on 10th January 2012 for its demolition and replacement with a new seven storey building for use as 36 residential apartments and a ground floor commercial unit (App No. 11/00469/FULMAJ).
4. Immediately to the north east of the building is the Grade I listed St. Mary's Tower and the St. Mary Somerset garden, which runs along the south of Lambeth Hill. The site does not lie within or adjacent to a conservation area. The building is within the area protected by the St. Paul's Heights Limitations.

Relevant Planning History

5. Planning permission was granted on 29th July 2009 for the change of use of the building from offices (Class B1) to a 348 bedroom hotel (Class C1), including alterations to the elevations and 1,726sq.m extension at roof level (comprising infilling atriums and recesses along the facade) (App No 08/01045/FULL). An application to extend the time limit for the implementation of this permission was granted on 19th July 2012, subject to a section 106 agreement (App No 12/00525/FULL).

Proposal

6. Planning permission is sought for:
 - Change of use of part ground, first and second floors from B1 use to a flexible use for either A1 or A3 use (total of 2389sq.m).
 - Works of recladding and re-alignment to the South, West and North facade.
 - Remodelling of existing entrances on Peter's Hill and Lambeth Hill including provision of ramped access to the Peter's Hill entrance.
 - Extension of fifth floor level (900sq.m).

- Extension at sixth floor level and replacement of existing sixth floor plant rooms to create 1,158sq.m of additional B1 office space, and associated roof terrace.
 - Removal of finials and pediments to the entire perimeter at roof level.
 - Replacement of existing roof atria with new atria and lift overrun.
 - Roof terrace with hard and soft landscaping and two areas of green roof, and a photovoltaic array at fifth floor roof level.
7. The existing inclinor lift to the west of the site is unaffected by these proposals.

Consultations

8. The application has been advertised on site and in the press. The City of London School and the occupants of Norfolk House, Benbow House (Southwark) and Falcon Point (Southwark) have been notified of the application.
9. Six objections have been received from residents of Benbow House and Norfolk House, the content of which can be summarised as follows:
- a. The flatness of the proposed building's roofline and the uniformity of its design produce a facade that is markedly different in style, materials and articulation from neighbour buildings, which dominates, and detracts from, rather than complements the view of St. Paul's Cathedral.
 - b. The uniformity of the design does not comply with the City of London's Protected Views Supplementary Document which states that "developers are encouraged to provide design solutions to help promote more articulated, interesting roofscape within the area of the St. Paul's Height's limitations while also keeping to the limitations imposed by the St. Paul's Heights grid."
 - c. The existing facade provides a more articulated, interesting roofscape and should therefore be retained.
 - d. The proposed facade looks like a large ventilation grill, which has no sympathy to its surroundings.
 - e. The resulting building works would cause noise, disruption and disturbance to the nearby residents of Norfolk House.
10. The Environment Agency consider the proposed development to be acceptable subject to the inclusion of conditions relating to surface water drainage and the preservation of the integrity of tidal flood defences.
11. The London Rivers Association, The Surveyor to the fabric of St. Paul's and the River Thames Society have not commented on the application.
12. The London Borough of Southwark raises no objection to the proposal.
13. The views of other City of London departments have been taken into account in the preparation of this development scheme and some detailed matters remain to be dealt with under conditions.

Policies

14. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan (UDP) and the Core Strategy. The London Plan, UDP and Core Strategy policies that are most relevant to the consideration of this case are set out in Appendix A to this report.
15. There is relevant City of London and GLA supplementary planning guidance in respect of Planning Obligations, Sustainable Design and Construction, London Views Management Framework, Riverside Appraisal of the Thames Policy Area and the City Open Spaces Strategy 2008.
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).
18. The principal issues in considering this application are:
 - The extent to which the proposals comply with the relevant policies of the London Plan, City of London Core Strategy and Unitary Development Plan.
 - The appropriateness of the change of use of part of the ground, 1st and second floors to A1 or A3 use.
 - The impact of the proposal on the St. Paul's Heights area and strategic views.
 - The development's impact on visual amenity and nearby buildings and listed buildings.
 - Impact on flood risk.
 - Parking facilities and the suitability of the servicing arrangements.

The Proposed Uses

19. The proposal includes the change of use of 2389sq.m of office (Class B1) floor space on part ground, first and second floor to a flexible use of either A1 or A3. The change of use would create two units; one at the south west end of the building on ground to second floor, with access via an entrance lobby at second floor from Peter's Hill and one at the north west corner of the second floor of the building, with access via an entrance door off the central circulation spine that would run between Peter's Hill and Lambeth Hill.

20. The provision of retail development in this location would accord with policies CS9, CS10 and CS20 of the Core Strategy and policy SHOP 3 of the UDP. The introduction of commercial uses at ground floor level on the riverside and on Peter's Hill would enable the building to have an appropriate street level presence.
21. Millennium Bridge House is located within the Thames Policy Area as defined by the Core Strategy; the western end of the building is within an area identified as having potential for improved vibrancy.
22. An extension at sixth floor roof level would provide 1,158sq.m of additional office (Class B1) floor space, which would accord with Policy CS1 of the core strategy, which seeks to encourage the supply of a range of high quality office accommodation to meet the varied needs of City office occupiers.

Design

The Existing Building

23. The existing building is not within a conservation area but does occupy a prominent site on the Thames riverside. It does not contribute positively to the setting or views of the listed St Paul's Cathedral and St Mary Somerset Tower or undesignated heritage assets such as Millennium Bridge, the Thames riverfront and riverside walkway.
24. The building is not considered to be of significance for its architectural, artistic or historic interest. As such it does not merit recognition as an undesignated heritage asset under the guidance set out in NPPF and the Historic Environment Planning Practice Guide.
25. The existing roof features, pediments and atriums intrude into the view of St Paul's Cathedral from the south bank and breach the development plane for St Paul's Heights policy limitations. The intrusions were allowed in the 1980's on the basis that they did not contain any usable floor space and to mitigate 'the planes' resulting from the implementation of the St Paul's Heights Policy. The existing building does present a lively roof line, although protrusions do block views of the Cathedral to some extent.

Proposed Alterations

26. The new south and west facades would create a tri-partite arrangement, with deep, triangular, angled vertical fins set within giant portal frames. The arrangement provides a vertical emphasis, depth and articulation, as well as a rhythm to the elevation. The three bays and the hierarchy of the expressed floor plates provide a subtle order to the elevation and breaks down the horizontal mass of the building. In oblique views, the facade takes on a tighter grain and more solid appearance. This would be particularly apparent in views along Peter's Hill and Millennium Bridge and would limit light pollution.
27. The south facade is proposed to be articulated into three bays to accentuate the verticality of the facade and break down the horizontal mass of the building. Each bay has anodized aluminium framing and aluminium triangular fins. The angles of the fins are designed to create depth, solidity and a changing perspective of the facade when viewed in approaches from the south.

28. At 1st floor level the folding glazed screens would provide a potential balcony for the south west retail unit, overlooking the river.
29. The west facade would be divided into three components and broadly follows the design concept for the south facade creating a more solid appearance to the facade when viewed obliquely.
30. The northern end of the west facade onto Peter's Hill rises to sixth floor level and returns along the western part of the north facade.
31. The main entrance bay would feature triple height glazing with coloured glass fins, set back 1.5m within a giant portal frame of anodized aluminium.
32. The pediments and finials of the north facade would be removed to modernize its appearance and coordinate with the new facades. Most of the north facade would be retained. The curtain walling would be replaced and upgraded. The western end would be altered to match the new west facade. The eastern end onto Lambeth Hill would feature a new full height glazed entrance bay.
33. The new cladding and modified retained facades would appear as an integrated whole respecting the setting and views of the listed landmark church tower of St Mary Somerset.

Entrances

34. The remodelled existing entrances on Lambeth Hill and Peter's Hill would improve access to the building and are considered acceptable in design terms.

Roof Level Works and Extensions

35. The existing sixth floor plant rooms would be replaced with slightly larger office accommodation. The existing fifth floor office accommodation would be enlarged by infilling recesses to the north and the west and by an extension southwards. The additions at fifth and sixth floor levels would be set back from the south facade and concealed behind the existing parapet on the north facade. The small extensions are considered acceptable in terms of design, bulk and massing.
36. The proposed replacement of the existing plant rooms with green roofs and landscaped terraces at roof level would provide an attractive roof scape in views from St Paul's and assist drainage of rainwater and biodiversity.
37. The removal of the existing pediments, finials, parapets, plant rooms and domed atria would improve the ability to appreciate the entablature of St Paul's Cathedral in views from the south.
38. A new lift is required to serve the proposed sixth floor. The proposed lift over-run would breach St Paul's Heights. Its location and orientation have been amended to reduce its visual bulk. The lift over-run would be clad in Portland Stone coloured anodized aluminium to blend discreetly with St Paul's entablature. The visual impact of the lift over-run is not considered to detract from the setting and views of the Cathedral.
39. Objections have been raised to the flat, boxy shape of the replacement South facing facade and the uniformity of the proposed roof line. The proposed alterations and re-cladding would provide a building which complements its riverside surroundings and the setting of heritage assets.

40. The removal of the existing roof line projections would result in a calmer, less distracting roof line, which would reveal more of St Paul's Cathedral in views from the south bank. The proposals are considered to be acceptable in design terms and to improve the wider setting of the Cathedral.

Impact on Views

Local Views and London View Management Framework

41. The site lies within the St. Paul's Heights policy area. The existing building infringes the St. Paul's Heights limitations in 17 locations. There are several elements that significantly infringe the Heights, most noticeably the four large pediments at the front of the building, which infringe by up to 5.78m, and the front atrium roof, which infringes by up to 1.94m. These elements would be removed as part of the proposal.
42. Whilst elements of the proposed roof alterations would exceed the St. Paul's Heights limitations, the majority of the infringements would be below and behind the existing parapet. There would be noticeably fewer elements that would infringe the Heights and those that do infringe would be less significant than the existing. The maximum infringement would be 1.63m at the front of the new lift overrun, which would represent a significant reduction. Other elements of the proposed roof alterations would exceed the Heights by a maximum of 0.5m.
43. Overall, the proposed alterations at roof level would significantly contribute to the eventual restoration of the view of St. Paul's Cathedral, and ensure that a number of the currently obstructed views of the Cathedral would be unobstructed. This accords with Policy CS13 of the Core Strategy and the Protected Views Supplementary Planning Document.
44. The site falls within the Background Assessment Areas for three of the Mayor's Protected Vistas, Alexandra Palace, Kenwood and Parliament Hill. However the development threshold planes for these three views, at a minimum of 52m AOD, would not be breached by the development which is 29m AOD at its highest point. The proposal would not adversely impact upon the protected vistas.
45. The appearance of the building is considered to be satisfactory in terms of its context within local and longer distance views across and along the river, including the Mayor's river prospect views.
46. River Prospect Views 13A from the Millennium Bridge and 13B from Thames side at Tate Modern would be most affected by the proposals.
47. The alterations to the building would provide a beneficial impact on the view from Millennium Bridge at 13A, especially at night time. Clearer views of St. Paul's Cathedral would be achieved by the proposed alterations, particularly the view of the entire length of the Cathedral in the proposed view from Millennium Bridge at 13B.
48. The proposals are in accordance with CS10, CS12, CS13 of the Core Strategy and the Mayor's LVMF supplementary planning guidance which seek to protect and enhance significant City and London views of important buildings, townscape and skylines.

49. Given the overall reduction in infringements into St Paul's Heights development plane and the consequent improvement in views of the Cathedral and the Mayor's River Prospect views, the proposed lift over-run and enlargement of the floor plate at 5th and 6th floor levels, which infringe the St. Paul's Heights, are considered acceptable in this rare circumstance.

Transport, Parking and Servicing

50. The existing building provides parking facilities for 18 cars within the basement off Trig Lane together with the facility to accommodate three cars in the forecourt along the Trig Lane frontage. One space in the forecourt area is designated as a disabled parking space. The existing forecourt parking would remain.
51. It is proposed to retain 13 of the 18 car parking spaces in the basement, two of which would be designated for disabled parking.
52. 25 motorcycle parking spaces are proposed at basement level to a standard of one space per 750sqm of office floor space.
53. 74 cycle parking spaces are proposed at basement level to a standard of one space per 250sqm.
54. The building would continue to be serviced via the internal service bay accessed from High Timber Street.
55. The refuse and servicing strategy is considered to be acceptable. A condition is included requiring the submission of a Delivery and Servicing Management Plan prior to the occupation of the building.

Flood Risk

56. The application site is within Flood Zone 3 as defined by the Environment Agency. In this instance the Environment Agency have agreed that a flood risk assessment was not required for this proposal as the development would be a refurbishment and not a redevelopment, and the proposed uses are defined as 'less vulnerable' to flood risk under the Technical Guidance to the National Planning Policy Framework (NPPF).

Sustainability and Energy

57. The London Plan (2011) climate change policies require developments to make the fullest contribution to mitigating climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating low and zero carbon energy technologies.
58. The planning stage BREEAM rating is assessed as "very good", however, the consultants state that further potential credits have been highlighted to raise the score to "excellent" for the implemented development. A condition is attached requiring a post-construction BREEAM assessment demonstrating that the building performance has been optimised.
59. A green roof is proposed that would contribute to slowing water run-off and providing biodiversity. An area of 70sq.m. on the roof has been identified as being suitable for the installation of solar or photovoltaic panels.

60. The connection of the development into a district heating network is currently not deemed feasible. Should the opportunity to connect to a district heating system become available this would be acceptable to the applicants and has been requested by condition.
61. The proposed energy efficiency measures would result in carbon emissions savings of almost 69% compared to the existing building. The refurbished building would be improved to comply with Part L2B 2010 (Building Regulations) for refurbishments.

Mayoral Planning Obligations

62. Since April 2010 the Mayor of London has sought contributions towards the cost of funding Crossrail through the negotiation of planning obligations in accordance with London Plan Policy 6.5. Mayoral planning obligations are payable by developers according to an indicative level of charges for specific uses set out in the Mayoral SPG (July 2010): offices (£137 per sq.m net gain in floorspace), retail (£88) and hotels (£60) provided there is a net gain of 500sq.m for that use. There is an initial reduction of 20% in the Mayoral planning obligation payable for developments that are commenced by 31st March 2013.
63. The Mayor of London has stated in his Mayoral CIL Charging Schedule (April 2012) that he will not 'double charge' developments that are liable for both Mayoral CIL and Mayoral planning obligations payments for Crossrail. His approach is to treat any Mayoral CIL payment as a credit towards any Mayor planning obligation liability. Therefore the Mayoral planning obligation liability can be reduced by the Mayoral CIL.
64. In this case the Mayoral CIL is **£58,600**. The full Mayoral planning obligation would be £50,632 and is less than the Mayoral CIL therefore, the developer will be liable for the Mayoral CIL of £58,600 only.
65. These contributions towards the funding of Crossrail will be collected by the Corporation. Under the CIL regulations the Corporation is able to retain 4% of the Mayoral CIL income as an administration fee; the remainder will be forwarded to the Mayor of London.

City of London's Planning Obligations SPG policy

66. On 8th June 2004 the City's Supplementary Planning Guidance on Planning Obligations was adopted. This policy seeks a contribution of £70sq.m from developments over 10,000sq.m provided that there is also an increase of 2,000sq.m.
67. In this case the proposed net increase would be 1,172sq.m. On the basis the figure indicated in the Supplementary Planning Guidance would not be triggered and the City would not be seeking contributions to mitigate the impact of the development.

Conclusion

68. Millennium Bridge House is an area that is considered to be suitable for retail development, and as having potential for improved vibrancy. The provision of

additional office floor space would contribute positively to the City's role as a leading business centre.

69. Local residents have objected to the appearance of the proposed facades and the potential noise and disruption that would be caused by the proposed works.
70. The proposed alterations and re-cladding have been designed to provide a building which complements its riverside surroundings and the setting of nearby heritage assets, and are considered to be acceptable in design terms.
71. The removal of the existing roof line projections would result in a calmer, less distracting roof line, which would significantly contribute to the eventual restoration of the views of St. Paul's Cathedral, and ensure that a number of currently obstructed views of the Cathedral would be unobstructed.
72. To ensure that local residents and nearby occupiers are protected during demolition and construction works, conditions are proposed requiring detailed method statements to be submitted prior to the commencement of the works.

Background Papers

Internal

Memo 14 May 2012 Department of Markets and Consumer Protection

External

Construction Method Statement March 2012 Buro Four

Design and Access Statement March 2012 ORMS

Ecology Statement March 2012 Amec

Energy Strategy March 2012 Norman, Disney & Young

Facade Cleaning & Maintenance Strategy March 2012 ORMS

Noise Impact Assessment March 2012 Sandy Brown

Transport Assessment March 2012 Clewlow

E-mail 11 May 2012 Eleanor Holloway

Letter 18 May 2012 Environment Agency

E-mail 20 May 2012 Simon Bates

E-mail 20 May 2012 Paul Hook

E-mail 24 May 2012 Keith Bedell-Pearce

E-mail 25 May 2012 Ms L Hill

Letter 01 June 2012 Buro Four

E-mail 07 June 2012 Peter Read

Letter 20 June 2012 Southwark Council

Letter 02 July 2012 Buro Four

Letter 19 July 2012 Buro Four

Energy Strategy Addendum 19 July 2012 Norman, Disney & Young

Appendix A

London Plan Policies

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

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

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

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

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

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

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

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

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

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

Policy 5.12 Development proposals must comply with the flood risk assessment and management requirements set out in PPS25 and address flood resilient design and emergency planning; development adjacent to flood defences will be required to protect the integrity of existing flood defences and wherever possible be set back from those defences to allow their management, maintenance and upgrading to be undertaken in a sustainable and cost effective way.

Policy 5.13 Development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so.

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

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

Policy 6.13 The maximum standards set out in Table 6.2 should be applied to planning applications. Developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people in line with Table 6.2
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

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.

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.

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

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

Policy 7.19 Development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.

Unitary Development Plan and Core Strategy Policies

CS1 Provide additional offices

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

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.

CS9 Meet challenges of Thames/Riverside

To ensure that the City capitalises on its unique riverside location, sustaining the river's functional uses in transport, navigation and recreation, whilst minimising risks to the City's communities from flooding.

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.

CS13 Protect/enhance significant views

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

CS15 Creation of sustainable development

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

CS17 Minimising and managing waste

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

CS18 Minimise flood risk

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

CS20 Improve retail facilities

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

TRANS22 Require cycle parking

To provide cycle parking facilities by:

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

SHOP3 Seek increased retail facilities

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

- i. existing retail shop facilities are being replaced on redevelopment in accordance with policy SHOP 2;
- ii. the site is in or close to a shopping centre;

- iii. the site is close to a public transport interchange;
- iv. there is a riverside frontage.

TRANS15 Seek off-street servicing

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

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

TRANS18 Resist non-residential parking

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

TRANS21 Seek parking for disabled people

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

ENV6 Design of alterations to buildings

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

CS19 Improve open space and biodiversity

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

SCHEDULE

APPLICATION: 12/00370/FULL

Millennium Bridge House 2 Lambeth Hill London

(i) Part-replacement of the existing façades (ii) creation of additional floor space through the development of existing roof top plant housings and extension of fifth floor for office use (Class B1) (2058sqm) (iii) change of use from office (Class B1) to either Class A1 or A3 at part ground, first and second floor levels (2389sq.m).

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 Works shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise, dust and other environmental effects, based on the Department of Markets and Consumer Protection's Code of Deconstruction and Construction Practice, has been submitted to and approved in writing by the Local Planning Authority. A staged scheme of protective works may be submitted in respect of individual stages of the development process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.
REASON: To protect the amenities of nearby residents and commercial occupiers in accordance with the following policy of the Core Strategy: CS15.
- 3 A Demolition Method Statement shall be submitted to and approved in writing by the Local Planning Authority prior to any demolition taking place on the site. A staged scheme of protective works may be submitted in respect of individual stages of the demolition process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The demolition shall not be carried out other than in accordance with the approved scheme.
REASON: In the interests of public safety and to ensure a minimal effect on the amenities of neighbouring premises and the transport network in accordance with the following policy of the Core Strategy: CS15.
- 4 A Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority prior to any construction work taking

place on the site. A staged scheme of protective works may be submitted in respect of individual stages of the construction process but no works in any individual stage shall be commenced until the related scheme of protective works has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved scheme.

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

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

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

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

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

- 7 Prior to the commencement of development, a Construction Method Statement addressing the impacts of the development on the River Thames tidal flood defences throughout the construction phase and thereafter shall be submitted to, and approved in writing by, the local planning authority. If the Construction Method Statement proposes any activities that would cause loading or vibration (including the location of construction machinery or storage of materials) within 16m of the flood defences, a monitoring scheme with baseline values for the flood defences will also be required. The approved Construction Method Statement (and monitoring scheme if required) shall then be implemented in accordance with the approved details.

REASON: To preserve the integrity of the River Thames tidal flood defences throughout construction of the development and afterwards, and to prevent an increased risk of flooding which would be caused by failure of the flood defences.

- 8 No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100-year critical storm will comply with the London Plan Code (policy 5.13) and associated Sustainable construction SPD requirements if the water is not discharged to the river. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
REASON: To prevent the increased risk of flooding, both on and off site and in the interests of sustainability.
- 9 Before any works thereby affected are begun the following details shall be submitted to and approved in writing by the Local Planning Authority and all development pursuant to this permission shall be carried out in accordance with the approved details:
- (a) particulars and samples of the materials to be used on all external faces of the building including external ground and upper level surfaces;
 - (b) details of the proposed new facade(s) including typical details of the fenestration;
 - (c) details of ground floor elevations and entrances;
 - (d) details of soffits, hand rails and balustrades;
 - (e) details of all alterations to the existing facade;
 - (f) details of the integration of window cleaning equipment and the garaging thereof, plant, flues, fire escapes and other excrescences at roof level
 - (g) details of plant and ductwork to serve the [A1] [A3] use(s);
 - (h) details of ventilation and air-conditioning for the [A1] [A3] use(s);
 - (i) details of all ground level surfaces including materials to be used;
 - (j) details of hard and soft landscaping at roof level and approach to Lambeth Hill entrance;
 - (k) details of photovoltaics.
- REASON: To ensure that the Local Planning Authority may be satisfied with the detail of the proposed development and to ensure a satisfactory external appearance in accordance with the following policies of the Unitary Development Plan and Core Strategy: CS10, CS12.
- 10 Before any works thereby affected are begun, a scheme shall be submitted to and approved by the Local Planning Authority which specifies the fume extract arrangements and materials and constructional methods to be used to avoid noise penetration to the upper floors from the Use Class A1/A3 use on the ground floor. The details approved must be implemented before the Use Class A1/A3 use commences and so maintained thereafter.
REASON: In order to protect residential amenities in accordance with the following policies of the Core Strategy: CS15, CS21.
- 11 The development shall be designed to allow for the retro-fit of heat exchanger rooms to connect into a district heating network if this becomes available during the lifetime of the development.

REASON: To minimise carbon emissions by enabling the building to be connected to a district heating and cooling network if one becomes available during the life of the building in accordance with the following policy of the Core Strategy: CS15.

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

REASON: To demonstrate that carbon emissions have been minimised and that the development is sustainable in accordance with the following policy of the Core Strategy CS15.

- 13 Details of the position and size of the green roof(s), the type of planting and the contribution of the green roof(s) to biodiversity and rainwater attenuation shall be submitted to and approved in writing by the local planning authority before any works thereby affected are begun. The development shall be carried out in accordance with those approved details and maintained as approved for the life of the development unless otherwise approved by the local planning authority.

REASON: To assist the environmental sustainability of the development and provide a habitat that will encourage biodiversity in accordance with the following policies of the Core Strategy: CS10, CS15, CS18, CS19.

- 14 Before any construction works hereby permitted are begun details of the incorporation of Sustainable Urban Drainage Systems into the development shall be submitted to and approved in writing by the local planning authority.

REASON: To improve sustainability and reduce flood risk by reducing potable water demands and water run-off rates in accordance with the following policies of the Core Strategy CS15 and CS18.

- 15 Within 6 months of the commencement of the development, a scheme demonstrating that the life of the flood defences are commensurate with that of the development shall be submitted to, and approved in writing by, the local planning authority. The scheme shall include:

- 1) a river wall condition survey included intrusive testing.
- 2) a scheme of any required remedial works to the flood defences.
- 3) confirmation that the defences can be raised by 0.6m to account for climate change.

The scheme shall then be implemented in accordance with the approved details.

REASON: To ensure that the River Thames tidal flood defences are fit for purpose for the lifetime of the development, and to prevent an increased risk of flooding which would be caused by failure of the flood defences.

- 16 Details of a Servicing Management Plan demonstrating the arrangements for control of the arrival and departure of vehicles servicing the premises shall be submitted to and approved in writing by the Local Planning Authority prior to

the first occupation of the development hereby permitted. The building facilities shall thereafter be operated in accordance with the approved Servicing Management Plan (or any amended Servicing Management Plan that may be approved from time to time by the Local Planning Authority) for the life of the building.

REASON: To ensure that the development does not have an adverse impact on the free flow of traffic in surrounding streets in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS15, CS16.

- 17 Unless otherwise agreed in writing by the Director of Markets and Consumer Protection the level of noise emitted from any new plant shall be lower than the existing background level by at least 10 dBA. Noise levels shall be determined at one metre from the nearest window or facade of the nearest premises. The measurements and assessments shall be made in accordance with B.S. 4142. The background noise level shall be expressed as the lowest LA90 (10 minutes) during which plant is or may be in operation. A report demonstrating compliance with this condition must be submitted to and approved in writing by the Local Planning Authority before the plant hereby approved comes into operation.

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

- 18 No servicing of the premises shall be carried out between the hours of 23:00 on one day and 07:00 on the following day from Monday to Saturday and between 23:00 on Saturday and 07:00 on the following Monday and on Bank Holidays. Servicing includes the loading and unloading of goods from vehicles and putting rubbish outside the building.

REASON: To avoid obstruction of the surrounding streets and to safeguard the amenity of the occupiers of adjacent premises, in accordance with the following policies of the Core Strategy: CS15, CS21.

- 19 An Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building hereby permitted. Within 6 months of first occupation a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The offices in the building shall thereafter be operated in accordance with the approved Travel Plan (or any amended Travel Plan that may be approved from time to time by the Local Planning Authority) for a minimum period of 5 years from occupation of the premises. Annual monitoring reports shall be submitted to the Local Planning Authority during the same period.

REASON: To ensure that the Local Planning Authority may be satisfied that the scheme provides a sustainable transport strategy and does not have an adverse impact on the transport network in accordance with the following policy of the Core Strategy: CS16.

- 20 Permanently installed pedal cycle racks shall be provided and maintained on the site throughout the life of the building sufficient to accommodate a minimum of one pedal cycle per 250sq.m. of floorspace (minimum 74 spaces).

The cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.

REASON: To ensure provision is made for cycle parking and that the cycle parking remains ancillary to the use of the building and to assist in reducing demand for public cycle parking in accordance with the following policy of the Unitary Development Plan: TRANS22.

- 21 Car parking provision within the development shall not exceed 1 space per 1500sq.m of floorspace (max 13 spaces). The car parking provided on the site must remain ancillary to the use of the building and must at all times throughout the life of the building be used solely by the occupiers thereof and their visitors.
REASON: To ensure compliance with the car parking standards and that the car parking provided remains ancillary to the use of the building in accordance with the following policy of the Unitary Development Plan: TRANS18.
- 22 A minimum of 2 of the car parking spaces on the site shall be wide enough to enable it/them to be used by people with disabilities and the space(s) shall be marked out accordingly and provided and maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS21, CS16.
- 23 2 car parking spaces suitable for use by people with disabilities shall be provided on the premises in accordance with details to be submitted to and approved in writing by the Local Planning Authority before any works affected thereby are begun, and shall be maintained throughout the life of the building and be readily available for use by disabled occupiers and visitors without charge to the individual end users of the parking.
REASON: To ensure provision of suitable parking for people with disabilities in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS21, CS16.
- 24 A minimum of one motor cycle parking space per 750sq.m. of floorspace (25 spaces) shall be provided and maintained on the site throughout the life of the building. The motor cycle parking provided on the site must remain ancillary to the use of the building and must be available at all times throughout the life of the building for the sole use of the occupiers thereof and their visitors without charge to the individual end users of the parking.
REASON: To ensure provision is made for motor cycle parking and that the motor cycle parking remains ancillary to the use of the building and to assist in reducing demand for public motor cycle parking in accordance with the following policies of the Unitary Development Plan: TRANS18, TRANS23.

- 25 The pass door shown adjacent to or near to the main entrance on the drawings hereby approved shall remain unlocked and available for use at all times when the adjacent revolving doors are unlocked.
REASON: In order to ensure that people with mobility disabilities are not discriminated against and to comply with the following policy of the Core Strategy: CS10.
- 26 Prior to the occupation of any part of the building, the land between the existing building lines and the face of the proposed new building shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall not be fenced or otherwise enclosed or obstructed.
REASON: To ensure compliance with building lines and to ensure a satisfactory treatment at ground level in accordance with the following policies of the Unitary Development Plan and Core Strategy: ENV 8, CS10, CS16.
- 27 No doors or gates shall open over the public highway.
REASON: In the interests of public safety
- 28 All City Walkways within the development shall be constructed in accordance with specifications to be submitted to and approved in writing by the Local Planning Authority prior to any works thereby affected being begun, which shall include details of surface finishes, handrails, balustrades and parapets
REASON: In the interests of public safety and to ensure uniformity of design treatment of all City Walkways in accordance with the following policies of the Unitary Development Plan and Core Strategy: TRANS7, ENV8, CS10, CS16.
- 29 No live or recorded music that can be heard outside the premises shall be played.
REASON: To safeguard the amenity of the adjoining premises and the area generally in accordance with the following policies of the Core Strategy: CS15, CS21.
- 30 The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: Drawing Numbers: 1897.PL.050, 1897.PL.051, 1897.PL.052, 1897.PL.053, 1897.PL.054, 1897.PL.,055, 1897.PL.056, 1897.PL.057, 1897.PL.058, 1897.PL.059, 1897.PL.061, 1897.PL.070.RevB, 1897.PL.071.RevA, 1897.PL.072, 1897.PL.073, 1897.PL.074, 1897.PL.075, 1897.PL.076.RevA, 1897.PL.077, 1897.PL.078, 1897.PL.080, 1897.PL.081, 1897.PL.082, 1897.PL.090, 1897.PL.091.RevA, 1897.PL.095, 1897.PL.100, 1897.PL.101, 1897.PL.102, 1897.PL.103, 1897.PL.104, 1897.PL.105, 1897.PL.106, 1897.PL.111.RevA, 1897.PL.113.RevB, 1897.PL.121, 1897.PL.123, 1897.PL.125, 1897.PL.127, 1897.PL.129, 1897.PL.131, 1897.PL.133, 1897.PL.135, 1897.PL.137, 1897.PL.139, 1897.PL.141.
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 The correct street number or number and name must be displayed prominently on the premises in accordance with regulations made under Section 12 of the London Building Acts (Amendment) Act 1939. Names and numbers must be agreed with the Department of the Built Environment prior to their use including use for marketing.

- 2 The Department of the Built Environment (Highways and Streetworks Team) must be consulted on the following matters which require specific approval:
 - (a) Hoardings, scaffolding and their respective licences, temporary road closures and any other activity on the public highway in connection with the proposed building works. In this regard the City of London Corporation operates the Considerate Contractors Scheme.

 - (b) The incorporation of street lighting and/or walkway lighting into the new development. Section 53 of the City of London (Various Powers) Act 1900 allows the City to affix to the exterior of any building fronting any street within the City brackets, wires, pipes and apparatus as may be necessary or convenient for the public lighting of streets within the City.

 - (c) Connections to the local sewerage and surface water system.

 - (d) Carriageway crossovers.

 - (e) Means of escape and constructional details under the Building Regulations and London Building Acts (District Surveyor).

 - (f) The provision of City Walkway drainage facilities and maintenance arrangements thereof.

- 3 The Director of Markets and Consumer Protection (Environmental Health Team) advises that:

Noise and Dust

 - (a) The construction/project management company concerned with the development must contact the Department of Markets and Consumer Protection and provide a working document detailing steps they propose to take to minimise noise and air pollution for the duration of the works at least 28 days prior to commencement of the work. Restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(b)

Demolition and construction work shall be carried out in accordance with the City of London Code of Practice for Deconstruction and Construction. The code details good site practice so as to minimise disturbance to nearby residents and commercial occupiers from noise, dust etc. The code can be accessed through the City of London internet site, www.cityoflondon.gov.uk, via the a-z index under Pollution Control-City in the section referring to noise, and is also available from the Markets and Consumer Protection Department.

(c)

Failure to notify the Markets and Consumer Protection Department of the start of the works or to provide the working documents will result in the service of a notice under section 60 of the Control of Pollution Act 1974 (which will dictate the permitted hours of work including noisy operations) and under Section 80 of the Environmental Protection Act 1990 relating to the control of dust and other air borne particles. The restrictions on working hours will normally be enforced following discussions with relevant parties to establish hours of work for noisy operations.

(d)

Construction work shall not begin until a scheme for protecting nearby residents and commercial occupiers from noise from the site has been submitted to and approved by the Markets and Consumer Protection Department.

Air Quality

(e)

Compliance with the Clean Air Act 1993

Any furnace burning liquid or gaseous matter at a rate of 366.4 kilowatts or more, and any furnace burning pulverised fuel or any solid matter at a rate of more than 45.4 kilograms or more an hour, requires chimney height approval. Use of such a furnace without chimney height approval is an offence. The calculated chimney height can conflict with requirements of planning control and further mitigation measures may need to be taken to allow installation of the plant.

(f)

Boilers and CHP plant

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

(g)

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

(h)

When considering how to achieve, or work towards the achievement of, the renewable energy targets, the Markets and Consumer Protection Department would prefer developers not to consider installing a biomass burner as the City is an Air Quality Management Area for fine particles and nitrogen dioxide. Research indicates that the widespread use of these appliances has the potential to increase particulate levels in London to an unacceptable level. Until the Markets and Consumer Protection Department is satisfied that these appliances can be installed without causing a detriment to the local air quality they are discouraging their use. Biomass CHP may be acceptable providing sufficient abatement is fitted to the plant to reduce emissions to air.

(i)

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

Standby Generators

(j)

Advice on a range of measures to achieve the best environmental option on the control of pollution from standby generators can be obtained from the Department of Markets and Consumer Protection.

(k)

There is a potential for standby generators to give out dark smoke on start up and to cause noise nuisance. Guidance is available from the Department of Markets and Consumer Protection on measures to avoid this.

Cooling Towers

(l)

Wet cooling towers are recommended rather than dry systems due to the energy efficiency of wet systems.

Noise Affecting Residential Properties

(m)

The proposed residential flats are close to busy roads and are in an existing commercial area which operates 24 hours a day. The scheme should include effective sound proofing of the windows and the provision of air conditioning or silent ventilation units to enable the occupants to keep their windows closed to benefit from the sound insulation provided. This may need additional planning permission.

(n)

The proposed residential units are located in a busy City area that operates 24 hours a day and there are existing road sweeping, deliveries, ventilation plant and refuse collection activities that go on through the night. The units need to

be designed and constructed to minimize noise disturbance to the residents. This should include acoustic treatment to prevent noise and vibration transmission from all sources. Sound insulation treatment needs to be provided to the windows and either air conditioning provided or silent ventilation provided to enable the windows to be kept closed yet maintain comfortable conditions within the rooms of the flat. This may need additional planning permission.

Ventilation of Sewer Gases

(o)

The sewers in the City historically vent at low level in the road. The area containing the site of the development has suffered smell problems from sewer smells entering buildings. A number of these ventilation grills have been blocked up by Thames Water Utilities. These have now reached a point where no further blocking up can be carried out. It is therefore paramount that no low level ventilation intakes or entrances are adjacent to these vents. The Director of Markets and Consumer Protection strongly recommends that a sewer vent pipe be installed in the building terminating at a safe outlet at roof level atmosphere. This would benefit the development and the surrounding areas by providing any venting of the sewers at high level away from air intakes and building entrances, thus allowing possible closing off of low level ventilation grills in any problem areas.

Food Hygiene and Safety

(p)

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

(q)

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

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

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

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

Ventilation systems for extracting and dispersing any emissions and cooking smells to the external air must be discharged at roof level and designed, installed, operated and maintained in accordance with manufacturer's

specification in order to prevent such smells and emissions adversely affecting neighbours.

(r)

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

- 4 This approval relates only to the details listed above and must not be construed as approval of any other details shown on the approved drawings.
- 5 Please be aware that the Environment Agency's prior written consent is required for any proposed works or structures, in, under, over or within sixteen metres of the landward extent of any tidal Thames flood defences. This is under the terms of the Water Resources Act and the Thames Region Land Drainage Byelaws. For further information on obtaining a Flood Defence Consent please contact the Environment Agency's Development and Flood Risk team on 0207 091 4028 or email dc-london@environment-agency.gov.uk. Please note that the information required to discharge the condition relating to a construction method statement will also be required as part of an application for Flood Defence Consent.
- 6 Reason for Grant of Planning Permission - The decision to grant this planning permission has been taken having regard to the policies in the London Plan, Unitary Development Plan and Core Strategies set out below, relevant government guidance and supplementary planning guidance, representations received and all other relevant material considerations. Objections were made to the application. These were taken into account by the Local Planning Authority but were not considered to outweigh the reasons for granting planning permission.

Millennium Bridge House is an area that is considered to be suitable for retail development, and as having potential for improved vibrancy. The provision of additional office floor space would contribute positively to the City's role as a leading business centre.

The proposed alterations and re-cladding have been designed to provide a building which complements its riverside surroundings and the setting of nearby heritage assets, and are considered to be acceptable in design terms.

The removal of the existing roof line projections would result in a calmer, less distracting roof line, which would significantly contribute to the eventual restoration of the views of St. Paul's Cathedral, and ensure that currently obstructed views of the Cathedral would be restored.

London Plan Policies

Policy 2.10 To enhance and promote the roles of the CAZ and London's financial and business services.

Policies 2.11 and 4.3 Ensure increases in office floorspace within CAZ include a mix of uses.

Policy 4.2 To support mixed use development and offices to improve London's competitiveness.

Policy 4.3 Increased offices in CAZ should provide for a mix of uses.

Policy 5.2 To minimising carbon dioxide emissions.

Policy 5.3 To demonstrate that sustainable design standards are integral to the proposal.

Policy 5.6 Evaluate the feasibility of CHP and opportunities to extend the system.

Policy 5.7 To provide a reduction in carbon dioxide emissions through on-site renewable energy.

Policy 5.11 Inclusion of green roofs and wall planting.

Policy 5.12 Compliance with flood risk assessment.

Policy 5.13 Utilise sustainable urban drainage systems

Policy 6.5 Crossrail contributions will be sought to mitigate congestion on the rail network.

Policy 6.9 To provide cycle facilities.

Policy 6.13 Development to meet parking standards.

Policy 7.2 Development to achieve highest standard of inclusive design.

Policy 7.3 Creation of a safe, accessible environment.

Policy 7.4 Development should have regard to the character of the area.

Policy 7.6 To obtain inclusive, flexible, spaces and buildings of high architectural quality.

Policy 7.8 To protect heritage assets.

Policy 7.12 Protect strategic views, landmarks and views of World Heritage Sites in the London View Management Framework.

Policy 7.13 Minimise potential physical risks, including fire and flood.

Policy 7.19 Make a positive contribution to biodiversity.

Policy 7.29 Development proposals along the River Thames should be consistent with the published Thames Strategy.

Unitary Development Plan and Core Strategy Policies

CS1 Provide additional offices

CS12 Conserve or enhance heritage assets

CS9 Meet challenges of Thames/Riverside

CS10 Promote high quality environment

CS13 Protect/enhance significant views

CS15 Creation of sustainable development

CS17 Minimising and managing waste

CS18 Minimise flood risk

CS20 Improve retail facilities

TRANS22 Require cycle parking

SHOP3 Seek increased retail facilities

TRANS15 Seek off-street servicing

TRANS18 Resist non-residential parking

TRANS21 Seek parking for disabled people

ENV6 Design of alterations to buildings

CS19 Improve open space and biodiversity

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 07 June 2012 20:07
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

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

Comments were submitted at 7:49 PM on 07 Jun 2012 from Mr Peter Read.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V 4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Peter Read
Email: Not specified
Address: 9 Norfolk House Trig Lane London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Noise
- Residential Amenity
- Traffic or Highways

Comments: Millenium Bridge House (MBH) is no more than 20 metres from Norfolk House (NH), a residential property. The noise, dust and dirt from the proposed works will be intrusive and damaging to NH. The plans include nothing to limit the noise disturbance for residents or repairs to the facia of NH arising from the dust and dirt. One apartment has two children aged 1 and 3, and another has two children aged 12 and 14. The noise, dust and general disturbance will be harmful to all residents but, especially, to these children. Car parking for NH is accessed via the MBH car park. During the works, access to the NH car park is to be unnacceptably restricted and there is significant potential for damage to NH residents' cars from the dust and dirt created during the works.

Vehicular access to NH is provided via High Timber Street and Broken Wharf. The width of High Timber Street has recently been reduced such that it is not wide enough for two cars to pass at the same time. The trucks that will be required for the renovation will either cause severe traffic issues during daytime, or noise disturbance if at night. We already have difficulty with trucks making deliveries to the local restaurants, businesses in Broken Wharf House and making garbage collections. The additional traffic will cause chaos for residents.

Restrictions to NH access for the installation of a crane would be unacceptable bearing in mind the number of days access is already restricted by the Marathon etc. The Thames side facade of MBH is, currently, in keeping with the surrounding properties. The proposed new facade is modern, square and totally different from its surroundings and will, therefore, be an eyesore for viewers from the river, the Globe and Tate Modern, all key tourist attractions. The current view from each looking across the Millennium Bridge to St Pauls includes the City of London School and MBH, all of which are in keeping with one another. The proposed riverside facade does not

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 25 May 2012 16:31
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

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

Comments were submitted at 4:12 PM on 25 May 2012 from Ms L Hill.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V
4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Ms L Hill

Email: 1

Address: Benbow House 24 New Globe Walk London

Comments Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Thank you for allowing public comment on the proposed changes to Millennium House. I wish to object to the proposed facade as viewed from the riverfront. Roofline The Design and Access statement makes much of the flatter roofline of the proposed building. This is, however, a necessary requirement for all such redevelopments to comply with the City of London view protection policy, 'St Paul's Heights', which requires currently obstructed views to be restored. Applied to Millennium House this ought to result in an improved view of St Paul's from the riverside. However, as the 'before' and 'after' photos demonstrate, the unvarying flatness of the proposed roofline gives the building a more weighty and dominant appearance which pushes the building forward and detracts from the view of St Paul's Cathedral. Millennium

1

House Facade The proposed facade has two main visual elements. Firstly, it is a rectangular block with no variation in height or depth, Secondly, it incorporates as an overriding feature many narrow vertical lines. The Design and Access statement (20939/2) hopes that the 'verticality of Millennium Bridge House', will 'break down its overall horizontal scale, and generate a sense of motion and participation for the viewer'. Drawing 2093/37 best demonstrates the failure of this aim. Millennium House and its neighbours Placing such a distinctly rectangular building (reminiscent of 1970s office blocks or even car parks) alongside its easterly neighbours merely emphasizes its uniformity, bulk, and its complete lack of empathy with its surroundings. In conclusion, the proposed Millennium House has a facade that is markedly different in style, materials and, most importantly, articulation from its neighbours. Its very uniformity immediately catches the viewer's gaze and it dominates rather than complements the view of St Paul's Cathedral. Somewhat paradoxically, the current facade does none of these things despite intruding into the skyline.

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 24 May 2012 14:10
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

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

Comments were submitted at 1:51 PM on 24 May 2012 from Mr Keith Bedell-Pearce.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V 4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Keith Bedell-Pearce
Email:
Address: 24 Benbow House New Globe Walk London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: The proposed new façade is aesthetically inconsistent with the rest of the waterfront developments to the east and west of the Millennium Bridge and significantly prejudices the context of the view of St Paul's from across the river. This a a view seen by more than 4 million visitors to Bankside every year. Paragraph 2.15 of the City's Protected Views planning document says: "Strict observance of the Heights limitations can sometimes lead to a uniform roofscape. Developers are encouraged to provide design solutions to help promote more articulated, interesting roofscape within the area of the St Paul's Heights limitations while also keeping to the limitations imposed by the St Paul's Heights grid." Ironically, the existing façade does indeed provide a "more articulated, interesting roofscape" whereas the

proposed new façade is the epitome of uniformity. If consent is granted, I submit that it should be on condition of the retention of the existing facade, including the current roof line.

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 20 May 2012 22:08
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

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

Comments were submitted at 9:50 PM on 20 May 2012 from Mr Paul Hook.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V 4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Paul Hook
Email: _____
Address: 11 Benbow House 24 New Globe Walk London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: While I have no problem with this development in terms of scale or functionality, I am concerned about the visual impact on its frontage to the river. Possibly figure 31 from the submission does it an injustice, but it looks just like a large ventilation grill in front of Saint Pauls. The building it is due to replace at least has a sense of character in keeping with the river front, whereas this proposal is a very austere facade with no sympathy to its surroundings. On this aspect I object.

Hart, Liam

From: Richard.Steele@cityoflondon.gov.uk
Sent: 20 May 2012 09:43
To: Hart, Liam
Subject: Application Comments for 12/00370/FULL

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

Comments were submitted at 9:25 AM on 20 May 2012 from Mr Simon Bates.

Application Summary

Address: Millennium Bridge House 2 Lambeth Hill London EC4V
4AG

Proposal: Partial demolition of the building including part replacement of the existing facades, refurbishment of the retained building to Category A fit-out, and the creation of additional floor space through the development of existing roof top plant housings for office use (Class B1), and the creation of A1/A3 space at Levels 0, 1 and 2.

Case Officer: Liam Hart

[Click for further information](#)

Customer Details

Name: Mr Simon Bates

Email:

Address: 16 Benbow House 24 New Globe Walk London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Although there are no traditional grounds for objection, we do object to the ugliness of the box-like nature of the proposed building and the consequential uniformity of the roofline. This does not comply with the City's own planning document on Protected Views which states that "developers are encouraged to provide design solutions to help promote more articulated, interesting roofscape within the area of the St Paul's Heights limitations". The proposed design is the epitome of uniformity! Aren't the designers supposed to be professional architects? Our 4-year old granddaughter would have been able to draw the box-like design they've come up with. Must try harder! The result is not only a negative impact on the view of St Paul's for, neighbours such as ourselves but also, the annual 4 million visitors who come specifically

to take in this view. Simon & Carole Bates, 16 Benbow House.

Wells, Janet

From: Hart, Liam
Sent: 11 May 2012 10:27
To: DBE - Support Services
Subject: FW: Millennium bridge house 2 Lambeth hill EC4V 4AG - objection

Dear DBE SS,

Please can you acknowledge this objection?

App Ref: 12/00370/FULL

Thank you,

Liam

Liam Hart
Planning Officer
Development Division (West)
Department of the Built Environment
City of London
Telephone 0207 332 1795
www.cityoflondon.gov.uk

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

From: David Holloway
Sent: 10 May 2012 16:42
To: Hart, Liam
Subject: Millennium bridge house 2 Lambeth hill EC4V 4AG - objection

Dear Liam Hart

I am writing to object to the new facade and reconstruction of the above property. The harsh flat roof and boxy shape with uniform, unimaginative windows will be an eyesore, especially interfering with the monumental and beautiful St Paul's which will now look as if it is sitting on a sixties office block. Please can you forbid this dreary and depressing building from taking shape on our historic and iconic river frontage.

I would agree if you were to claim that the current building is pretty drab, but compared to the proposal it becomes a beauty of line and design - quite a feat! What's more the building to the right (facing from the river) has obviously been designed in keeping with the current facade and if the above is changed so dramatically, it will look out of place. What do we do then? Knock down that one too and match it to this horror?

The current building at least has three dimensional depth and a broken skyline so that it doesn't jar on the eye as much as this bland, ugly throwback to the worst of '60s unimaginative, utilitarian un-design.

I object because:

1. It is ugly
2. It will ruin the view from the Tate
3. It shows a complete lack of empathy with St Paul's
4. London deserves a more imaginative and sympathetic style of architecture.

As planners you are responsible for saving our city from such dire examples of architecture - you have failed in the past - look at the rest of the river frontage - but you can say 'not on my watch' for the sake of us taxpayers who love our city and pay your salaries.

Please say no.

Thank you

Best regards

Eleanor Holloway
59 Benbow House
Southwark
SE1 9DS

Sent from my iPad

Agenda Item 6

Committee(s):	Date(s):
Barbican Residents Consultation Committee	10th September 2012
Barbican Residential Committee	24th September 2012
Planning and Transportation Committee	9th October 2012
Subject: Barbican Listed Building Management Guidelines SPD: Adoption	Public
Report of: City Planning Officer	For Decision
<u>Summary</u>	
<p>A draft Supplementary Planning Document (SPD) for the Barbican Listed Building Management Guidelines was issued for public consultation between May and July 2012. In response to comments received, a number of amendments are proposed, as set out in Appendix 2 to this report. The comments have no policy implications. The draft SPD has been recommended for adoption by the Barbican Residents Consultation Committee and the Barbican Residential Committee. The draft SPD is now before you for adoption.</p>	
Recommendations	
<p>That the amendments to the Barbican Listed Building Management Guidelines Supplementary Planning Document listed in Appendix 2 and 3 be agreed.</p> <ul style="list-style-type: none">• That Members resolve to adopt the amended Barbican Listed Building Management Guidelines SPD.	

Main Report

Background

1. Supplementary Planning Documents (SPDs) form part of the Local Development Framework (LDF) and provide further explanation of the policies in the Core Strategy. Legislation requires that the public should be consulted in their preparation, including the publication of a draft SPD for comment.
2. In May 2005, the Barbican Estate Listed Building Management Guidelines Supplementary Planning Guidance was adopted by the Planning and Transportation Committee. This is a material consideration in the assessment of applications for planning and listed building consent on the residential part of the Barbican Estate.
3. The five year review of the document began in 2010 with the reconvention of the original Working Party. Avanti Architects, the

consultants for the Barbican Listed Building Management Guidelines, were re-appointed to assist in the exercise.

4. On 24th April 2012 Planning and Transportation Committee agreed the text of the draft Barbican Listed Building Management Guidelines SPD for consultation. This agreement was supported by the Barbican Residents Consultation Committee and the Barbican Residential Committee.
5. The draft SPD was made available for public consultation for a six week period from 28th May to the 9th July 2012.

Current Position

6. Comments were received from English Heritage, 20th Century Society, the Barbican Association, Natural England, and from individuals. Some respondents made suggestions for amendments, but all were broadly supportive of the draft SPD.
7. A consultation statement summarising the main issues raised and explaining how account was taken of these in finalising the SPD for adoption has been prepared and the Statement is attached as Appendix 1.
8. At the request of the Barbican Residents Consultation Committee, and additional paragraph of text has been prepared, and attached as Appendix 3.

Proposals

9. It is recommended that a number of amendments to the SPD are made in response to the comments, and these are set out in Appendix 2 to this report.
10. 2 versions of the document are available in the Members' Reading Room. The first shows all the amendments to the original 2005 adopted document in 'track changes' format. The second is a 'clean' version with updated formatting and proposed images for the final adopted document.

Corporate & Strategic Implications

11. In preparing the draft SPD, regard has been had to the NPPF, government guidance, the London Plan, the Core Strategy and to the Community Strategy. The City's Together Strategy contains 5 key themes, The most relevant to the Barbican is the third theme, to 'protect, promote and enhance our environment' including the built environment of the City and its public realm.
12. The Barbican Listed Building Management Guidelines have proved a useful tool and their adoption and amendment to form an SPD supports the Strategic aims of the Department Business Plan, relating

to the sustainable design of the streets and spaces and the protection and enhancement of the City's built environment. These aims are met by promoting the protection and enhancement of the Barbican Estate.

13. An Equality Impact Assessment has been carried out for the draft SPD and no equality issues were identified.
14. A Sustainability Appraisal Screening Report has been carried out for the draft SPD which concluded that a full Sustainability Appraisal/Strategic Environmental Assessment is not required.

Implications

15. The document has been reviewed as required by the Review procedure in Volume 1. The reviewed text reflects recent changes in National, Regional and local policy. No new implications will arise from adoption of the SPD.

Conclusion

16. Subject to these amendments it is recommended that the SPD be adopted by resolution. Under its terms of reference your Committee is authorised to adopt SPDs without reference to Common Council. As soon as reasonably practicable after adoption an adoption statement and the SPD must be published on the City's web site and made available for inspection. The consultation statement will be published and made available. A copy of the adoption statement must be sent to anyone who asked to be notified of adoption of the SPD. Which will be done.

17. Background Papers:

Barbican Estate Listed Building Management Guidelines Draft SPD, Volumes I and II - Report to Planning & Transportation Committee – 24th April 2012.

Appendices: -

Appendix 1: Statement of Consultation

Appendix 2: Schedule of Proposed Changes

Appendix 3: Additional Text for Volume I as requested by the RCC

Contact:

Petra Sprowson | Petra.Sproyson@cityoflondon.gov.uk | 0207 332 1147

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City of London
Local Development Framework

Supplementary Planning Document
Barbican Listed Building Management Guidelines

Appendix 1 - Statement of Consultation

September/October 2012



The Barbican Listed Building Management Guidelines Supplementary Planning Documents (SPD) form part of the City of London Local Development Framework (LDF). They were published for public consultation during a six-week period from 26th May to 9th July 2012.

The City Corporation has prepared a statement setting out a summary of the main issues raised in the representations made by the public in response to the consultation and how these have been addressed in the adopted SPD.

Consultation on the Barbican Listed Building Management Guidelines SPD was carried out concurrently with three Conservation Area SPDs. The following measures were taken to consult the public on the SPDs during the consultation period:

Website. The SPDs, the SPD documents and a statement of the SPD matters were made available on the City Corporation's web site. Information and a link were provided on the home page of the City's website and on the landing page of the Planning section of the website to ensure maximum exposure. The Corporate Twitter account was used to 'tweet' the details of the consultation at the start of the consultation period. Information was provided in the City of London eshot.

Inspection copies. A copy of the SPDs, the SPD documents and a statement of the SPD matters was made available at the Planning Information desk at the Guildhall and the Guildhall, Barbican and Shoe Lane public libraries.

Notifications. Letters and emails containing information about the SPDs and inviting comments were sent to relevant specific and general consultation bodies. The City Corporation maintains a database of all those who have expressed an interest in the LDF, and letters or emails were also sent to all those on the list. In addition, an email was sent to the Chair of each House Group on the Barbican Estate, and an email was sent to a list of 800 Barbican Residents.

Local advertisement. Posters and leaflets advertising the Barbican Listed Building Management Guidelines SPD consultation and inviting comments were placed in the Guildhall, Barbican and Shoe Lane public libraries. 150 posters were placed on Noticeboards around the Barbican Estate.

Meetings. In preparation of the draft, prior to the public consultation, 9 meetings were held with the Barbican Listed Building Management Guidelines Working Party, and 1 meeting with non-residential stakeholders. A presentation was also given to the Barbican Occupiers Users Group.

Pre- Public Consultation Input. During pre-consultation meetings, the Barbican Listed Building Management Guidelines Working Party raised a concern regarding the text in Volume I which did not sufficiently emphasise the entirety of the estate being listed. Many of the subsequent changes to Volume I addressed this issue, providing greater clarity regarding the extent of Statutory listing and ramifications of this for all stakeholders and users of the estate. Volume II applies to the residential part of the estate, but the information in Volume I apply to the entire Barbican Estate. In addition to this there were numerous textual changes suggested by the Working Party, which were incorporated into the document and presented for the public consultation.

Comments. Comments on the Barbican Listed Building Management Guidelines were received from English Heritage, the Barbican Association, The Theatres Trust, and members of the public. The tables that follow summarise the comments and explain how they were addressed in finalising the SPD.

Summary of comments and responses

From	Comment	Response
<p>English Heritage</p>	<p>Thank you for the opportunity to provide comments on the Barbican Listed Building Management Guidelines draft Supplementary Planning Document (SPD). As the Government's adviser on the historic environment, English Heritage is keen to ensure that the protection of the historic environment is fully taken into account at all levels of local planning.</p> <p>Having reviewed the document we are pleased to see that the draft SPD provides a robust framework in which to manage the listed buildings at the Barbican. With this in mind we generally support the revisions proposed. However we would suggest that the latest legislation and policy context is referenced. For example paragraph 6.14 still refers to PPS5, when this should be replaced with the National Planning policy Framework (March 2012).</p> <p>In terms of the Screening Statement, English Heritage agrees with the City of London conclusions that sustainability appraisal of the draft SPD is not required.</p> <p>Finally, it must be noted that this advice is based on the information provided by you and for the avoidance of doubt does not affect our obligation to advise you on, and potentially object to any specific development proposal which may subsequently arise in relation to this or later versions of these SPD, and which may have adverse effects on the historic environment.</p>	<p>Comment Accepted. The suggested changes have been made to Volume I, paragraphs 6.1 and 6.14</p>

From	Comment	Response
<p>Robert Barker</p>	<p>May I point out what appears to be a typographic error in the Draft Barbican Listed Building Management Guidelines? In vol I, paragraph 4.21, line 11, delete word "sionon", insert "in".</p>	<p>Comment accepted Suggested change made</p>
<p>Margaret Woodruff</p>	<p>(1.) I'd like to comment that there is a continuing and significant problem for both residents and the general public caused by the use of public Podium areas by skateboarders, in-line skaters, stunt cyclists and the sport known as 'free running' or 'Parkour'.</p> <p>(2.) All of these activities are in their own ways damaging to the vulnerable fabric of the Podium, most particularly to the tiled surfaces on walkways, benches and other features. Wooden benches have also been severely damaged.</p> <p>The effect of such damage, combined with an apparently slow repair response to affected areas has been a marked increase in anti-social behaviour both from the groups of youths who indulge in such activity and from other groups who gather on the Podium increasingly during the night and cause disturbance to residents as well as littering and other damage.</p> <p>(3.) In the past certain measures have been adopted to make skateboarding and skating more difficult such as the placing of chicanes and I would like to suggest that some parameters be stated in the document showing what range of measures would be considered acceptable within Listed Building guidelines to ensure that areas designed for the enjoyment and relaxation of the general public are not in future increasingly surrendered to large anti-social gangs of youths. This might also include more informative signage at Estate entry points.</p> <p>(4.) A small point, I'd also like to see Ben Jonson House spelled correctly in official documents.</p>	<p>(1.) Comment noted. - Anti-skateboard measures have been installed across the estate on surfaces, walkways and benches. This can be dealt with as part of the landscaping volume.</p> <p>(2.) Should there be a need for additional measures to be installed, the Barbican Estate will manage the process. The speed at which repairs are undertaken and the management of anti-social behaviour is not within the remit of the Management Guidelines, however, this comment has been forwarded to the Barbican Estate Office.</p> <p>(3.) Comment noted – This is an issue of management of the estate.</p> <p>(4.) Comment Accepted - We are unable to alter the misspelling of Ben Jonson house within the statutory list description, however elsewhere in the document the correction has been made.</p>

From	Comment	Response
<p>Barbican Association</p>	<p>I write as Chair of the Barbican Association in response to the public consultation on the Draft revised Barbican Listed Building Management Guidelines.</p> <p>The Barbican Association welcomes the review process that has led to this draft, with a working party which included two members of the Barbican Association's General Council (one of whom is also the Chair of the Barbican Residents' Consultation committee). We are grateful for the guidance and assistance given by the officers in the Department of the Built Environment during the process and we believe that this procedure forms a model that could be utilised by others in the future.</p> <p>We welcome this Draft revised Barbican Listed Building Management Guidelines and are not suggesting any amendments.</p> <p>In particular, we are pleased with the hard work that has been put into "Volume I – Introduction", which covers the whole of the Barbican listed curtilage, especially the inclusion of the description of the Grade II* Registered Park and Garden, and fully support the additional detail in sections 4, 5 and 6 of this volume.</p> <p>However, we do have a couple of points to make about the implementation of the Listed Building Management Guidelines.</p> <p>(1.)The great majority of the publicly visible additions and alterations that have taken place under the Barbican Listed Building Management Guidelines have been undertaken by departments for which the City of London has responsibility including the Barbican Estate Office, Barbican Centre, Guildhall School of Music and Drama, City of London School for Girls and the Department of the Built Environment.</p> <p>(2.) We were greatly disappointed to learn during the review process to learn that no detailed records were kept by the Department of the Built Environment of advice given to other City departments when it was decided that additions and / or alterations could be made but that Listed Building Consent would not be necessary. We strongly recommend that, in such instances, the advice is given in writing and that the detailed advice is recorded in such a way that it is available to both the Department of the Built Environment and the department carrying out the work and other City</p>	<p>Comment Noted</p> <p>(1.) It should be noted that Volume II which provides Management Guidelines, relates only to the residential part of the estate. The remaining areas of the Barbican fall under Volume I which identify the special interest, but carry no detailed management guidance. As such, each application for work has been dealt with on a case by case basis. Works undertaken by the Barbican Estate on the residential part of the estate have been carried out with reference to the guidelines, and by assessing the effect that the proposed works will have on the architectural Significance of the building.</p> <p>(2.) This issue was raised during the review process, by members of the Working Party. A response was provided at the time. See below</p> <p>We can provide approximate statistics for green category work, but we do not record every enquiry and case that comes in for the following reasons</p> <ul style="list-style-type: none"> -Some are dealt with by the Call centre. At the time of the Guidelines being adopted, the CoL Call Centre was being set up. We did not know how this would develop, and it now takes a higher number of calls/enquiries that previously would have been referred to this Department. This is a CoL-wide service that has grown over the past 4 years. -Resources are limited. The agreed review procedure was based on procedures and staffing levels at the time. -The Department receives a number of enquiries where advice may be quite general in nature. The enquirer is invited to consult the guidelines and seek further advice if necessary.

From	Comment	Response
	<p>departments that may need to carry out similar work in future.</p> <p>(3.) Secondly, we are dismayed that officers seem to have ignored the guidelines in some cases in giving guidance or permission that is at odds with what is stated in the guidelines. This particularly affects finishes. We urge officers in the Department of the Built Environment with responsibility for giving advice on the Barbican Listed Buildings to carefully note Chamberlin Powell & Bon's choice of materials and finishes, as well as the currently approved paint colour palette. We believe that officers should carefully explain to all potential applicants for Listed Building Consent, especially other City departments, the importance of these materials and finishes and reject the introduction of alien ones including, for example, (unpainted) stainless steel [for bicycle racks], unpainted aluminium and unpainted galvanised iron [for stanchions for safety wires]. The piecemeal and not carefully thought through introduction of new materials will undermine the overall aims of the guidelines.</p> <p>(4.) We look forward to the adoption of these revised Barbican Listed Building Management Guidelines as a Supplementary Planning Document and seek reassurances that the department responsible for policing the guidelines will itself observe them.</p>	<p>-Some enquiries are at a pre-application stage and are therefore confidential.</p> <p>In addition, many green category works may be undertaken without our knowledge as no consent is required. As these enquiries can be received by a number of different staff members, in different locations, it has not been possible or warranted to develop a mechanism for capturing the data.</p> <p>Whilst the Management Guidelines were approved by committee, the management of the service and the allocation of resources lies within the remit of Senior Officers, and would not be referred to Committee for approval."</p> <p>(3.) Comment Noted - A significant amount of work is being done to improve liaison between different departments of the City of London, and to ensure that all the necessary staff receive adequate training on the Listing of the Estate, the Management Guidelines, and how projects should be managed to ensure the correct consultation and procedures are followed. Some of the cited examples of incorrect materials are under on-going discussions with the relevant parties.</p> <p>(4.) The Department of the Built Environment will continue to provide advice and guidance on the management guidelines to all residents, developers and CoL departments. Officers will continue to use the document to guide the decision making process, whilst balancing their use within Listed Building policy at a National and Local level.</p>

From	Comment	Response
Natural England	<p>Case name: Sustainability appraisal screening for the following Supplementary Planning Documents:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Barbican Listed Building Management Guidelines SPD <input type="checkbox"/> Bow Lane Conservation Area Character Summary and Management Plan SPD <input type="checkbox"/> Queen Street Conservation Area Character Summary and Management Strategy SPD <input type="checkbox"/> Smithfield Conservation Area Character Summary and Management Strategy SPD <p>Thank your consultation dated 28 May 2012. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development</p> <p>Sustainability Appraisal Screening</p> <p>For all of the above Supplementary Planning Documents (SPD), Natural England does not consider the SPD's potential impacts to be significant to the natural environment. The Corporation should however seek their own legal guidance on the application of the SEA Directive and take into account the responses of other statutory consultees at the screening stage, before making a decision on the requirement to prepare an SEA. SPD content</p> <p>Natural England have no comments to make regarding the Barbican Listed Building Management Guidelines SPD,</p>	No Response Required
20th Century Society	<p>Sorry for the delay in reviewing the Guidelines, and thank you for consulting us. We've now been through the documentation and have no additional comments to make</p>	No Response Required
The Theatres	<p>Thank you for your email of 28 May consulting The Theatres Trust on the</p>	No Response Required

From	Comment	Response
Trust	<p>Barbican Supplementary Planning Document for Management Guidelines regarding alterations and physical management of the residential elements of the Barbican Estate.</p> <p>As this consultation is not within our remit we have no comment to make, but look forward to being consulted on management guidelines for The Barbican Centre, which should exist to complement the residential element.</p>	
Ms Gemma Jamieson	<p>a listed grade 2 building. Care should be taken with any new building being built in the surrounding area/vicinity not to block the views, and light to be able to get to the Barbican. St Alphage House, what is happening to the building? If it is coming down, and another building being built in its place. The building to replace St Alphage House, should not be as tall as it is at the moment. What is happening to the shops and Bank which have been closed round that area? Are they going to be made into a garden area, to brighten up that part of the Barbican eg. Large tubs of flowers. Or are they being left unused.</p>	<p>Comment Noted – This does not lie within the remit of the SPD. Any new development proposal that may affect the Barbican Estate will be considered according to City of London policies set out in the Local Plan</p>
TfL	<p>Thank you for the opportunity to comment on the above draft SPD's. Overall TfL has no objections to the document's content. Nevertheless TfL will need to be consulted for any applications/works proposed on or close to the Strategic Road Network and Transport for London Road Network, or any of its transport infrastructure.</p> <p>Regarding the Barbican Listed Building Management Guidelines SPD, TfL notes that the document intends to ensure a consistent graphic identity in the Barbican Estate's signage including the way finding system. TfL would like to see Legible London signs used in the City more widely, as well as around the Barbican specifically. TfL is aware that the City of London currently has its own signing system, nevertheless TfL request Legible London signs are considered as part of the wider way finding network in London.</p>	<p>Comment Noted</p>

From	Comment	Response
	<p>For your information, as part of the Legible London pilot programme back in 2008-10, TfL specifically trialled Legible London in areas considered to be more difficult, such as conservation or historic locations. Locations in central London such as Grosvenor Square saw signs introduced into designated conservation zones. In such places, TfL made additional efforts to run the plans past the relevant local authority officers, as well as groups such as English Heritage. In some cases, a higher quality of reinstatement was required, but no signs were turned down for installation.</p> <p>If you have any questions please get in touch.</p>	
<p>Paul Drury Associates</p>	<p>Many thanks for notifying us of this consultation. None of these documents affect the interests of our clients, Historic Royal Palaces, so we will not be submitting comments.</p>	<p>No Response Required</p>
<p>City of London Archaeological Trust</p>	<p>We have no comment on the Barbican Listed Building Management Guidelines.</p>	<p>No Response Required</p>
<p>Environment Agency</p>	<p>We have no comments to make on the following SPD's</p> <ul style="list-style-type: none"> • <input type="checkbox"/> Barbican Listed Building Management Guidelines SPD • <input type="checkbox"/> Bow Lane Conservation Area Character Summary and Management Strategy SPD • <input type="checkbox"/> Queen Street Conservation Area Character Summary and Management Strategy SPD • <input type="checkbox"/> Smithfield Conservation Area Character Summary and Management Strategy SPD <p>Kind Regards</p>	<p>No Response Required</p>

From	Comment	Response
	<p>Matthew Arthur Planning Officer - North London</p>	
<p>Highways Agency</p>	<p>Thank you for your letter dated 28 May 2012 inviting the Highways Agency (HA) to comment on the City of London Supplementary Planning Documents Consultation.</p> <p>The HA is an executive agency of the Department for Transport (DfT). We are responsible for operating, maintaining and improving England's strategic road network (SRN) on behalf of the Secretary of State for Transport.</p> <p>The HA will be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN.</p> <p>We have reviewed the consultation and do not have any comment at this time.</p>	<p>No Response Required</p>
<p>Showmans Guild</p>	<p>Thank you for your letter dated 28th May 2012, received via email attachment.</p> <p>Whilst we appreciate being included in these consultations, we feel that the areas referred to in your letter, would not be considered as being appropriate to the needs of the Showmens Guild.</p> <p>We thank you once again for the opportunity to take part.</p>	<p>No Response Required</p>
<p>Great Portland Estates</p>	<p>Thank you for your email. At this time, Neil does not have any views on the document.</p>	<p>No Response Required</p>

From	Comment	Response
<p>Greater London Authority</p>	<p>I refer to your letter of 28 May 2012 consulting the Mayor of London on the above draft documents. The Mayor has afforded me delegated authority to make comments on his behalf on draft supplementary planning documents.</p> <p>As you are aware all local development documents including supplementary planning documents have to be in general conformity with the London Plan under Section 24(1)(b) of the Planning and Compulsory Purchase Act 2004.</p> <p>I have assessed the details of the draft documents and have concluded that they address local matters which are properly dealt with by the local planning authority. As such they do not raise any strategic planning issues and we have no formal comments to make</p>	<p>No Response Required</p>
<p>PMSA</p>	<p>Thank you for providing the PMSA with the opportunity to contribute to the debate.</p> <p>The PMSA aims to heighten public appreciation of Britain's public sculpture, and to contribute to its preservation, protection and promotion. It seeks to achieve this through several projects that include: the National Recording Project, the Sculpture Journal, Save our Sculpture and the Marsh Award for Public Sculpture.</p> <p>Some 70% of the nation's sculpture available to the public has been catalogued as part of the National Recording Project. As the most easily accessible open air gallery Britain's public sculpture has developed its own unique heritage. There are several strands of interest that the PMSA would like to see within Council policies and these relate to the life cycle of any item. A set of policies were developed last year by the Trustees and we would recommend them to you for consideration within your current work.</p> <p>"In considering development proposals via a planning application existing</p>	<p>No Response Required</p>

From	Comment	Response
	<p>public monuments and sculptures should be preserved on their original or an adjacent site. Older monuments should be retained and used as a focus for the area's historical heritage.</p> <p>If the monument or sculpture needs to be moved it should be subject to specific conditions regarding its location, movement , reinstallation, and with due consideration to its artistic impact so that it becomes an important fixture in new community development, whether commercial or residential. Costs of movement should fall to the developer. Conditions should also be imposed regarding any movement to ensure there is no damage to the structure.</p> <p>Exceptions could be made in certain circumstances where after independent consultation with specialists the monument is found to be unsafe, non repairable, could not sustain a move or would be incongruous with the proposed development. In such circumstances reference should be made to the PMSA for advice on its future.</p> <p>New public sculpture, monuments, fountains, statues may be suggested either by a developer, the community, or the local council, in these instances the planning authority shall ensure that the proposed site is recorded and full details submitted to the UK national database managed by the PMSA.</p> <p>The council shall have a requirement to inform the PMSA of all movements to monuments and to ensure their condition is maintained.</p> <p>The council shall also have a requirement to put in place an anti theft regime</p> <p>based on advice provided by the organisation Alliance to Reduce Crime Against Heritage ARCH</p> <p>The council shall also stimulate the promotion of new public sculpture in major new developments and ensure that there is a plan for its protection and conservation. “</p> <p>We trust that this response may be of assistance to you in developing future proposals but please contact us should you need more information</p>	

From	Comment	Response
	or clarification.	

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APPENDIX 2

Schedule of Proposed Changes

Barbican Listed Building Management Guidelines SPD

September/October 2012

Paragraph No	Proposed Change	Reason for change
Volume I, 4.12	Delete "sionon", insert "in"	Typographical Error
Volume I, 6.1	Reference to PPS5 changed to the NPPF	Change in National Guidance
Volume I, 6.14	Reference to PPS5 changed to NPPF	Change in National Guidance
Throughout Volume II	Delete "Ben Johnson House" where it occurs. Insert "Ben Jonson House".	Spelling Error

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Appendix 3

Additional Text for Volume I as requested by Barbican Residents Consultation Committee

The new text will be inserted in Paragraph 5.3 of Volume I of the Listed Building Management Guidelines

“The Barbican Estate is of special architectural and historic interest, and its significance is explored in detail in Volume II of these guidelines. Volume II deals specifically with the residential parts of the Barbican. Some sections are applicable to and would provide valuable guidance to **all** stakeholders intending to carry out works on the estate. Particular attention is drawn to Sections 2 - Special Interest (with particular regard to materials), 3.1 - External Elements, and 4. - Best Practice. These sections have relevant information which provide important guidance and indicate those works that are acceptable, those that may need consent, and works which will affect the special interest of the Barbican Estate to the extent that they are unlikely to receive approval.”

In addition to the new text, following adoption, a leaflet will be prepared and distributed to those that are concerned with commissioning and carrying out works across the Barbican Estate. This will identify when permission should be sought, and highlight the special interest of the entire estate. The leaflet will provide guidance for officers and contractors, and encourage them to take care when considering works on the estate, whose special interest is at risk of being compromise if successive, seemingly minor alterations are carried out without due consideration.

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Agenda Item 7

Committee(s):	Date(s):
Planning & Transportation	09 October 2012
Subject: Response to Thames Tideway Tunnel Section 48 Consultation	Public
Report of: City Planning Officer	For Decision
<u>Summary</u> <p>Thames Water in compliance with Section 48 of the Town and Country Planning Act 2008, are seeking comments on their pre-application publicity and consultation. This follows two phases of consultation and one targeted consultation on their preferred scheme. The consultation includes a draft environmental statement and proposals and proposed modifications in response to the consultation process.</p> <p>The main impact of the scheme in the City would be at Blackfriars where the sewer would intercept the Fleet combined sewer outfall (CSO) within a structure to be constructed in the foreshore of the river west of Blackfriars Bridge. Key aspects of the project include:</p> <ul style="list-style-type: none">• permanent relocation of Blackfriars Pier to the east of Blackfriars Bridge,• interception of the Fleet Main CSO and connection of the northern low level sewer no1 to the main tunnel,• creation of a new open space and enhancement of the Riverside Walk in this area. <p>The proposal would result in significant benefits to the ecology of the river.</p> <p>It is not considered that all the issues have been addressed sufficiently to allow the City to give the scheme its full support. It is considered that further alterations are necessary and that your officers continue to negotiate on these issues prior to the submission of the application.</p> <p>In order to meet the consultation deadline of 5 October 2012 I have written to Thames Water attaching this report and advising them that the views of your Committee will be forwarded on 9 October 2012.</p> <u>Recommendations</u> <p>I recommend that I be authorised to inform Thames Water of the City's continued support of the proposal to construct the Thames Tideway Tunnel and its associated structures, whilst continuing to seek changes and modifications to the proposals that would be required to ensure that its effects</p>	

are not harmful to the City and where possible result in improvements. I further recommend that officers be authorised to continue discussions and negotiations with Thames Water to seek these changes and prepare the necessary documentation in order that support can be given to the proposal prior to the anticipated submission of the application to the Inspectorate in January 2013 for determination.

Main Report

Background

1. The Thames Tideway Tunnel is a major new sewer that will tackle the problem of overflows from the capital's Victorian sewers and will protect the River Thames from increasing pollution for at least the next 100 years. The Thames Tideway Tunnel will divert storm overflows from London's sewerage system by capturing them and transferring them to Beckton sewage works. This includes capture of sewage from the Fleet Combined Sewer Outflow (CSO) which currently discharges into the Thames at Blackfriars during periods of heavy rainfall.
2. The Thames Tideway Tunnel has been designated as a Nationally Significant Infrastructure Project (NSIP). Thames water are proposing to submit an application for a Development Consent Order early in January 2013.
3. Anticipating that the tunnel would become a NSIP, Thames Water have carried out two phases of consultation and one targeted consultation on their preferred scheme for resolving the key aspects of the project affecting the City. These include:
 - permanent relocation of Blackfriars Pier to the east of Blackfriars Bridge,
 - interception of the Fleet Main CSO and connection of the northern low level sewer no1 to the main tunnel,
 - creation of a new open space and enhancement of the Riverside Walk in this area.
4. Phase 1 of the consultation on 13 September 2010 to 14 January 2011 sought comments on proposed routes and sites. The scheme was revised as a result of this consultation and Thames Water carried out a further round of consultation.
5. Phase 2 of the consultation, carried out between November 2011 and 2012 had been refined and redesigned as a result of the Phase 1 consultation.
6. The scheme has been further refined and redesigned as a result of that consultation and meetings with Local Authorities and Stakeholders.

7. A targeted consultation was carried out in June 2012 for specific sites outside the City following changes to the design as a result of Phase two consultation.
8. It is important that the City Corporation's views on the development are communicated to Thames Water at this pre application stage in order to ensure that the submission to the Inspectorate addresses any issues of concern.

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

Planning Act 2008

9. The Thames Tunnel now called Thames Tideway Tunnel was designated as a NSIP on 23 June 2012 pursuant to the Planning Act 2008 ('2008 Act').
10. The Act requires that pre-application consultation is carried out with Local Authorities, local Communities and stakeholders. This consultation aims to ensure that local issues are taken into account and changes made to the project to take account of these issues prior to the submission of the application to the Inspectorate for the grant of a Development Consent Order (CDO Consent).
11. Section 48 of the 2008 Act requires the promoters to publicise the proposed application and consult prescribed consultees.
12. Following Thames Water's analysis of and response to Phase 2 consultation, and the targeted consultations they have undertaken at selected sites, they now consider that they are ready to publicise their proposed application for development consent for the project.
13. This is a formal process that Thames Water are required to undertake in accordance with the 2008 Act. The purpose is to publicise their intention to make a Development Consent Order (DCO) application for the project. Accordingly, this stage is different from the other phases of consultation that they have undertaken to date, but they continue to be interested in views on the published material. These views will be taken into account before they finalise their proposed application, which is proposed to be in early 2013.
14. The publicity report provides an overview and summary of the documents, plans and maps and sets out where to find the full information and how to respond to it. It also explains those matters which they propose to include in the proposed application and outlines the next steps in the process.
15. The publication and consultation period was carried out between 16 July and expired on 5 October 2012. The consultation included detailed information and it was not possible to consider in time for the Committee

meetings in September 2012 and the 5 October 2012 report deadline. As the consultation period has expired I have agreed with Thames Water and your Chairman and Deputy that I would send them the comments as set out in this report and provide them with any other comments resulting from your consideration of this report.

Content of the Proposed Development Consent Order

16. The proposed DCO will seek the following powers:

- Power to construct NSIP – all tunnels, CSO interception shafts, tunnel drive and reception shafts,
- Associated Development – most of above ground structures, including ventilation structures and columns, control buildings, new hard and soft landscaping,
- Powers to compulsorily acquire land, to acquire new rights over land and to extinguish existing rights,
- Powers to use land temporarily for construction and maintenance,
- Powers to work on and make changes to public highways and other rights of ways,
- Powers to conduct survey works and monitoring works on structures and to undertake protective works to structures,
- Powers to undertake works in the river,
- Other general powers required to construct, operate and maintain the tunnel.

Statutory Approvals and Licences

17. The DCO may amend and adjust the application of other legislation (sections 120 and 150 Planning Act, 2008), either entirely or subject to suitable protective provisions. In some cases the approval of the consenting body is required, but this does not relate to powers exercised by local authorities. The Project team is currently working with the relevant organisations to obtain their input to the process – e.g. TfL and PLA.

Access and Highway Approvals

18. The DCO would contain the following powers:

- To create means of access,
- General powers to undertake street works, alter layout of highways and stop up roads and rights of way.

19. These measures will be described in a schedule to the DCO. If they cannot be specified at the application stage, then these will be subject to subsequent consent from the City as owner and Local Planning Authority.

Land Acquisition

20. The DCO application would include:

- A Statement of reasons outlining the purpose for seeking to acquire the land and a justification for the compulsory acquisition;
- A funding Statement demonstrating that there is a reasonable prospect of the requisite funds being available to acquire the land and implement the project.

21. A DCO may only authorise compulsory acquisition if the decision maker is satisfied that the land is properly required for the development or is replacement land given in exchange; and there is a compelling case in the public interest.

22. Among other factors this will include demonstrating to the satisfaction of the decision maker: that all reasonable alternatives to compulsory acquisition have been explored.

23. The provisions of the 2008 Act enable Thames Water to disapply normal consent and licensing regimes either entirely or subject to suitable protective provisions, agreements and/or requirements. The Thames Tideway Tunnel Project team is willing to seek agreement on all matters which would otherwise lie with local authorities and would hope to reach agreement as far as possible on any legitimate concerns expressed by local authorities, whether through requirements, planning obligations, other types of agreement (including highway agreements) and in Statements of Common Ground. A Statement of Common Ground from stakeholders will be required by the Planning Inspectorate and Thames Water would hope to progress these as soon as possible to indicate levels of agreement on the content of the DCO and, where necessary, those items where agreement has not been reached.

Blackfriars Bridge Foreshore

24. Thames Water has considered the comments from the Phase 1 and Phase 2 consultations and the feedback from discussions with the City and other stakeholders. They remain of the view that the Blackfriars Bridge Foreshore should be the site in which to connect the Fleet Main Combined Sewer overflow (CSO) and connect the northern Low Level Sewer No 1 to the main tunnel. This location has been agreed by your officers and was reported to Members following the Phase 1 and Phase 2 consultations.

25. The permanent site area would extend into the River Thames, directly under and to the west of Blackfriars Bridge. Part of it would extend north onto Victoria Embankment, including the Thames Path and Riverside Walkway. The proposal would result in the temporary relocation of HMS President and the structures associated with the Millennium Pier, would

be removed and permanently reinstalled to the east of Blackfriars Railway Bridge on Paul's Walk.

26. In relation to the Blackfriars Bridge Foreshore, the pre-application publicity report states that the main changes intended are:
- 1) Amending the design of the foreshore structure to introduce opportunities for play, additional planting, water features and canopies for shade.
 - 2) Addressing navigational safety issues by reducing the extent of encroachment of the permanent structure into the authorised navigational channel and revising the location of the relocated pier.
 - 3) Revision of the transport strategy to make further use of the river to transport shaft and other excavated materials to reduce the total number of lorries on adjacent road networks (i.e. 5000 fewer lorry movements than proposed at the 2nd stage consultation representing a reduction of 27.2%).

Response to the Consultation

27. The consultation documents include a preliminary environmental information report which includes the Blackfriars Bridge foreshore site assessment. The documentation accompanying the consultation covers a variety of issues relating to the impact of the proposed tunnel in general as well as the local impact on the City itself.
28. This report deals with those issues that would have the most significant impact on the City, however I propose to address other more detailed and technical issues in the consultation response and during negotiations.
29. The impact of the proposals on City assets both within and outside the City, including the bridges and other structures, would be the subject of separate negotiations in relation to property matters.

Effects of the proposed Fleet CSO works at Blackfriars

- (i) The works at Blackfriars to collect the Fleet CSO will be significant. The existing outfall for the Fleet is directly below Blackfriars Bridge which was brought forward with the St Paul's Walk reclamation works in the early 1970's.
- (ii) To facilitate collection of the Fleet CSO Thames Water propose to construct a shaft in the foreshore of the river upstream of Blackfriars Bridge at the position of the existing pier. This will require considerable temporary and permanent works in the river, and then the overflow needs to be diverted along the foreshore to the new shaft and tunnel.
- (iii) Thames Water considers the Fleet CSO as their most challenging connection to the Thames Tideway Tunnel. Whilst it is not the

largest flow it is quite considerable and landward, the existing major infrastructure means this is the only suitable location.

Relocation of the Blackfriars Pier

30. The London plan requires suitable replacement facilities to be provided when it is proposed to remove riverside leisure facilities. The proposal removes and relocates Blackfriars Pier to a position in front of Baynard House and the Mermaid Theatre to the east of Blackfriars Bridge. The City would reiterate its view that the proposed location is in principle acceptable subject to consideration of the following issues:
- i. The proposed new position would require access to be provided from a narrow section of the riverside walk. This could cause pedestrian congestion in this area particularly since it is close to the Blackfriars station entrance. The final design would need to demonstrate suitable access arrangements whilst maintaining the integrity of the flood defences in this location. Further detailed design work is required to determine whether a suitable replacement facility would be provided.
 - ii. The landward construction and facilities required to achieve access would be difficult to construct due to the changes in levels and the presence of structures including the river wall and the pipe subway. The possible introduction of lifts to provide access from walkway level to street level would have to be carefully designed in order to achieve a satisfactory solution. No reference is made in the draft transport strategy assessment to the considerable increase in pedestrian activity between the proposed pier, the riverside walkway and the new transport interchange at Blackfriars Station. The impact on adjoining occupiers will also need to be assessed, in particular the City of London School.
31. These issues have been raised during negotiations and it is important that these issues are considered and resolved before the submission of the DCO.

Construction Traffic

32. Policy 7.26 B (d) of the London Plan and Core Strategy Policy CS9 4(iv) of the City's LDF promote the use of water transport for the movement of bulk materials during construction and demolition phases. The Transport Project Information Paper provided by Thames Water indicates that the river will be used for the transport of the materials required to create cofferdams at foreshore sites such as the Blackfriars site. In response to the Phase 2 consultation the City put the case that the majority of the materials and equipment should be transported by river.
33. Thames Water in their Transport Strategy have responded by stating in their transport assessments that they have assumed that a minimum of

90% of import and export of coffer dam fill materials would be by river, with some flexibility to use road transport where river transport is unavailable or the material is unsuitable for river transport. They intend to incentivise the construction contractors to move closer to 100% of materials by river.

34. This would result in a reduction of five thousand lorry movements (27%) compared to that proposed in the Stage 2 consultation. However, this would still result in thirteen thousand, three hundred and fifty lorry movements over the duration of the project, i.e. an average of eleven per day with peaks of forty six a day for up to a three month period. The materials that Thames Water do not consider suitable for transportation by barge include ready mix concrete and steel reinforcement.
35. It is the City's view that the revised number of lorry movements would still have an adverse impact on the highway network and amenity to the local occupiers and that further work should be done to explore the use of the river for the transportation of construction materials, tunnel linings etc.

Construction Code

36. The consultation still indicates that demolition and construction would be carried out in accordance with an agreed Code of Practice. The City remains of the view that the City of London Code of Practice for Construction and Deconstruction should apply. Full demolition and construction method statements would be required and it would be acceptable if the works were carried out under Section 60 of the Control of Pollution Act 1989. Further information would be required on how noise and vibration from demolition and construction works would be monitored.

Impact on adjoining Owners

37. The Thames Tideway Tunnel Scheme and the relocation of the pier during their construction and operational phases could give rise to noise and other nuisances arising from a variety of sources to adjacent occupiers both sides of the River. Occupiers that could be impacted include businesses, residents, schools and transport providers. A detailed analysis specific to the site and surroundings would need to be made of likely impacts and the mitigation measures that will be required to minimise these impacts. For example the operational hours of the school, public exam periods etc.

Access to the Riverside Walk and Thames Bridges

38. The riverside walk and Thames bridges are amenities well used by City workers, residents and visitors. Policy 7.27A (b) and (c) of the London Plan requires protection of existing access points to or alongside the Blue Ribbon network and provision of new access infrastructure. Core Strategy policy CS9 2(ii) promotes improved access to the riverside walk from the

rest of the City and the Thames bridges. Although the finished proposal would provide additional facilities and improve access to the riverside, it is essential that access (including disabled access) to the riverside walk and Thames bridges is maintained throughout the construction phase and that every effort is made to improve access for the operational life of the development. Pedestrian and disabled access links with the Blackfriars Thameslink station, Blackfriars Bridge, St Paul's Walk and Victoria Embankment should be maintained throughout the construction and operational phases of the development.

39. The current proposals indicate a width, east of Blackfriars Bridge, which would not comply with the City's walkway specifications and no adequate permanent access is indicated from the proposed relocated pier to street level. This matter has been raised with Thames Water and officers will continue to negotiate in order to achieve an acceptable solution.

Effects on the River's Ecology

40. This development specifically requires a riverside location for a river related use since no other site is available in the area to provide access to the Fleet CSO. Provision of this infrastructure will contribute to the wider objective of cleaning up the River Thames. The environmental information report states that the proposals would not have significant effects on aquatic or terrestrial ecology. Nonetheless every effort should be made to ensure that the encroachment of the new structures into the river and the relocated Blackfriars Pier create minimal impacts on the environment, of the river.

Flood Risk

41. The Preliminary Environmental Information Report indicates that this development would significantly increase the surface water run off rate for the area but concludes that the risk to localised flooding is low. This area is already identified as being at risk of surface water/sewer flooding in the City of London Strategic Flood Risk Assessment SFRA. A comprehensive Flood Risk Assessment should be provided.
42. Thames Water proposes to include sustainable urban drainage on the site in order to reduce the possibility of surface water flooding. Rainwater harvesting to supply WC flushing water for the public conveniences or for landscape watering should also be considered.

Townscape and Historic Environment

43. The proposal would have a significant impact on the townscape and the visual amenity of the area. The design has been modified following detailed discussions and in response to comments from the Design Council/CABE which have resulted in an improved design and appearance.

44. The proposal would affect the significance of a number of heritage assets, the most significant of which would be Unilever House, Blackfriars Bridge, 60 Victoria Embankment, the Whitefriars Conservation Area and the listed Victoria Embankment wall with cast iron lamp standards. It would affect views of, the setting of and significance of heritage assets.
45. The proposals would affect the heritage assets and their settings during temporary works, construction and permanent works, which would alter the form, design and structure of the river wall and the relationship of the land and foreshore. Construction into the river would extend the built form of the City in this area, leading to loss of the visual and physical impact of the tidal regime and exposed foreshore.
46. The proposals, and proposed landing stage and floating pontoon to the east of Blackfriars Bridge would introduce structures on the foreshore and in the river which would affect archaeological remains in this area and may cause changes in the hydrodynamic regime leading to scouring or sediment deposition which may erode or obscure other archaeological remains.
47. The City remains of the view that a full Historic Environment Assessment, including assessment of buried archaeological remains, is needed to assess the impact of the proposals and to inform appropriate mitigation. Where the proposed works would cause loss of listed heritage assets, such as part of the Victoria Embankment and lamp standards, the incorporation and reuse of these features should be considered in order to maintain and protect their significance and to minimise the impact on the remaining structures, including the group value derived from the collection of heritage assets and their important association with the river front.

Protected Views

48. The site falls within a number of protected views and lies within the St. Paul's Heights Policy Area.
49. Policy CS 13 of the City of London's Core Strategy aims to protect and enhance significant London and City views of important buildings, landscape and skylines, making a substantial contribution to protecting the overall heritage of the City's landmarks.
50. The relevant protected views are detailed below. This development may affect the Monument Views.
51. The whole site lies within View Four: West to Waterloo Bridge and Victoria Embankment. The key features in this view are the River Thames and Waterloo Bridge. The river between Blackfriars Bridge and Waterloo Bridge is the main feature in the view as it curves away to the south beside the tree-lined Victoria Embankment. The view of this upstream stretch of river is particularly important because it is the furthest view of

the Thames and therefore contributes to the continuity of the whole panorama from the Monument.

52. The height and massing of the proposal should not visually intrude into the key features of the Monument views as described (in the emerging Protected Views SPD, due to be adopted January 2012). The scheme should be designed to minimise the impact on this view of the river.

Public Realm

53. The proposal gives rise to the opportunity to add a significant area of public realm in the area. This is welcome and would provide a positive asset to the riverside. In response to the stage two consultation it was recommended that further measures to improve the biodiversity value of the newly created open space should be proposed along with mitigation and monitoring of the local impact of this development on the biodiversity of the Thames at Blackfriars. The current proposals do make reference to incorporating these measures.
54. This development provides opportunities for increased vibrancy at Blackfriars through the relocation of Blackfriars Pier and the creation of a new open space on the river linked by the Riverside Walk. Thames Water would be encouraged to explore further the opportunity to incorporate activities which could improve vibrancy into the final design e.g. provision of cafe or kiosk space, seating and shelter areas and river viewing points.
55. Existing access points to the river and foreshore from Blackfriars Bridge should be protected and consideration should be given to the provision of new access infrastructure associated with the newly created open space. Opportunities for play within the newly created open space are being explored.
56. The flood defence would be extended to the outside edge of the structure and raised to accommodate future potential increases in river levels. This would have the effect of enclosing the public space and limiting views of the river. Thames Water have redesigned the scheme to ensure that the public can benefit from views of the river over the river wall and this should be taken into account.

Odour Control Measures

57. It is important that the proposal does not result in nuisance in the form of smells and odours.
58. Air modelling of the ventilation odour outlets would need to be carried out to ensure any possible smells are contained at source or if allowed to ventilate to the surrounding area that, this occurs without creating a nuisance.

59. Further information and the proposed methods of odour control would be required in order to confirm that the proposed forced air systems would not have a detrimental effect (causing negative or positive pressures) on the existing, natural ventilating sewer vents. Most City sewers vent at low level in the public highways. The area around Blackfriars has suffered odour smells from the existing sewer vents and any imbalances in the system could exacerbate this problem.

Planning Policy

60. The development plan consists of the London Plan (adopted July 2011), the saved policies of the Unitary Development Plan and the Core Strategy adopted in September 2011. Thames Water were informed at the Phase 2 consultation of the London Plan, UDP and Core Strategy policies that are most relevant to the project and the proposed mitigation or further information required to ensure compliance.

Community Strategy

61. The proposed Thames Tideway Tunnel project would support the following aims of the City of London's Community Strategy:
- Protects, promotes and enhances our environment
 - To reduce our impact on climate change and how to improve the way we adapt to it.
 - To protect and enhance the built environment of the City and its public realm.
 - To conserve and enhance biodiversity.
 - To continue to minimise noise, land and water pollution and improve air quality where this is possible

City Occupiers

62. A number of occupiers, (including City Surveyors' Corporate Property Group managing our own buildings) have received letters from Thames Water informing them that the route of the tunnel may need to go under their building or that the works may have an impact on their building and it is important that Thames Water continues to engage with them in order to inform final plans, depth of tunnel and of any structural implications.

City's Assets and Infrastructure

63. The consultation plans indicate limits of land to be acquired or used. These areas primarily include City owned assets. Thames Water is currently in the process of ascertaining the nature of these assets and therefore have not indicated their intentions in respect of the land and structures that are to be included.
64. Thames Water is currently requesting information on the City assets that may be impacted upon by the proposals.

Implications

65. The Section 48 consultation process is intended to seek views on Thames Tideway Tunnel's proposals and would form part of documentation to be included in the DCO application.
66. It is important to take the opportunity to highlight the issues affecting the City and to seek improvements at this stage so that they can be addressed in the final design.

Next Steps

67. Thames Water is in the process of preparing their application and the environmental report which would form part of the application. They are still in the process of carrying out surveys and gathering information from the City, other local authorities and relevant stakeholders.
68. Prior to the submission Thames Water must prepare a statement setting out how they propose to consult people living in the vicinity of the land about the proposed application. Before preparing the statement, the applicant must consult each local authority affected as to what is in the statement.
69. It is expected that the submission would contain all the necessary provisions, agreements, statements of common ground, compulsory purchase orders, planning and other agreements that would be necessary to implement the proposals.
70. Thames Water is to continue dialogue with your officers to effect changes, and seek agreement on various issues before finalising their application.

Conclusion

71. The need for the proposed tunnel and associated structures is acknowledged and supported. However, the information supporting the Section 48 consultation does not address all the issues arising from it to ensure that there would not be an acceptable adverse impact on the City during the construction and operational phases of the development. I have written to Thames Water setting out these concerns and suggested changes and mitigation. Officers will continue to negotiate with Thames Water to seek further changes prior to the submission of the DCO application.

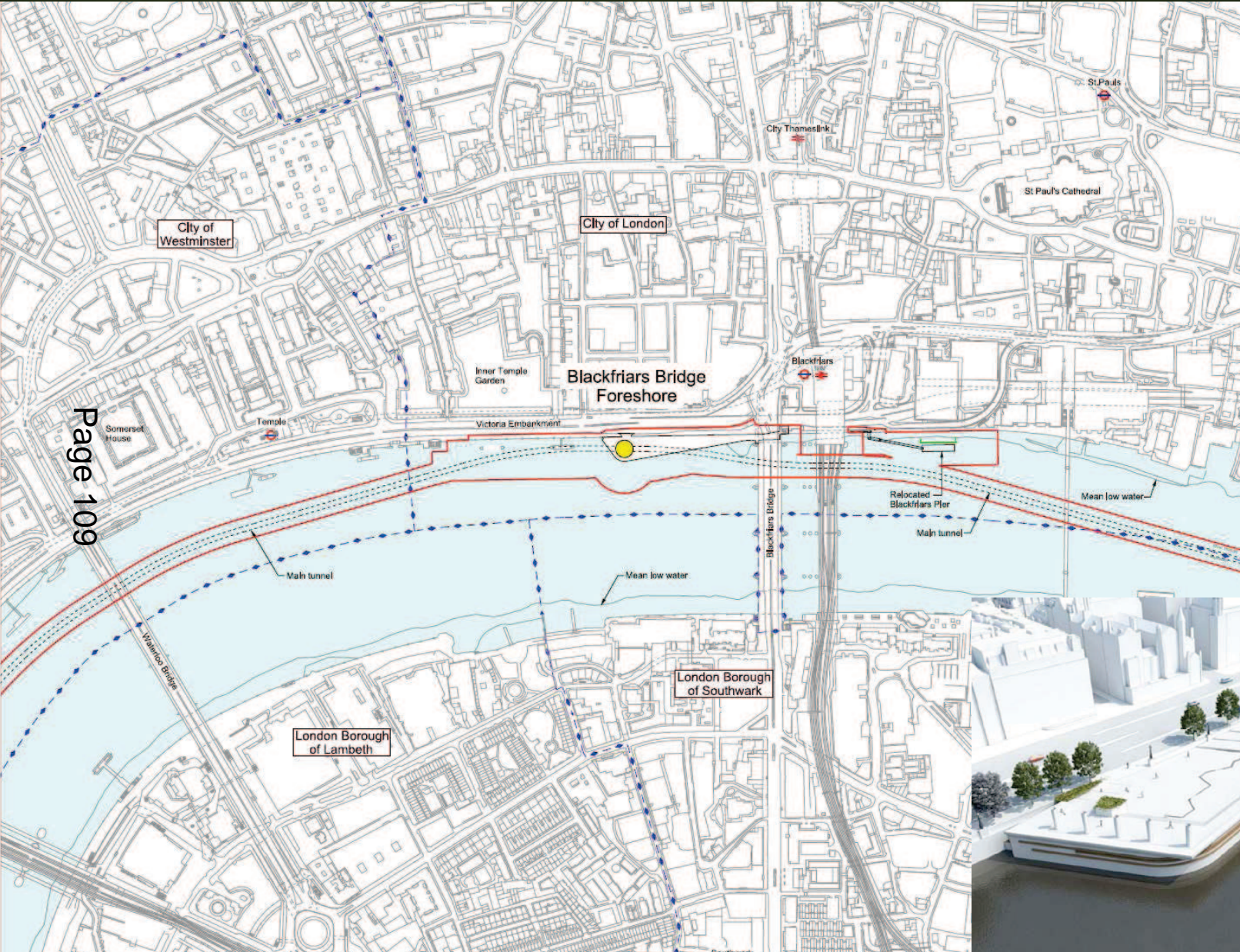
Background Papers:

Section 48 Pre-application Publicity Documents Thames Water

Contact:

Ted.rayment@cityoflondon.gov.uk

Thames Tideway Tunnel Consultation



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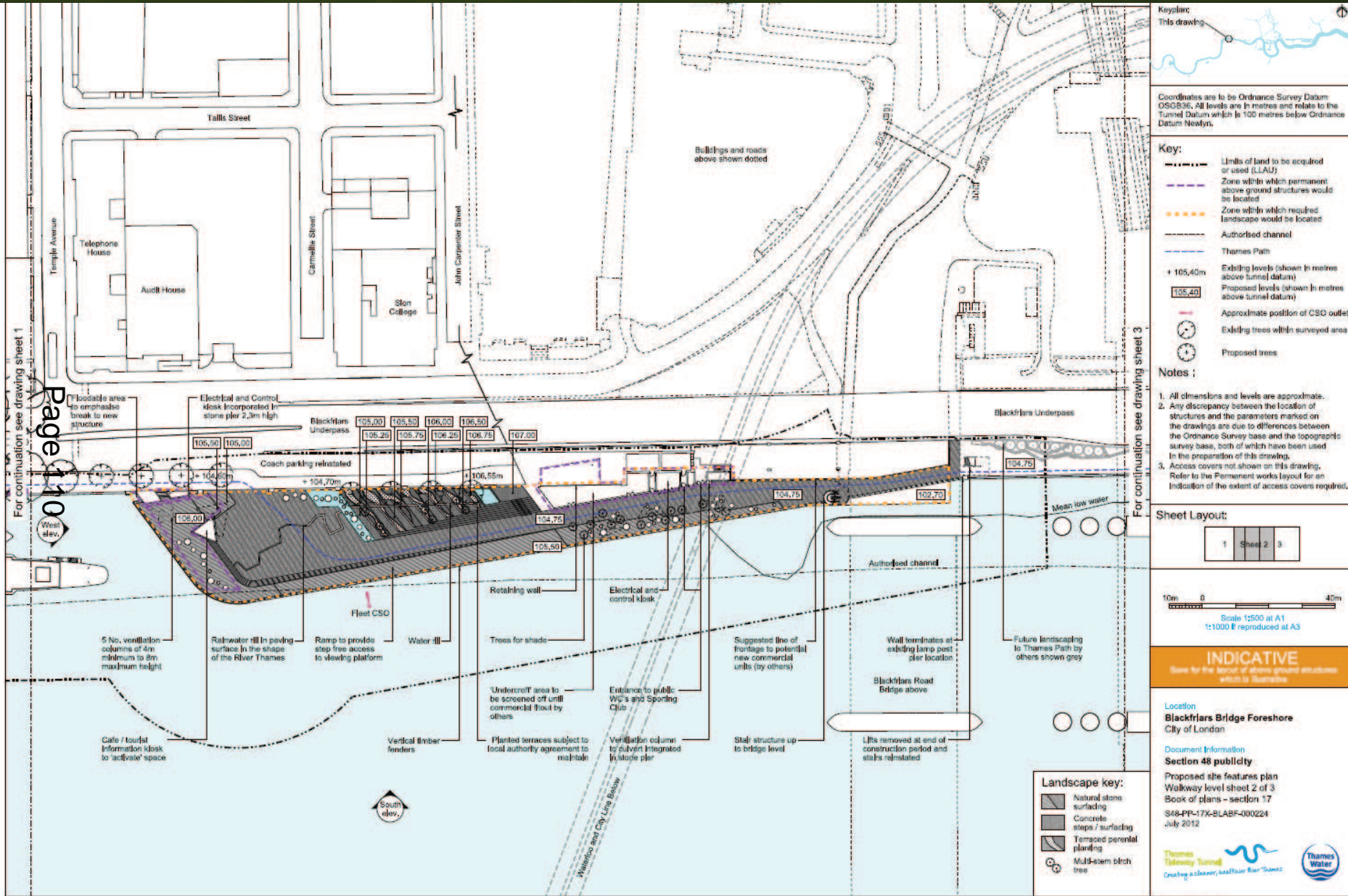
Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

- Key:
- Local authority boundary
 - Order limits
 - Tunnel
 - Shaft

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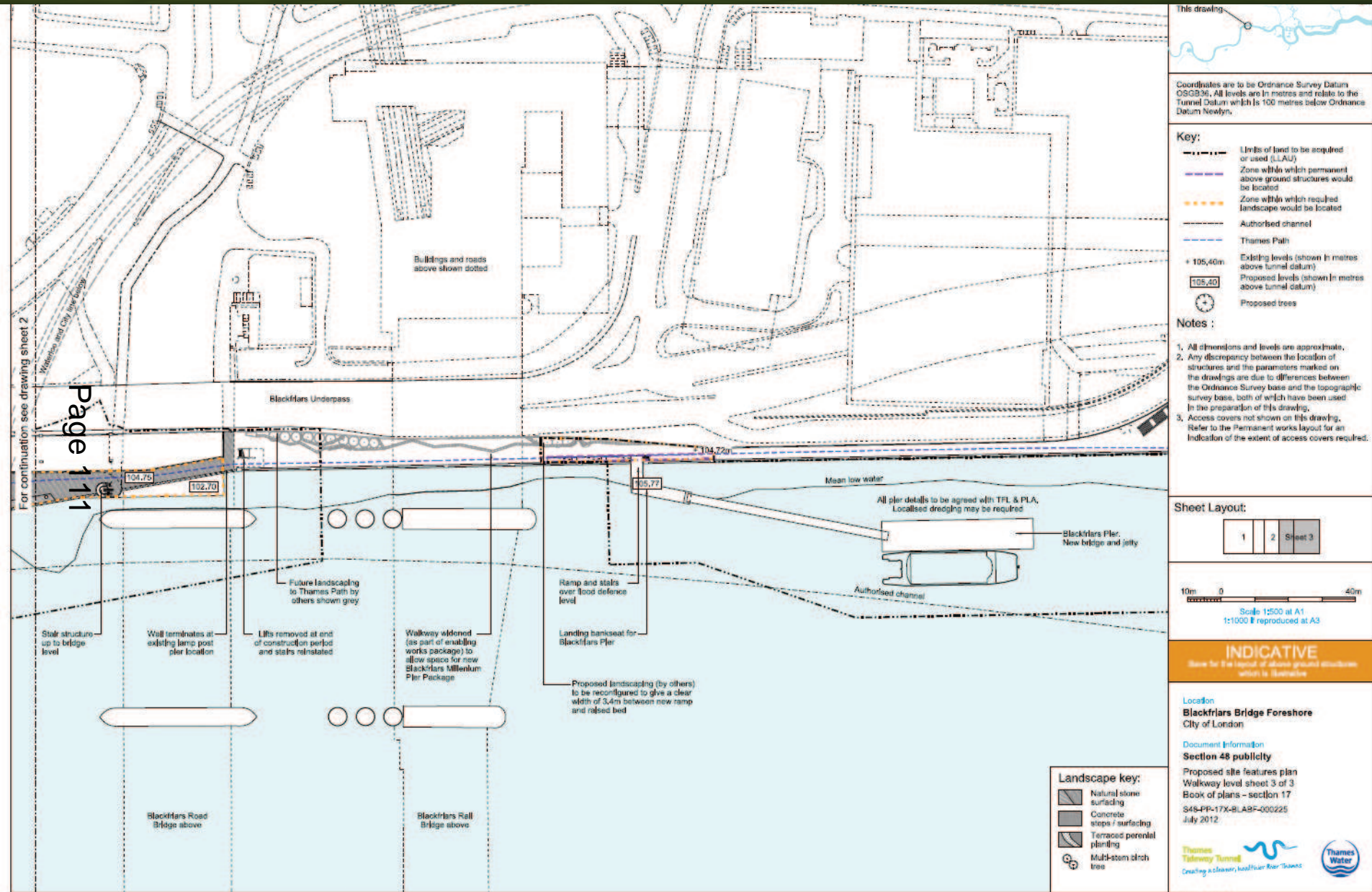


Thames Tideway Tunnel Consultation



Indicative proposals for Blackfriars foreshore

Thames Tideway Tunnel Consultation



Indicative proposals for Blackfriars Pier relocation

Thames Tideway Tunnel Consultation



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Committee(s):	Date(s):
Planning & Transportation	9 October 2012
Subject: Cycle Hire Scheme – Phase II Outturn & Further Intensification in the City	Public
Report of: Director of the Built Environment	For Decision
<p><u>Summary</u></p> <p>This report provides a formal update on the Cycle Hire Scheme (CHS). It provides details for all of the sites in the City and includes information on the operational functionality as well as analysis of collision data.</p> <p>The CHS has been incredibly popular whilst proving to be relatively safe. Within the City the scheme is being used by workers, visitors and residents; according to Transport for London (TfL) data one in ten residents is a member of the scheme. TfL intends to further expand the scheme whilst intensifying the scheme within the existing operational area.</p> <p>TfL have approached the City with a request to implement four additional sites on City streets as well as a site on the Transport for London Road Network (TLRN). They wish to construct the sites that obtained planning permission as part of Phase II but were not installed. Officers believe that this modest increase in sites would provide benefit to users of the scheme whilst having an insignificant impact upon the City streets.</p> <p>The delivery of the further sites in the City is estimated to cost £43,000 which is fully recoverable from TfL. TfL has formally confirmed that all reasonable costs incurred by the City will be met. The costs of the scheme are paid initially by the City with regular claims to TfL to recompense expenditure, thereby minimising the impact on the City's cash flows.</p> <p>It is recommended that this Committee:</p> <ul style="list-style-type: none"> • Agree to the construction of the four additional sites which received planning permission as part of Phase II but were not implemented, these being at Houndsditch, Bouverie Street, John Carpenter Street, and St Bride Street, subject to all reasonable costs being met by TfL; and • Authorise the Comptroller and City Solicitor to update the legal agreement (the "S.8/S.101 Agreement") to reflect any additional sites. 	

Main Report

Background

1. In July 2010 Phase I of the CHS launched with a total of 315 sites and circa 5,000 docking points across central London. Of these 30 sites providing 725 docking points were installed in the City. A map of all City sites is included in Appendix A. Phase I City sites are detailed in Appendix B.
2. Following the success of Phase I of the CHS, the City was approached by TfL to intensify the CHS within the City. Phase II sought to expand the whole scheme east towards Stratford and improve the user experience, particularly during the morning and evening peaks when demand far outstrips supply in the central areas of the scheme.
3. Officers were granted permission to work on Phase II of the CHS following approval on 14 December 2010 by the Planning and Transportation Committee. Officers were authorised to work towards the TfL target of identifying potential sites for an additional 330 docking points with a view to implementing 240 of these.

Current Position

Sites Implemented

4. Seven sites, providing 167 docking points were implemented in Phase II, which was some 73 docking points (the equivalent of 3 average sized sites) short of their target. Four of the Phase II sites which obtained planning permission and one site on the TLRN were not implemented due to either technical issues at the time (e.g. conflict with other works) or because TfL were unable to construct the sites within their programme deadlines. Appendix C provides information relating to Phase II sites.
5. A plan detailing all Phase I and Phase II sites along with the sites that were granted planning permission but not implemented is included in Appendix A.

Operational Data

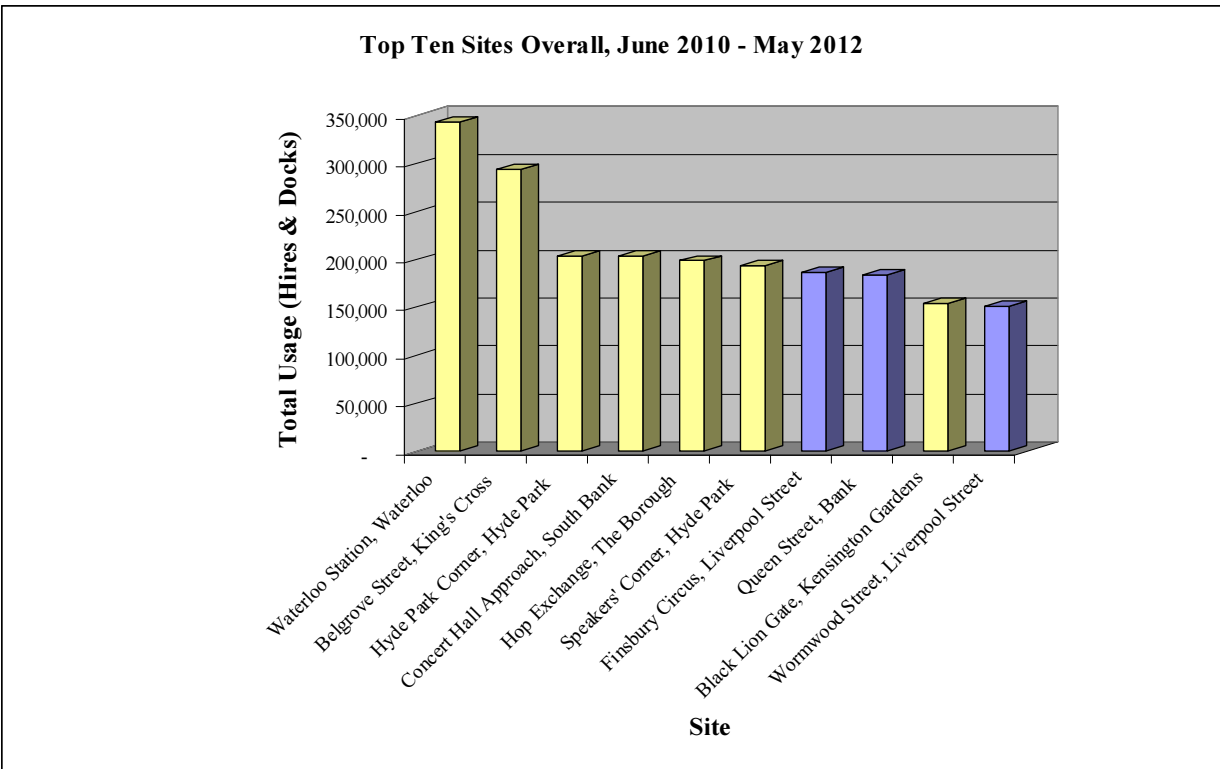
6. Given the scheme's relative infancy data collection is still in early stages, particularly in the City context. TfL do make detailed usage data available to partners and have undertaken surveys since the launch that provide an insight into the impacts of the scheme. In particular TfL's Travel in London, Report (4), 2011 provides the results from surveys carried out in Autumn 2010 and Summer 2011.

Key general findings for the London wide scheme as a whole

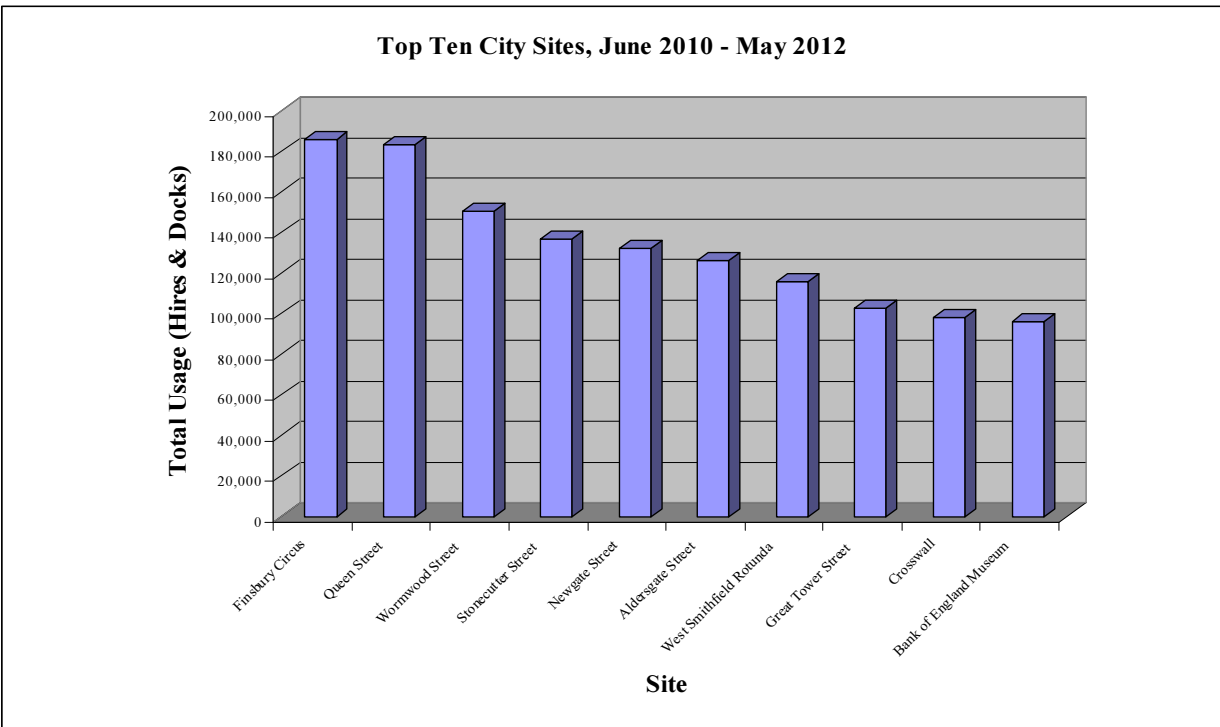
- As of April this year there were over 155,000 members signed up to the CHS.
- In the first year of operation over six million journeys were made by hire bicycle.
- On average, around 25,000 journeys are made by hire bicycle every weekday.
- In the early months of the CHS operation, users were typically commuters using the bicycles every weekday, often as part of a longer rail trip. By Summer 2011, the general user profile broadened with more people using the scheme less frequently and for a wider range of journey purposes, such as leisure, socialising and shopping (although it's likely trips to and from the City are predominantly part of a commute).
- In total approximately 95% of journeys made by members of the CHS would not previously have been cycled.
- Seven in ten users said that the scheme had prompted them to start cycling in London or to cycle more often. Just one in eight said that using the scheme had encouraged them to cycle more on their own bicycle.

City specific findings

7. It's estimated that approximately 10% of City residents are members of the scheme.
8. Since the scheme's go live date in July 2010 and up until late May 2012 there has been a total usage of 24 million hires across the cycle hire area. Hires and docks at City sites account for 2.5 million. Therefore, approximately 10% of all usage occurred in the City with City sites making up just 6% of the total CHS sites.
9. Usage data supplied by TfL shows that Finsbury Circus, Queen Street and Wormwood Street are the three most popular sites in the City; they are the 7th, 8th and 10th most popular sites throughout the entire scheme since its launch. The graph below shows the top ten sites in terms of total usage throughout the entire scheme.



10. The following graph shows the top ten City sites in terms of total usage.



11. The majority of journeys that are made to and from the City either begin or end at mainline rail stations. This affirms that CHS bicycles are being heavily used by CHS members as part of their journeys to and from work. Table 1 shows the top ten trips taken by CHS members to, or from City sites in March 2012. In particular members of the scheme are using CHS bicycles in their journeys to and from Waterloo (where the largest CHS site is located) and Liverpool Street

railway stations. Stonecutter Street features heavily, as this is likely to be because it is used as a hub station, which is discussed in more detail below.

Table 1: Top Ten Routes 'to and/or from City sites'

Route of Journey	Number of Journeys
Waterloo Station 3, Waterloo to Stonecutter Street, Holborn	265
West Smithfield Rotunda, Farringdon to Finsbury Circus, Liverpool Street	242
Stonecutter Street, Holborn to Waterloo Station 3, Waterloo	213
Waterloo Station 3, Waterloo to Queen Victoria Street, St. Paul's	192
Wormwood Street, Liverpool Street to Bankside Mix, Bankside	183
Queen Victoria Street, St. Paul's to Waterloo Station 3, Waterloo	182
Milroy Walk, South Bank to Stonecutter Street, Holborn	173
Sun Street, Liverpool Street to Stonecutter Street, Holborn	171
Finsbury Circus, Liverpool Street to West Smithfield Rotunda, Farringdon	168
Belvedere Road, South Bank to Stonecutter Street, Holborn	164

12. The demand placed upon City sites by commuters can cause problems for users in the morning who need to find a docking point to leave their bike and in the evening users can struggle to find an available hire bicycle.
13. This tidal demand has been managed by TfL through a considered redistribution strategy. A "hub and spoke" system is employed, whereby nominated sites are manned in the morning and evening peaks to collect excess bikes in the morning and pass out bikes in the evening.
14. One hub is located in the City at Stonecutter Street. Here the footway has been used to store collected bikes. Whilst no complaints have been received relating to this operation, officers have communicated to TfL that this activity is inappropriate for the location. Officers have stated that the City is happy to work with TfL to find a suitable solution, such as temporary off street bicycle storage for use during peak periods (an option that has been previously considered but not taken forward by TfL on the grounds of expense).

Collision Analysis

15. Collision data has been obtained from TfL, sourced from SERCO, the scheme's operator showing all CHS related collisions recorded to have occurred in the City since the beginning of the scheme's operation in July 2010. A total of 18 collisions are recorded of which 11 resulted in minor injuries.
16. No clear trends are evident from the data. However 14 collisions resulted from cyclists colliding with a motorised vehicle, three collisions involved no other vehicles and one accident involved a CHS redistribution vehicle colliding with another motorised vehicle. Collisions occurred at various locations within the City.
17. This data shows that there have been a relatively low number of accidents occurring given the many thousands of trips undertaken to date. It is fair to assume that the majority of the CHS users will not be experienced cyclists.
18. This data are consistent with the scheme overall. In the first year of operation 79 collisions involving personal injury (70 slight injuries and 9 serious) using CHS bicycles were reported. There were a further 119 collisions reported to SERCO that did not involve any personal injury. No fatalities were reported involving CHS bicycles in the first year of the scheme.
19. TfL are currently undertaking an analysis of CHS collisions. Initial findings indicate that the rate of collisions is far lower amongst CHS users compared with other cyclists in general. This analysis will be made available to the City upon completion.

Financial expenditure

20. Table 2 provides details for the expenditure on Phase I and II of the CHS.

Table 2: CHS Phase I and II Expenditure

Period	Phase I	Phase II (2011/12)	Phase II (2012/13)	Total
Planning Staff Costs	£140,000	£38,000	£8,000	£186,000
Highways Staff Costs	£46,000	£1,000	£2,250	£49,250
CoL Works	£298,000	£19,000	£23,500*	£340,500
Total	£484,000	£58,000	£33,750	£575,750

* Estimated figure for outstanding works to Moorfields site.

21. With the exception of recently expended staff costs of £8,000 and costs relating to minor outstanding works at the Moorfields site totalling £23,500 which will be recovered in due course, all costs have already been recovered from TfL.

Further Expansion and Intensification of the CHS

22. TfL have recently approached the City to formally notify us of their plans to further expand and intensify the CHS. They plan to expand the CHS west to Chelsea and south west into Battersea while intensifying the number of docking points within the existing area of operation.
23. TfL have set targets for an additional 6,000 - 7,000 docking points of which 900 will be installed within the Phase II area. To contribute towards this target TfL have requested that the City authorise implementation of the four sites on City streets that were granted planning permission as part of Phase II but were not constructed. These sites being Houndsditch, Bouverie Street (extension site), John Carpenter Street and St Brides Street. TfL also wish to install a site on the TLRN at Upper Thames Street. Installing all five of these additional sites would deliver circa 115 additional docking points. These sites are considered suitable by officers; it is not believed that their introduction would have a material adverse impact. The addition of these sites will increase provisions enabling users to more easily find a docking point in the morning peak and have a greater chance of accessing a bike during the evening peak. It can be argued that this will also act to increase the associated health benefits for users as well as further reducing pressure on other modes of transport.
24. While additional sites would help ease the problem of high demand it is not feasible to provide the number of bikes that would be required to meet the demand in the City. This has been shown at mainline railway stations outside of the City where substantial cycle hire sites have been installed but demand frequently outstrips supply. It is therefore unrealistic to meet the demand through the provision of additional docking points and bikes alone.
25. TfL are continuously refining their redistribution operation to improve the availability of docking points and bicycles, they are also increasing the ratio of docking points to bikes in an effort to reduce the problem of users struggling to find a place to dock a hired bicycle at their destination.
26. Some concerns have been raised regarding the proliferation of sites in the City and the visual impact that they have. Whilst the CHS has been a great success with many residents and City workers making use of and benefitting from the scheme it is still a minority form of transport and while the locations of sites are thoroughly considered they ultimately occupy footway or highway space that is at a premium in the City. The 37 sites currently installed in the City

occupy an area of approximately 1,600sqm of highway in total. To provide some perspective on the allocation of highway space, all the highway bus stop markings in the City occupy an area of approximately 6,500sqm.

27. Designs for the sites that TfL wish to implement have been produced during Phase II. Should Members authorise taking some, or all of these sites forward these would be reassessed with detailed design being formally agreed with TfL. It is therefore a relatively straightforward task to implement these additional sites as the majority of the work has already been undertaken.
28. Work for any new sites is unlikely to begin until mid 2013. Each site takes around two weeks to construct. Due to the scale of the works minimal disruption is caused by their construction and road closures are not required.

Estimated Financial Expenditure for Additional Sites

29. The total estimated cost to implement the additional sites as TfL have requested are outlined in Table 3 below.

Table 3: CHS Cost Estimate for Additional Sites

Cost Element	Estimated Cost
Staff Time	£5,000
Legal Costs	£3,000
Works	£45,000
Total	£53,000

30. The works element in Table 3 details the cost of preparatory works to facilitate the proposed sites. It should be noted that it is yet to be confirmed what aspects of the works the City will undertake and what will be done by TfL; the works figure therefore provides an indicative estimation only.
31. As has occurred in both previous stages, TfL have agreed to cover all reasonable costs in relation to works, staff time and fees incurred in delivering the CHS sites. The costs of the scheme are paid initially by the City with regular claims to TfL to recompense expenditure, thereby minimising the impact on the City's cash flows.

Strategic Implications

32. the CHS accords with the City's strategic aims including:

- To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes.

Implications

33. TfL has agreed to meet all reasonable costs in intensification of the CHS in the City. The City is therefore at no financial risk should Members choose to authorise officers to work with TfL to introduce additional sites.

34. The Section 8/Section 101 Agreement that enables a third party to construct and manage apparatus on City Streets which is in place for the current sites would be updated to reflect any additional sites.

Conclusion

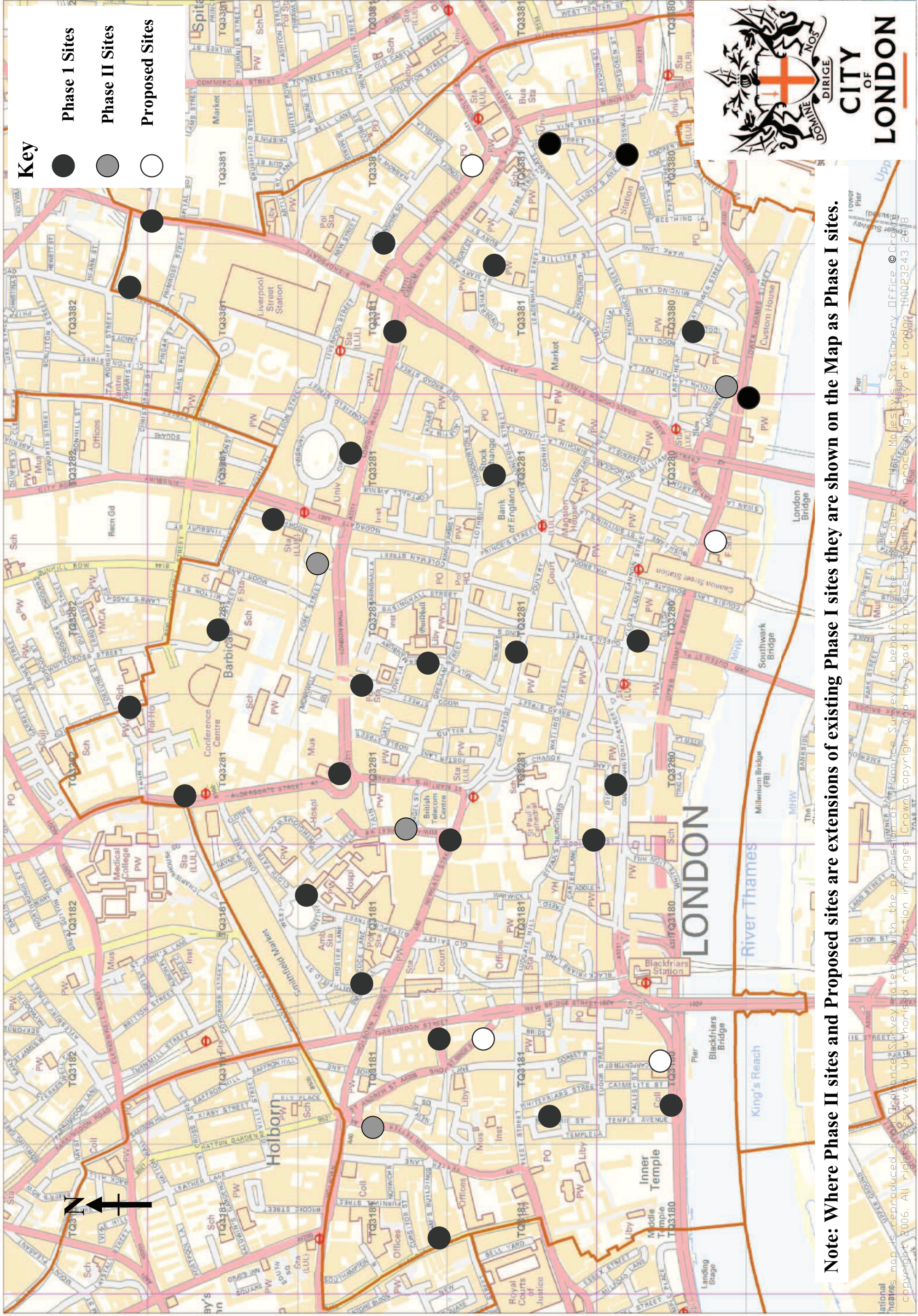
35. To date the CHS has been very successful, proving popular with both City residents and workers. Collision analysis has shown that users of hire bicycles are involved in relatively few collisions to date.

36. Demand for the scheme can be such that users experience difficulties with availability during peak periods. Implementing the additional sites as TfL have requested would help ease this issue as well as increase the associated benefits such as reducing pressure on other transport modes and providing health benefits to CHS users.

37. Concerns have been raised regarding the number of sites located in the City and the impact they are having particularly in visual terms. However, the addition of four more sites on City streets and one on the TLRN is not thought to be materially disadvantageous, especially given the fact that the sites have been robustly considered during the identification and planning permission stages. Therefore, on balance officers are recommending that the proposed additional sites are agreed, subject to TfL meeting all reasonable costs.

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Note: Where Phase II sites and Proposed sites are extensions of existing Phase I sites they are shown on the Map as Phase I sites.

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Appendix B: CHS Phase I Sites

Site	Carriageway/Footway	No. of Docking Points
Moorfields	Carriageway	26
Bouverie Street	Carriageway	18
Godliman Street	Carriageway	25
Finsbury Circus	Carriageway	32
Queen Street	Carriageway	22
Aldersgate Street	Footway	15
Queen Victoria Street	Footway	32
Wormwood Street (TLRN)	Footway	16
Crosswall	Carriageway	34
Norton Folgate (TLRN)	Footway	23
Great Tower Street	Carriageway	24
Golden Lane	Carriageway	27
Devonshire Square	Carriageway	16
Cheapside	Footway	43
Museum of London	Footway	52
Newgate Street	Footway	34
Stonecutter Street	Footway	20
Lower Thames Street (TLRN)	Footway	24
West Smithfield Rotunda	Carriageway	25
The Guildhall	Footway	17
Wood Street	Footway	17
Bream's Buildings	Carriageway	24
Jewry Street	Footway	17
Bank of England Museum	Footway	16

Appold Street	Carriageway	26
St Mary Axe	Footway	21
Barbican Centre	Footway	19
Snow Hill	Footway	15
Victoria Embankment (TLRN)	Carriageway	20
Fore Street	Carriageway	25
Total	14 Carriageway 16 Footway	725

Appendix C: CHS Phase II Sites

Site (Ext.) denotes extension of existing site	Carriageway / Footway	No. of Docking Points	Planning Decision	Implement ed Yes/No
Moorfields (Ext.)	Carriageway	28	Approved	Yes
Queen Street (Ext.)	Carriageway	34	Approved	Yes
Stonecutter Street (Ext.)	Footway	26	Approved	Yes
Fore Street	Footway	19	Approved	Yes
King Edward Street	Footway	20	Approved	Yes
Monument Street	Carriageway	22	Approved	Yes
New Fetter Lane	Footway	18	Approved	Yes
Houndsditch	Footway	34	Approved	No
Bouverie Street (Ext.)	Carriageway	15	Approved	No
John Carpenter Street	Carriageway	20	Approved	No
St Bride Street	Carriageway	28	Approved	No
Upper Thames Street (TLRN)	Footway	18	TLRN	No
Total	6 Carriageway 6 Footway	167 Docking Points Approved & Implemented 115 Docking Points Approved but not implemented		

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Committee: Planning and Transportation Committee Resource Allocation Sub-Committee (for information)	Date: 9 October 2012 13 December 2012
Subject: Allocation of Grants from Transport for London for the 2013/14 Financial Year	Public
Report of: The Director of the Built Environment	For Decision
<p><u>Summary</u></p> <p>This report sets out the two non-specific funding grants that Transport for London has made to the City of London for the 2013/14 financial year. These grants must deliver the Mayor’s transport objectives and the report recommends how resources should be allocated to do this in order to deliver the approved <i>City of London Local Implementation Plan 2011</i> in the 2013/14 financial year.</p> <p>A balanced set of proposals is set out covering five of the seven Local Implementation Plan programmes plus the new focus area of air quality. All of the proposals are deliverable within the 2013/14 financial year and the grants must be fully utilised by 31 March 2014. The recommendations about how the grants should be allocated are based, as in previous years, upon a process of prioritisation of potential projects that has been developed and agreed by the Highway and Planning Funds Group.</p> <p>Recommendation</p> <p>I RECOMMEND THAT your Committee approves the allocation of the two non-specific grants from Transport for London for the 2013/14 financial year set out in Table 1 of this report.</p>	

Main Report

Background

1. Transport for London is empowered by section 159(1) of the Greater London Authority Act 1999 (“the Act”) to give financial assistance to any body or person in respect of expenditure incurred or to be incurred by that body or person in doing anything that in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. Transport for London uses this power to make annual grants to the City and the London boroughs to assist them in delivering projects that assist the Mayor of London in implementing his transport strategy.

Current Position

2. Transport for London makes a number of grants to the City, usually on an annual basis. These include grants for major schemes, renewal of principal roads, assessment and strengthening of bridges and projects that complement certain high-profile Mayoral initiatives such as cycle hire and cycle superhighways. These grants are for specific purposes and are only able to be used on the projects for which the grants are made. Your Committee is usually asked to approve expenditure of these grants on these projects when approving the funding arrangements for those projects (either in the normal annual resource allocation process or through *ad hoc* reporting). These grants for specific purposes therefore do not form part of this report.
3. For the 2013/14 financial year Transport for London has also made two non-specific grants to the City that are available to be spent on programmes and projects that serve to implement the Mayor's transport strategy.
4. The **corridors, neighbourhoods and supporting measures grant** is determined according to a formula that was developed by Transport for London in conjunction with London Councils and in consultation with the City and the London boroughs. The formula includes factors for bus reliability, bus patronage, casualties, vehicle delay, carbon dioxide emissions from transport and residential population weighted by indices of deprivation. The weighted residential population factor means that the City receives a relatively small grant compared to the London boroughs. The grant is £815,000 for the 2013/14 financial year.
5. The **local transport funding grant** is a fixed sum of £100,000 for the City and each London borough in the 2013/14 financial year.
6. There are two separate grants because of the separate ways in which they are calculated. Both must be used to implement the Mayor's transport strategy; subject to that constraint both can otherwise be used at the City's discretion, subject to approval by Transport for London.
7. In total therefore, the City has grants totalling £915,000 to implement the Mayor's transport strategy in the City in the 2013/14 financial year.
8. It is important for the City to consider how expending the Transport for London grants will deliver its approved Local Implementation Plan. Your officers consider that the allocation that this report sets out fully accords with the objectives and programmes of the Local Implementation Plan.

Proposals

9. It is proposed to expend these two grants as set out in Table 1 of this report (*below*). The proposed allocation of the grants is spread across five of the seven Local Implementation Plan programmes plus the new focus area of air quality. The two Local Implementation Plan programmes that are not allocated

any grant are the highway maintenance programme and the transport planning programme.

10. The **highway maintenance programme** benefits from specific grants from Transport for London for the renewal of principal roads and the assessment and strengthening of bridges.
11. The **transport planning programme** will be entirely delivered using staff funded through the Director of the Built Environment's local risk budget. These staff will be contributing to the City's development management (town planning) processes (including post-approval processes such as assessing and approving travel plans and delivery and servicing plans). The transport planning programme may need to include some data collection work in the 2013/14 financial year in order to assist with setting priorities around traffic management and street design, but at this early stage it seems likely that this work will also be able to be contained within local risk resources.
12. As in previous years, it is proposed to allocate the two grants in accordance with the prioritisation process that was developed and agreed by the Highway and Planning Funds Group in July 2010. This process is set out in Appendix 1 to this report. It establishes the principle that the non-specific grants from Transport for London should only be used where specific or more constrained funding resources are not available. The application of this principle has meant that the highway maintenance programme, which benefits from specific grants for principal road maintenance, is not included with the allocation of the two non-specific grants.
13. The process also sets out three broad priority considerations:—
 - first priority: completion of committed projects
 - second priority: non-committed projects likely to attract match funding
 - third priority: non-committed projects unlikely to attract match funding
14. All committed projects in the 2013/14 financial year, costing in total £540,000, are able to be funded. This allows consideration to be given to those projects where match funding is available. All match-funded activity and projects in the 2013/14 financial year, costing in total £220,000, are able to be funded. This allows £155,000 of the grants to be allocated to non-committed activity and projects in the 2013/14 financial year.
15. Selection of the items to be funded has been made with the intention to provide a balanced portfolio that delivers appropriately against each programme within the approved Local Implementation Plan (with the two exceptions set out at paragraphs 9–11 *above*). The proposed allocation is therefore in full accordance with the approved Local Implementation Plan.

16. Given the prioritisation criteria set out *above* the proposed allocation is as follows:—

i. Cycling Revolution Programme

In the 2013/14 financial year this programme will continue to provide **high quality cycling routes, two-way cycling and other cycling improvements**. The City has an extensive network of cycle routes and local cycle links, although these are incomplete on the ground and are generally not signed. Priorities for intervention in 2013/14 will be given to the strategic routes, in particular routes 0, 10, 38 and 39. There may also be opportunities to improve routes or links identified as priorities by users. On-street works will be undertaken as well as feasibility and investigative studies to determine the most suitable proposals to take forward.

Reinstatement of further streets to two-way working for cyclists will deliver approximately 12 more streets where cyclists can ride in either direction and preparatory work will be undertaken to allow further streets to be converted to 2-way working in future financial years. In addition, advanced stop lines will be installed at all junctions; more on-street cycle parking will be installed when opportunities become available; some cycle route signage may be introduced prior to a comprehensive Central London-wide cycle route signing system being agreed among the Central London local authorities; and some cycle lanes not on routes or links may be introduced if there is a clear need. There may also be opportunities for cyclists to suggest additional small-scale improvements.

This activity is considered to be essential because of the potential for reducing cyclist casualties and its importance to City stakeholders. In terms of casualty reduction targets, it will obviously focus on cyclist casualties, particularly avoiding fatal and serious casualties.

The cycling revolution programme will continue into future financial years.

ii. Road Danger Reduction Programme

In the 2013/14 financial year this programme will continue to implement the *Road Danger Reduction Plan* through **road safety education, training and publicity** activity. The *Road Danger Reduction Plan* will be the primary strategic document setting out the City's plans for casualty reduction. Analysis of collision and casualty locations, types and causation factors will have been completed in the 2012/13 financial year as part of preparing the *Road Danger Reduction Plan* so this aspect will not require funding in 2013/14.

The education, training and publicity activity is considered to be essential as it will form a key part of implementation of the *Road Danger Reduction Plan*. The focus of the *Road Danger Reduction Plan* and the education, training and publicity activity in 2013/14 and in future financial years will be on avoiding fatal and serious casualties, particularly among vulnerable road

users (pedestrians, cyclists and motor cyclists). Appendix 2 to this report sets out the Local Implementation Plan's summary of the planned road safety education, training and publicity activity.

The road danger reduction programme will continue into future financial years.

iii. Streets as Places Programme

In the 2013/14 financial year this programme will continue to deliver the green corridors project and will commence work on strategic walking routes.

The **green corridors** project is in its third and final year. Planting of between 15 and 20 street trees across the City is planned for the 2013/14 financial year.

The strategic **walking routes** will target improvements on routes to and from stations and, in particular, on routes that complement the significant work to both enhance and relieve the pressure upon Bank junction. Enhancements to these routes will include widened footways and sections of raised carriageway in order to make streets easier to cross. Lighting will also be improved and more greenery introduced where this is appropriate. In terms of casualty reduction targets, the walking routes will obviously focus on pedestrian casualties, particularly avoiding fatal and serious casualties.

The streets as places programme will continue into future financial years.

iv. Traffic Management Programme

In the 2013/14 financial year this programme will address a range of priorities. It will continue to provide **tactile paving and accessibility measures**. There are some 60 locations across the City where amendments to tactile paving are required. This primarily consists of removing tactile paving at dropped kerbs, but also adding or amending tactile paving at some pedestrian crossings where it is missing or incorrectly laid. The City of London Access Group has carried out numerous street audits across the City and this process has identified various locations where improvements are required to provide a more inclusive street environment. The interventions required are primarily amendments to levels and the removal of obstructions, but includes some other infrastructure changes to aid mobility.

The programme will continue to provide **lining corrections** across the City. The yellow lines indicating waiting prohibitions are not consistent throughout the City. There is a mixture of 50 mm, 75 mm and 100 mm lines in a variety of shades of yellow. It is intended to standardise this to a consistent format of 50 mm lines in the light yellow shade called deep cream.

The programme will provide two **informal crossings**, at Fenchurch Street and Eastcheap, to cater for additional crossing demand generated by the Plantation Place development.

The programme will also include three studies to formulate future programmes of work: a City-wide **signage removal/relocation study**; a **courtesy crossings study** to formulate a programme for implementing in the most efficient manner the 57 sites across the City that could benefit from the provision of courtesy crossings; and a **study of Newgate Street gyratory removal**.

The tactile paving and accessibility measures are considered to be essential to meet the needs of people with disabilities. In terms of casualty reduction targets, the tactile paving and accessibility measures, informal crossings and courtesy crossings study will focus on pedestrian casualties, particularly avoiding fatal and serious casualties. The study of Newgate Street gyratory removal will focus on avoiding fatal and serious casualties, particularly among vulnerable road users (pedestrians, cyclists and motor cyclists).

The traffic management programme will continue into future financial years.

v. **Travel Behaviour Programme**

In the 2013/14 financial year this programme will continue to deliver **travel behaviour education, training and publicity** through campaigns and promotions such as London Underline, Use Your Energy Wisely and All Change Please and will again focus activity around Bike Week, European Mobility Week, Walk to Work Week and Walk to School Week.

This activity is considered to be advisable given its potential to avoid expenditure on more costly engineering interventions through changing road users' behaviour. It deals with general issues of travel behaviour but has a strong emphasis on walking and cycling, which supports road danger reduction for pedestrians and cyclists and the pedestrian and cyclist casualty reduction targets, particularly avoiding fatal and serious casualties.

The travel behaviour programme will continue into future financial years.

vi. **Air Quality**

In the 2013/14 financial year this new programme of work will address **emissions from taxis and air quality around Sir John Cass's Foundation Primary School**. Emissions from taxis will be tackled through looking, City-wide, at locations for providing new or relocating existing taxi ranks and encouraging passengers to hire taxis from ranks rather than hailing taxis that are plying for hire. This work will be done in conjunction with the taxi drivers' associations and clubs, the City of London Police and Transport for London.

The emissions from taxis work will cost £52,000 but this is being 50% match funded by the Department for Environment, Food and Rural Affairs (DEFRA) and so only £26,000 is required from the Transport for London grant. The air quality around Sir John Cass's Foundation Primary School will cost approximately £50,000 but this is being 50% match funded by the Greater London Authority and so only £25,000 is required from the Transport for London grant.

These activities are considered to be essential as the significance of the impacts of London's very poor air quality on health, particularly children's health and lung development, becomes ever clearer.

Work on improving air quality will continue into future financial years.

17. Table 1 *overleaf* sets out a summary of the proposed allocation of the non-specific Transport for London grants for the 2013/14 financial year.

Table 1: Proposed Allocation of the Non-Specific Grants from Transport for London for the 2013/14 Financial Year

Crosscutting Theme	Casualty Target Group(s)	Local Implementation Plan Programme	Item	Amount
collision reduction	cyclists	cycling revolution	high quality cycling routes, two-way cycling and other cycling improvements	£175,000
collision reduction	vulnerable road users*	road danger reduction	road safety education, training and publicity	£80,000
collision reduction	pedestrians	streets as places	walking routes	£169,000
collision reduction	pedestrians	traffic management	tactile paving and accessibility measures	£45,000
collision reduction	pedestrians	traffic management	informal crossings	£30,000
collision reduction	pedestrians and cyclists	travel behaviour	travel behaviour education, training and publicity†	£100,000†
environment	not applicable	air quality‡	emissions from taxis§	£26,000§
environment	not applicable	air quality‡	air quality around Sir John Cass's Foundation Primary School	£25,000
environment	not applicable	streets as places	green corridors	£100,000
environment	not applicable	traffic management	lining corrections	£40,000
planning	not applicable	traffic management	signage removal/relocation study	£40,000
planning	pedestrians	traffic management	courtesy crossings study	£40,000
planning	vulnerable road users*	traffic management	study of Newgate Street gyratory removal	£45,000
			TOTAL:	£915,000

* "Vulnerable road users" are defined for this purpose as pedestrians, cyclists and motor cyclists.

† The travel behaviour education, training and publicity will be funded from the local transport funding grant. The other items will be funded from the corridors, neighbourhoods and supporting measures grant.

‡ Air quality is not a programme within the Local Implementation Plan, but rather a new area of work.

§ Match funded 50% by the Department for Environment, Food and Rural Affairs (i.e., a matching grant of £26,000 is available).

|| Match funded 50% by the Greater London Authority (i.e., a matching grant of £25,000 is available).

Financial Implications

18. Although there is considerable flexibility in the allocation of the two non-specific grants from Transport for London, the principal stipulation being that the expenditure involved serves to implement the Mayor's transport strategy, all expenditure funded from the 2013/14 grants must be completed within that financial year. Officers will monitor expenditure and adjust the elements, as necessary, to maximise the use of the funding.

Legal Implications

19. The financial assistance that Transport for London may give to the City includes in particular assistance in respect of any expenditure incurred or to be incurred by the City in discharging any function as a highway authority or a traffic authority (section 159(3) of the Act). In deciding whether to give financial assistance to the City, and if so the amount or nature of any such assistance, Transport for London may have regard to any financial assistance or financial authorisation previously given to the City and the use made by the City of any such assistance or authorisation (section 159(4) of the Act).
20. Financial assistance may be given subject to such conditions as Transport for London considers appropriate, including conditions for repayment in whole or in part in specified conditions (section 159(6) of the Act). Transport for London has published general conditions for expenditure of the financial assistance that it provides that the City must follow. These general conditions relate to factors such as the expenditure serving to implement the Mayor's transport strategy and the removal of infrastructure previously funded (in whole or in part) by Transport for London being undertaken only with Transport for London's agreement.
21. In carrying out its highway and traffic functions the City Corporation must have regard, *inter alia*, to its duty to assert and protect the rights of the public to the use and enjoyment of the City's highways (section 130 of the Highways Act 1980); its duty to secure the expeditious, convenient and safe movement of traffic having regard to any effect on amenities (section 122 of the Road Traffic Regulation Act 1984); its duty to co-ordinate the execution of works of all kinds (including works for road purposes) (section 59 of the New Roads and Street Works Act 1991); and its duty to secure the efficient use of the road network avoiding congestion and disruption (section 16 of the Traffic Management Act 2004).

Strategic Implications

22. Expenditure of the grants provided by Transport for London on the projects set out in this report will allow them to be implemented, which will assist in delivering five of the seven programmes within the *City of London Local Implementation Plan 2011* plus the new focus area of air quality and in delivering *The City Together Strategy: The Heart of a World Class City 2008–2014* (the City's sustainable community strategy). Within *The City Together Strategy* the projects will particularly deliver on the themes of *protecting*,

promoting and enhancing our environment and creating a safer and stronger City.

Conclusion

23. This report sets out the two grants that Transport for London has made to the City for the 2013/14 financial year that are not tied to specific purposes and recommends how these grants should be allocated.

Appendices:

1. Prioritisation Process
2. Road Safety Education, Training and Publicity (Example Activity)

Background Papers:

- Greater London Authority Act 1999
- The Mayor of London's transport strategy
- *City of London Local Implementation Plan 2011*
- *The City Together Strategy: The Heart of a World Class City 2008–2014*

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Appendix 1: Prioritisation Process

- i. The Highway and Planning Funds Group agreed a principle that projects should only be funded from the non-specific grants from Transport for London if they could not be funded (or at least not fully funded) from more constrained sources of funding such as major schemes grants from Transport for London, maintenance grants from Transport for London, the Bridge House Estates, voluntary contributions for enhancements from City firms and contributions from City firms for enhancements as a *quid pro quo* for on-street security measures. This is to ensure that flexible sources of funding, such as these non-specific grants, are not fully committed on projects that may have alternative sources of funding available.
- ii. For example, the effect of this principle is that maintenance of principal roads should only be funded from these non-specific grants if there is no relevant principal road maintenance grant from Transport for London or if there is but it is fully committed. Similarly, the non-specific grants should not be used for strengthening highway structures if Transport for London has made a maintenance grant for that purpose and that grant is not fully committed.
- iii. The Highway and Planning Funds Group also recognised that this principle, though important, would be insufficient for prioritising the projects to recommend to your Committee as being funded (in whole or in part) from the two non-specific grants from Transport for London and, as a result, it also adopted a further three-stage process of prioritising projects.
- iv. This process is that, firstly, all **projects that are committed** be prioritised over those that are uncommitted. This recognises that projects that your Committee has approved (either directly or via a delegation) should proceed unless there are very good specific reasons for them not to, and that they should be prioritised over those projects that your Committee has not yet considered.
- v. Secondly, projects within both of these two broad groups of committed and uncommitted projects should be ranked as **essential, advisable or desirable**. For committed projects, this ranking will have been approved by your Committee through the project approval process. For uncommitted projects the ranking will be that set out or to be set out in the report to be submitted to your Committee. It will therefore be agreed between the Town Clerk, the Chamberlain and the Director of the Built Environment.
- vi. Thirdly, projects within these six groups of committed and uncommitted *essential, advisable* and *desirable* projects should be further ranked according to whether or not the commitment of funding from the grants from Transport for London would serve to **bring in match funding** from a third party, with projects with scope for match funding being ranked above those with little or no potential for this.
- vii. These three factors establish a matrix of twelve ranked groups of projects, which serve to establish priorities to recommend to your Committee, and this process has been followed in determining the projects recommended for funding as set out in Table 1 of the main report.

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Appendix 2: Road Safety Education, Training and Publicity (Example Activity)

- i. City Corporation road danger reduction campaigns including speeding, winter driving, Christmas drink driving, pedestrians exiting railway stations and tourists at Saint Paul's Cathedral and Tower Bridge.
- ii. European Traffic Police Network (TISPOL) road danger reduction campaigns including speeding, drink driving, drug driving and seatbelts.
- iii. Road safety, cycling and pedestrian training at the City's schools (the Charterhouse Square School, the City of London School, the City of London School for Girls, Saint Paul's Cathedral School and Sir John Cass's Foundation Primary School), including Family Day, Happy Feet, City Citizen and the road safety theatre show.
- iv. Road danger reduction exhibitions at City businesses, including BNP Paribas, J. P. Morgan, Linklaters and Standard Chartered and in multi-tenanted buildings such as 160 Queen Victoria Street.
- v. Presentations on safer cycling, including to residents of the Barbican Estate.
- vi. Road danger reduction training, including the Exchanging Places swaps for lorry drivers and cyclists and the light goods vehicle/cycle training course.
- vii. Assessments of City Corporation drivers including those at the City of London School and at Tower Bridge and in Cleansing Services and the Libraries Division.
- viii. Educative enforcement of road traffic offences by the City of London Police.
- ix. Publicity about road danger reduction at City Corporation events including the Lord Mayor's Show, the City's Bike Week events, the City Green Day and the City Corporation's Bicycle User Group meetings.
- x. Publicity about road danger reduction in the City at third-party events including Brake child road safety week, the Caring Driver event, the Condor Cycles cycle exhibition, the cycle hire safety day, the Cycle Show, the Dowgate Fire Station safety event, the London Marathon, the London Nocturne, the Race for Life and the London Sky Ride.
- xi. Participation in Transport for London road danger reduction campaigns including bus advertising.
- xii. Road testing of new City Corporation vehicles, including new electric vehicles for the City's schools.

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Committee(s):	Date(s):	
Planning and Transportation	9th October 2012	
Streets and Walkways	15th October 2012	
Subject:	Public	
The Mayor's Road Safety Action Plan for London: 2020		
Report of:	For Decision	
Director of the Built Environment		
Ward (if appropriate):		
All wards		
<u>Summary</u>		
<p>TfL has issued issued a draft of 'The Mayor's Road Safety Action Plan: 2020' for consultation. Stakeholders are being asked to provide input on specific aspects of the Plan and to submit views and suggestions for improvements.</p> <p>This report summarises the content of the draft Plan and puts forward a suggested consultation response.</p> <p>Recommendations</p> <ul style="list-style-type: none"> • I recommend that you authorise the Director of the Built Environment to respond to the consultation on the draft Road Safety Action Plan for London in accordance with the comments set out in paragraphs 39 to 62 of this report. 		

Main Report

Background

1. TfL has issued a draft of 'The Mayor's Road Safety Action Plan: 2020' for consultation. Stakeholders are being asked to provide input on specific aspects of the Plan and to submit views and suggestions for improvements.
2. This Plan will set the overall London-wide context for the City's own Road Danger Reduction Plan (RDRP) which is in the course of preparation. The RDRP will supersede the City's previous Road Safety Plan 2007, which is now outdated, and will contain a detailed action plan to supplement the broad brush casualty reduction targets in the Local Implementation Plan 2011 (LIP).

The Draft Plan

3. This section summarises the main features of the draft Road Safety Action Plan for London.
4. London has achieved substantial reductions in casualties and collisions over the last decade, including great success in reducing the numbers killed and seriously injured (KSI) and the numbers of reported slight injuries.
5. Relative to the rest of Great Britain, London's road safety record is a good one. The previous casualty reduction targets had an end date of 2010. By this date, the number of people killed or seriously injured in road traffic collisions in the

Capital had fallen by 57 per cent, the number of reported slight injuries by 33 per cent, and the number of children killed or seriously injured fell by 73 per cent compared to the 1994-8 baseline. In addition, London has made strides in reducing fatal collisions.

6. However, the draft Plan acknowledges that this is not a reason for complacency and there are emerging challenges. These include the continuing disproportionate number of pedestrian powered two-wheeler (P2W) and pedal cycle casualties. During 2011, pedal cycle killed and seriously injured casualties increased from 2010 by 22 per cent to 571 (against the background of a significant increase in cycling) and pedestrian killed and seriously injured casualties increased by 7 per cent to 980. Slight casualties have also increased in recent years.

Approach and outcomes

7. The consultation document has been issued to seek views on the proposed approach for road safety in London to 2020. The approach builds upon the firm foundations of proven interventions, forges new partnerships and, crucially, identifies the need to adopt new and innovative measures. It also recognises the need to target risk by focusing on and tackling the specific road users and behaviours that are over-represented in the casualty data.
8. Looking to the future, the document proposes a new target to reduce the number of people killed or seriously injured in London by 40 per cent by 2020. The Plan considers that this is challenging but achievable, and will help to focus action for TfL and other stakeholders. The proposed new target for London will be based on the aim of reducing killed and seriously injured casualties from a baseline of the 2005-09 average. Achieving this casualty reduction target would result in the number of killed and seriously injured casualties falling from 3,627 to 2,176 by 2020.
9. Road safety efforts rightly focus on the human cost and the personal tragedy of death and injury on our roads, but collisions also have a significant economic cost. Investment in road safety, and its consequent reduction in collisions and casualties, can deliver substantial economic value. In economic terms, the value of preventing the casualties brought about from achieving the KSI casualty reduction target across the period of the Plan is estimated to be more than £1 billion. Over and above this, collisions are also a significant cause of congestion. For all of these reasons, there is a need to continue to drive down the number of people killed and injured on London's roads.
10. To deliver the target reductions, particular attention will need to be paid to the road users who are overrepresented in the casualty figures, in order to focus actions.
 - Walking accounted for 21 per cent of daily journeys, but 35 per cent of KSI casualties in London in 2011.
 - Powered two-wheelers accounted for 1 per cent of daily journeys, but 21 per cent of KSI casualties in London in 2011.
 - Pedal cycles accounted for 2 per cent of daily journeys, but 20 per cent of KSI casualties in London in 2011.

11. A significant focus for road safety activity in London is, therefore, on providing targeted road safety interventions for pedestrians, motorcyclists and cyclists to address their disproportionate casualty rates.

Key policy proposals

12. The Plan seeks to improve road safety for these groups and others through 70 actions, designed to reduce road casualties and to improve perceptions of road safety in London. In the document they are described in three broad groups: actions protecting specific road users; actions that reduce risk, and actions that support delivery.
13. The proposed actions draw together to focus on a number of key policy proposals, described below.

Invest in London's roads to make them safer

14. Through the work of TfL, the boroughs and other partners, London has sought to lead the way in promoting innovative engineering measures that have, among their many benefits, the potential to reduce casualties.
15. High risk locations will continue to be identified across the road network on the Transport for London Road Network and on borough roads. TfL will work alongside the boroughs to improve their safety by supporting the installation of 20mph zones and speed limits on borough roads where appropriate, and in keeping with the wider functions of the local road network.
16. One key element of TfL's current activity to make London's roads safer is a review of junctions on the existing Barclays Cycle Superhighways and major junctions on the TLRN – the Better Junctions Review. This is considering the safety and wellbeing of vulnerable road users at those locations, and is being steered by a stakeholder group representing the interests of a wide range of road users. TfL intends to deliver the Better Junctions Review, including the implementation of improvements at 50 junctions by the end of 2013 and more thereafter, and learn lessons from it.

Commit to and improve London's safety camera network

17. TfL analysis of casualties over a three year period before and after the installation of speed cameras shows that KSIs fell by more than 50% on the roads with cameras. On this basis, London's cameras are estimated to help prevent about 500 deaths and serious injuries each year, targeting locations where speed related casualties occur. TfL is delivering a circa £40 million programme to upgrade wet-film to digital safety cameras on London's roads, ensuring a modern and effective safety infrastructure is in place for the future.
18. TfL will continue to fund the maintenance and enforcement of the safety camera network, including cameras on borough roads, working with stakeholders to ensure this policy remains appropriate. Going forward, TfL will continue to work in partnership with the boroughs and the police to ensure maximum safety benefit is achieved from the safety camera network.

Actively lobby for improvements in vehicle design and greater innovation to deliver better safety

19. Improvements to vehicle design and new technology have played a key role in reducing casualties and will continue to do so. TfL will seek to work alongside manufacturers and the EU to influence future vehicle design to continue delivering safety improvements for big cities such as London. This is likely to include London working with manufacturers and the EU to trial innovative new technologies.
20. TfL will also trial and roll out new technologies with the potential to improve the safety of London's roads including the provision of a new digital speed limit map, rolling out blind spot mirrors and promoting the development and widespread take up of detection systems for vulnerable road users.
21. To inform fleet and freight road safety, a report reviewing the construction logistic sector's transport activities in relation to its interaction with cyclists will be published and its recommendations taken forward. TfL will also push for full adoption of Directives 2009/113/EC and 2006/126/EC regarding eyesight requirements for Group 1 and Group 2 drivers (to reduce risks associated with driving for work by improving driver fitness) and lobby the European Commission for safety devices including side guards, proximity sensors and visual aids to be included in 'Whole vehicle type approval' for all new tippers and skip lorries.
22. The Mayor and Commissioner will write to boroughs, developers, and construction companies in London asking them to adopt the TfL / Crossrail safety standards for their operations and suppliers.

Lobby Government for changes to national regulations to allow the trial of innovative new approaches

23. Tried and tested approaches still deliver improvements and are central to TfL's approach. Going forward, however, we will need to continue to try new approaches. This is imperative if London is to continue to see a trend of falling casualty numbers.
24. TfL will work with the boroughs to make optimum use of new engineering and traffic management approaches to manage speeds in line with the new, more flexible guidance from the Department for Transport.
25. To innovate, TfL will lobby the Department for Transport on the Traffic Signs Regulations and General Direction (TSRGD) forthcoming revisions encouraging allowances for, and promoting trials of, innovative solutions or the allowance to trial innovative solutions. TfL will push for early publication of the TSRGD revisions.

Run an ongoing programme of communications campaigns

26. A programme of road safety campaigns will be developed to address road user groups with a higher likelihood of being involved in a collision. The programme will target vulnerable road users with road safety campaigns and information to increase awareness of the main causes of collisions and to provide advice on travelling safely. Campaigns will be informed by new data sources to enhance campaign design and implementation.
27. Campaigns, such as the London-wide 'Don't let your friendship die on the road' campaign aimed at all 11 to 16 year olds, will be targeted at key audiences.

Road safety curriculum resources for every age group in schools will drive the messages home for younger people.

28. Reviews will be conducted of the campaigns that are run to ensure the thinking is refreshed and is also in line with the research into root causes. TfL will also ensure the road safety marketing materials are made freely available to London boroughs and that boroughs are briefed on forthcoming road safety campaigns.

Conduct an ongoing research programme to enable the right policies to be developed

29. New research will be initiated to better understand the factors that increase road user risk on London's roads seeking to design interventions targeting specific risks. Focus areas will cover groups with a disproportionately high number of casualties including pedestrians, cyclists and powered two-wheeler user as well as risks associated with black, Asian and minority ethnic groups, deprivation and work-related road safety.
30. Light will be shed on the causes of collisions resulting in fatal injuries to pedestrians and powered two-wheeler users in London by publishing new research which will be used to guide road safety improvements for those road users.
31. Based on research insights, improved information and analysis best practice will be shared through a programme of continuous professional development to improve the skill of practitioners across London and mobilise their capability.

Ensure good quality, detailed data is provided to the public and stakeholders on a regular basis

32. A Road Safety Annual Report will be published to account for progress in casualty and collision changes in London to include pedestrian, pedal cycle, powered two-wheeler and child collision and casualty data. This will be augmented by other research publications on specific topics of relevance to boroughs and other stakeholders.
33. This will ensure Londoners and key stakeholders feel they can understand developments, on an ongoing basis, in London's road safety performance.

Actively promote understanding of developments and knowledge in road safety with partner organisations

34. With continuing pressures on financial resources, it is vital that TfL's road safety programmes deliver value for money and that we work even more closely with partners who share the same objective. TfL will also seek opportunities to ensure best practice is highlighted and shared, for example through regular exchange of information and approaches to be held with the boroughs on a sub-regional basis.
35. TfL will also drive forward best practice and knowledge sharing through, amongst other approaches, an annual London road safety conference for boroughs, TfL and other stakeholders.

Work more closely with partner organisations such as the police, health sector, academia, NGOs, London Ambulance Service, and insurance companies

36. The consultation document sets out an ambitious programme for which the road safety community can jointly take responsibility and work together to implement. In order to improve knowledge to support delivery of the programme, TfL proposes to share and use data more effectively to both understand and tackle collisions.
37. By working with other public agencies involved with road safety (e.g. London Ambulance Service, London Fire Brigade, Metropolitan Police Service) to develop common best practice in the use of data and the deployment of resources, TfL will seek to maximise harm reduction on the roads.
38. The preparation of the consultation document has been supported by engagement with key stakeholders. This engagement approach needs to continue, and a key proposal to achieve this is the establishment of a new Road Safety Reference Board.

Suggested response

General comments

39. The City of London welcomes the draft Road Safety Action Plan (RSAP) as a framework to help coordinate action to reduce casualties on London's roads and believes that it is right that the RSAP focuses on the most vulnerable road users – i.e. those that are over-represented in the casualty data.
40. The draft RSAP outlines 70 key actions but it is disappointing that the vast majority of these are either existing initiatives or areas for further research and development. Neither is it possible to identify which of the 70 actions are expected to have the greatest impact on casualty reduction. It would give the Plan more focus if TfL was able to highlight priority initiatives and any 'big-ticket' ideas which could be pursued jointly with the boroughs to bring about significant improvements.
41. Whilst existing tried and tested measures still have a part to play, it will become increasingly difficult to achieve further significant casualty reductions unless new approaches and solutions are developed. The City had hoped that much of the research which is proposed in the plan would have been undertaken in the course of its preparation, allowing updated research findings and recommendations for innovative measures to be included.
42. The focus of the plan is also diluted because many of the actions are not SMART. In many cases the timescales are vague, there is no indication of relative priority and, critically, there is no indication of how much the actions will cost or where funding will come from.
43. The City acknowledges the need for close liaison with TfL, the police and other stakeholders in order to maximise road safety advancements. Areas where liaison needs to be enhanced include revising the London Cycle Design Standards, if they are needed for any LIP funded schemes, and the Better Junctions Review. It is particularly crucial that any improvements arising from the Better Junctions Review should be designed in close collaboration with the City and other relevant stakeholders to ensure the design adequately meets the

needs of pedestrians, cyclists and other users. The City has yet to see the outputs from the review for junctions within its area. The City is pleased that the Mayor has committed to the London Cycling Campaign's "Go Dutch" standards, including at three flagship sites, and like many other stakeholders will be following with interest what is implemented in practice.

44. The City would like to see within the RSAP more clarity around research outcomes – i.e. what has been shown to work - and for this to be better reflected within the actions. Within the RSAP there is commitment to carry out further research [for example, conducting an ongoing research programme to support the right policies, and running and reviewing an ongoing programme of communications campaigns] and some of the actions do focus on taking this forward. One example is the proposed investigation into pedestrian collision causation factors, although it is suggested that all KSI incidents should be included plus analysis of types of incidents concerning different types of road user together with analysis of contributory factors on both sides. However, the City feels that further conclusive research is needed in some areas. For example, further monitoring of bus lanes for powered two-wheeler (P2W) casualties and collisions with pedal cycles, examining options for re-routing buses away from key cycle routes, assessing the effectiveness of 20 mph zones, and greater understanding of which measures and designs are most effective in improving road-user behaviour. More clarity is needed on what is best practice to support policies, which links to the points made below in relation to vulnerable users.
45. The City welcomes the commitment within the RSAP to support the deployment of new technology and innovation, although this must be rolled out where it is most appropriate and where supported by evidence, linked to the point about research above. Indeed the RSAP and TfL should go further in embracing and implementing new technologies. Specific initiatives supported by the City include introducing intelligent speed adaptation systems – for example, trialling this in TfL and City fleets; rolling out average speed technology in speed cameras; converting speed cameras to enforce 20 mph speed limits; pedestrian countdown technology provided it is targeted at appropriate junctions; and rolling out Trixi mirrors to parts of the City road network where evidence shows there would be a safety benefit.
46. The usefulness of the RSAP could also be enhanced through the inclusion of case studies highlighting good practice and the identification of 'Beacon' authorities where significant improvements in road safety have been achieved.

Responses to specific questions

To what extent do you think this consultation document reflects the road safety challenges currently experienced in London?

47. The metrics used throughout the consultation document are crucial to setting and understanding the challenge. Casualty rates in Section 3 of the document ("Understanding the Challenge"), are analysed and presented as casualties per 100,000 population in each road user group. However, understanding the risks per kilometre travelled per group might better help to assess where the greatest risks lie. For example, conclusions about which age groups are exposed to the highest risks may be affected by disproportionately high use of particular transport modes by those groups. Recasting the figures in the way suggested

would help to better illustrate the true challenges that need to be addressed by the RSAP.

How well does this consultation document set the balance between the needs of all of London's road users?

48. Overall, the RSAP strikes a reasonable balance between the needs of all road users, although please note the comments made below in relation to the problems facing vulnerable road users and relating to groups and stakeholders that should be given stronger recognition.
49. The RSAP focuses on high risk groups and what can be done to change their behaviour to lower the risks they are exposed to, which is positive. However, it is suggested that TfL should make greater use of its red light cameras to tackle red-light running. In addition, there is a need for greater emphasis within the RSAP on campaigns to change the behaviour of drivers and riders of motor vehicles to reduce the number of collisions they have with cyclists and pedestrians. The RSAP's actions should address all dangerous/illegal activities, not just those associated with the commitment within the RSAP to enhance the London safety camera network (i.e. speeding and red-light running). Consideration should also be given to how those travelling from outside London by car or P2W will be targeted with road safety campaigns and messages.

Are the problems facing vulnerable road users (pedestrians, pedal cyclists and powered two-wheeler riders) addressed sufficiently?

50. The City considers that more-robust and new measures, over and above what is set out in the RSAP, are needed to reduce casualties to vulnerable users, particularly cyclists and P2Ws. Specifically it is questioned whether there are sufficient new actions – as opposed to continuation of existing actions – to protect cyclists, such as measures to physically separate cycle traffic from motor traffic on busy roads and/or the removal of motor vehicles (or certain classes of vehicle such as lorries or buses) from key cycle routes at busy times.
51. It is acknowledged that the Cycle Safety Action Plan (CSAP) [produced by TfL in 2010] is the place where more detailed actions to take this forward should be set out but, although the CSAP actions are generally wide-ranging and worthwhile the lack of timescales to make them happen is a concern. It is also suggested that the CSAP needs updating because the upward trend in KSI casualties came after the CSAP was written. The City would like to see the RSAP better support local cycling routes, including better integration with the Cycle Superhighways, to create a safer network of useful routes. Local routes such as the London Cycle Network and the London Greenways network are often on quieter roads or are traffic-free and are likely to be more suitable for less confident and inexperienced cyclists, which would support the Mayor's target of a 400% increase in cycling by 2026.
52. One area where improvements for P2Ws can be made is through the Better Junctions Review.
53. The City would wish to see within the RSAP a greater commitment of resources and interventions to reduce pedestrian casualties. For example, there is a need for greater support for training for pedestrian training in schools, as well as cycle training. More specifically greater focus is needed within the RSAP and its actions on reducing pedestrian casualties among the elderly. The forthcoming

Pedestrian Safety Action Plan (PSAP) is welcomed, but it is felt that the overarching Road Safety Action Plan does not contain sufficient pedestrian-specific actions. The City would like to see the PSAP focus on removing barriers to walking and designing better streets where the needs of pedestrians are better recognised.

What is your view on a London-wide casualty reduction target?

54. The problem with a generic, London-wide target to reduce the number of killed and seriously injured (KSI) casualties is that – on its own – this single target could mask increased problems among particular road-user groups or in particular geographic areas. The City would therefore support additional targets focused on the most vulnerable road users.
55. The City is concerned at the challenging nature of meeting the 40% target given the significant reductions already achieved and the sense that many of the “easier” gains have already been made, and the limited influence the City has on the TLRN where a high proportion of KSI casualties occur. A continuation of existing approaches is unlikely to bring about the necessary road safety improvements and radical approaches are needed – for example fundamentally rebalancing London’s roads towards more vulnerable users and taking a broader view of transport in London. It is also noted that the baseline of 2005-09 used for the target in the RSAP is at odds with the 2004-08 baseline used by boroughs for road safety targets in LIPs and by DfT.
56. The consultation document acknowledges that boroughs have already set road safety targets focused on more-specific geographic areas in their second round Local Implementation Plans (LIPs). Therefore the City would not support additional sub-London targets. But the key point is that separate pan-London targets to reduce casualties among the most vulnerable road users are needed – pedestrians, cyclists, P2Ws. For example, the way in which progress on casualty reduction among these groups – a key focus of the RSAP and its proposed reporting arrangements – can be adequately assessed needs to be addressed. There is a possibility that the target for a 40% reduction in KSI casualties could be achieved through improvements to transport modes that are already much safer. The RSAP is a key opportunity to embed specific targets and way of thinking for these vulnerable users. The City would also support a London-wide casualty-reduction target for children and, given the current upward trend, a target to reduce slight casualties.

Are there any road safety issues which you feel are not adequately addressed in this consultation document? What are they and how should TfL address them?

57. There is little assessment, nor even mention, in the RSAP of Mayoral/ TfL policies that may potentially conflict with protecting the safety of vulnerable groups on the road network. One such example is the “smoothing traffic flow” policy which has the objective of making journey improvements for motorists but may be adding complexity and danger to journeys made by more vulnerable road users. Without full consideration of the road safety implications of broader transport policies, although individual policies and actions in the RSAP may reduce the risks for the most vulnerable users, it is extremely difficult, if not impossible, to weigh up the net effect.

58. The City supports the Fleet Operator Recognition Scheme (FORS) and the planned extension of the work with other operators of goods vehicles to sign up to at least the bronze level of FORS. However, given that approximately one third of road collisions involve vehicles being driven for work, it is suggested that TfL should widen the scheme to encompass work-related driving more generally. An emphasis on promoting “eco-driving” among professional drivers – as well as motor vehicle drivers more generally – would be useful in helping to save money during the recession and protect the environment as well as reduce road danger.
59. There is a need for work to be undertaken to ensure the data relating to collisions recorded by the police is consistent and comprehensive to aid a deeper understanding of why accidents occur and how we can prevent them. It is suggested that the RSAP should include an action covering how the process can be improved. At present the identification of the contributory factors/ categories is subjective. The system was last updated in 2005 and there would be value in TfL working with the police and central government to identify what improvements could be made – for example recording additional factors that may give insight into some of the new challenges we face such as walking or cycling whilst listening to music through headphones. Also the current definition of “serious” casualty covers a broad range of injury severity.
60. Another area which would warrant further research is the interaction between streetworks and road accidents. It would be helpful to establish whether there is a correlation between such works and increased accident rates particularly where changes to road layouts and temporary reinstatements are involved.

Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

61. There is also a need for TfL to ensure that it properly involves road user groups in the implementation of the RSAP and its actions. For example, organisations representing vulnerable road users should be included on the proposed Road Safety Reference Board. In addition, representatives from these organisations should be involved in designing communication and educational campaigns, and specific network improvements.
62. In addition to the points made above in relation to the problems facing vulnerable road users, the City would also welcome a stronger focus on mitigating risks for groups exposed to higher risks and/ or interested in taking up walking and cycling than is currently evident within the RSAP. The RSAP’s section on children should also consider specific measures for children most at risk – those at the transition age from primary to secondary schools.

Corporate & Strategic Implications

63. The City has a statutory duty, the Road Traffic Act 1988, to promote road safety and ensure that changes to the highway infrastructure are as safe as possible. This duty is achieved through the programme of Education, Training and Publicity and, through the process of design and safety auditing.

64. The City Together Strategy: The Heart of a World Class City 2008 - 2014 sets out a priority to 'encourage walking and cycling safely'. It highlights that there are 'competing interests in road usage' and that 'the number of cyclists is likely to continue to grow, which is to be encouraged'. It also states that the City should 'encourage improvements to transport safety, especially road safety'.
65. The Corporate Plan 2009 - 12 states that we provide excellent services for our community by 'working to ensure the City residents and businesses enjoy an environment which is safe and, as far as possible, free from risks to health and welfare'.
66. The forthcoming Road Danger Reduction Plan will be a key to one of the seven programmes in the approved City of London Local Implementation Plan 2011 ("the LIP"). It will serve, along with the other six programmes, to deliver on LIP objective LIP 2011.3, which is "To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users".
67. There is no significant negative impact on any of the City's equality target groups.

Background Papers:

- Towards a Road Safety Action Plan for London: 2020 (TfL consultation document)
- Road Traffic Casualties in the City – report to Streets and Walkways Committee 16th July 2012

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Agenda Item 12

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

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