

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

Summary

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

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

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

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

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

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

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

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

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

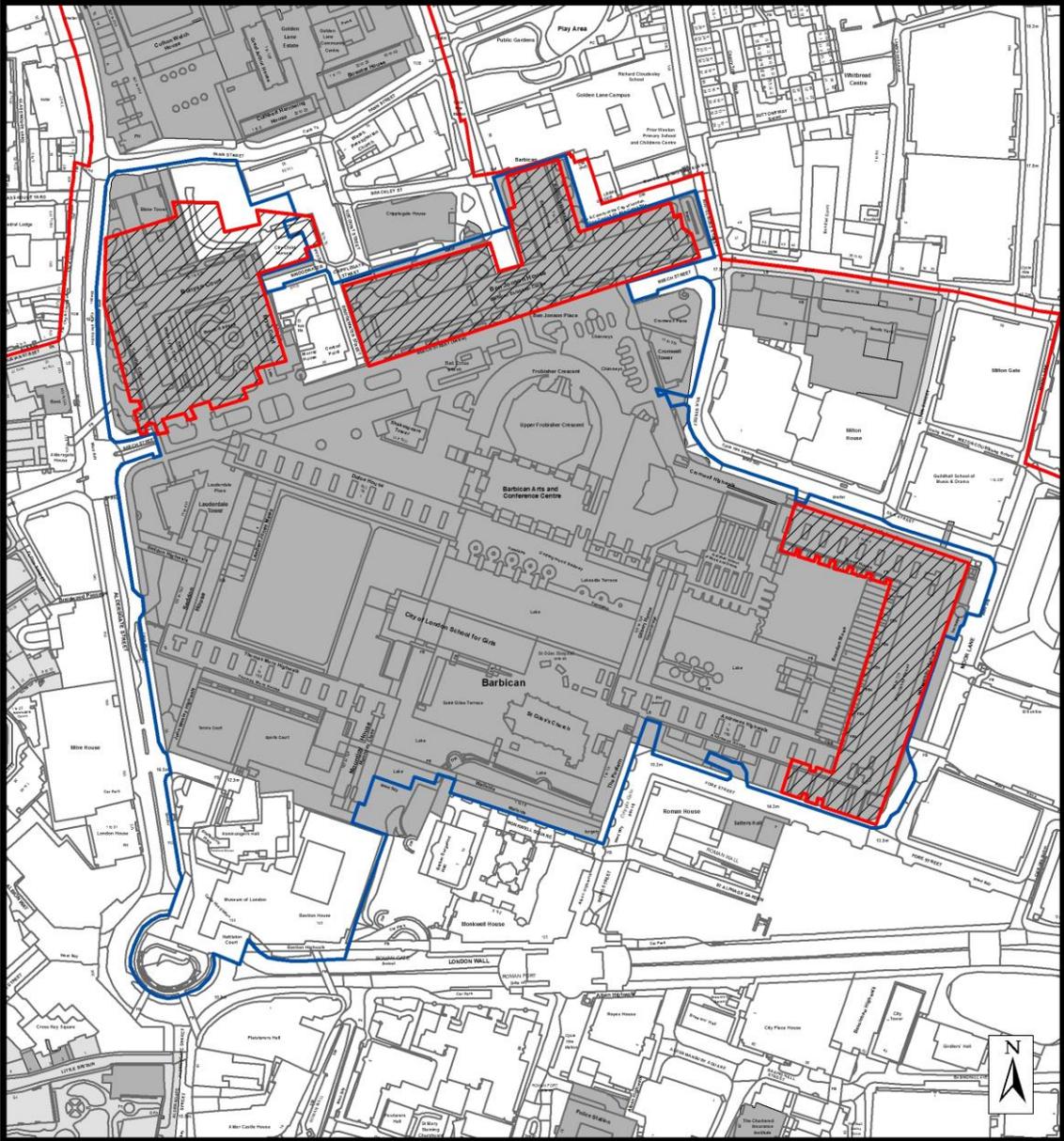
The self-contained, pre-fabricated nature of the storage units would mean that their installation would not result in any alterations to the building fabric, thus preserving the character of the listed Estate.

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

Recommendation

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

Site Location Plan



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

CASE No.
 17/00909/FULL

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



DEPARTMENT OF THE BUILT ENVIRONMENT



Entrance to Bunyan Court Car Park



Entrance to Breton House and Ben Jonson House Car Park



Entrance to Willoughby House Car Park

Main Report

Site

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

Relevant Planning History

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

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

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

Proposal

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

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

Consultations

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

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

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

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

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

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

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

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

Considerations

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

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

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

Transport

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

Parking

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

Traffic Generation

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

Safety and Security

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

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

Conclusion

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

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

Background Papers

Internal

Memo 02 October 2017 Department of Markets and Consumer Protection

Memo 06 October 2017 Vimal Varma

External

Letter 20 November 2017 London Borough of Islington

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

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

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

Online 29 September 2017 Mr Roy Sully (support)

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

Online 01 October 2017 Mr Lionel Green

Online 03 October 2017 Mr A Garciga

Online 04 October 2017 Mr John Whitehead

Letter 04 October 2017 Howard Morris

Online 05 October 2017 Mr Peter Smart (neutral)

Online 06 October 2017 Mr John Whitehead

Letter 08 October 2017 Richard Tomkins

Online 11 October 2017 Ms Candace Gillies-Wright

Online 14 October 2017 Mrs Judith Brown

Online 15 October 2017 Mr John Taysum

Online 15 October 2017 Dr Sean Healy

Online 16 October Ms Patrica Crossley

Letter 17 October 2017 Keith Clarke

E-mail 18 October 2017 Robert Hillhouse

Online 09 November 2017 Mr Richard Collins

Letter 09 November 2017 Heather Thomas

Application Documents

Existing Drawings

Planning Statement undated Studio Partington

Storage Unit Technical Specification 14 July 2017 Studio Partington

Transport Note 15 August 2017 TTP Consulting

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

Appendix A

London Plan Policies

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

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

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

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

Relevant Local Plan Policies

DM21.3 Residential environment

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

DM3.1 Self-containment in mixed uses

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

DM15.7 Noise and light pollution

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

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

SCHEDULE

APPLICATION: 17/00909/FULL

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

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

CONDITIONS

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

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

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

INFORMATIVES

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

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

a full pre application advice service has been offered;

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

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

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

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

Background Papers

External

Letter 20 November 2017 London Borough of Islington

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

Representations

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

Online 29 September 2017 Mr Roy Sully (support)

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

Online 01 October 2017 Mr Lionel Green

Online 03 October 2017 Mr A Garciga

Online 04 October 2017 Mr John Whitehead

Letter 04 October 2017 Howard Morris

Online 05 October 2017 Mr Peter Smart (neutral)

Online 06 October 2017 Mr John Whitehead

Letter 08 October 2017 Richard Tomkins

Online 11 October 2017 Ms Candace Gillies-Wright

Online 14 October 2017 Mrs Judith Brown

Online 15 October 2017 Mr John Taysum

Online 15 October 2017 Dr Sean Healy

Online 16 October Ms Patrica Crossley

Letter 17 October 2017 Keith Clarke

E-mail 18 October 2017 Robert Hillhouse

Online 09 November 2017 Mr Richard Collins

Letter 09 November 2017 Heather Thomas