Public Document Pack

Planning and Transportation Committee

Date: **TUESDAY, 14 OCTOBER 2014**

Time: **11.00 am**

Venue: **LIVERY HALL**

Members:

Deputy Michael Welbank (Chairman)
Oliver Lodge (Deputy Chairman)
Randall Anderson
Deputy Ken Ayers
Alex Bain-Stewart
David Bradshaw
Deputy John Chapman
Dennis Cotgrove
Revd Dr Martin Dudley
Peter Dunphy
Emma Edhem
Alderman Peter Estlin
Sophie Fernandes
Marianne Fredericks
Deputy Bill Fraser
George Gillon
Brian Harris
Christopher Hayward
Gregory Jones QC
Deputy Henry Jones
Deputy Keith Knowles
Alderman Professor Michael Mainelli
Paul Martinelli
Brian Mooney
Deputy Alastair Moss
Sylvia Moys
Graham Packham
Deputy Henry Pollard
Alderman Neil Redcliffe
Alderman Matthew Richardson
Tom Sleigh
Graeme Smith
Angela Starling
Patrick Streeter
Deputy James Thomson

Enquiries: **Katie Odling**
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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. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

3. **MINUTES**
To agree the public minutes and summary of the meeting held on 23 September 2014.

For Decision
(Pages 1 - 6)

4. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**
Report of the Chief Planning Officer and Development Director relative to development and advertisement applications dealt with under delegated authority.

For Information
(Pages 7 - 20)

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

For Information
(Pages 21 - 24)

6. **REPORTS RELATIVE TO PLANNING APPLICATIONS**

a) 75 Carter Lane, London, EC4V 5EP (Pages 25 - 72)

For Decision

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

a) Thames Tideway Tunnel Development Consent - Order Decision by the Secretaries of State and Planning Service Level Agreement (Pages 73 - 84)

For Decision

b) Cycle Superhighways - The City's interim response to the public consultation (Pages 85 - 126)

For Decision

c) Bank Station Capacity Upgrade (Pages 127 - 142)

For Decision

d) Suggested Response of the City Corporation to the Mayor’s London Infrastructure Plan 2050 Consultation (Pages 143 - 156)

For Decision

8. **REDEVELOPMENT OF FLEET BUILDING & PLUMTREE COURT - POTENTIAL ACQUISITION OF LAND FOR PLANNING PURPOSES - WITHDRAWN.**
This item has been withdrawn.

For Decision

9. **RISK MANAGEMENT STRATEGY**
Report of the Chamberlain.

For Information
(Pages 157 - 190)

10. **REPORT ON ACTION TAKEN**
Report of the Town Clerk.

For Information
(Pages 191 - 192)

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

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

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

For Decision

Part 2 - Non-public Agenda

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

15. **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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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 23 September 2014

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

Present

Members:

Deputy Michael Welbank (Chairman)
Randall Anderson
Deputy John Chapman
Dennis Cotgrove
Revd Dr Martin Dudley
Emma Edhem
Alderman Peter Estlin
Marianne Fredericks
Brian Harris
Christopher Hayward
Gregory Jones QC
Deputy Henry Jones
Deputy Keith Knowles
Alderman Professor Michael Mainelli
Paul Martinelli
Deputy Alastair Moss
Sylvia Moys
Graham Packham
Deputy Henry Pollard
Alderman Neil Redcliffe
Graeme Smith
Angela Starling
Patrick Streeter

Officers:

Katie Odling	Town Clerk's Department
Deborah Cluett	Comptroller and City Solicitor's Department
Philip Everett	Director of the Built Environment
Annie Hampson	Department of the Built Environment
Paul Beckett	Department of the Built Environment
Alan Rickwood	City Police

1. **APOLOGIES**
   Apologies for absence were received from Oliver Lodge, Alex Bain-Stewart, Sophie Fernandes, Deputy Bill Fraser and Deputy James Thomson.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
   The Town Clerk informed the Committee that Mrs Ann Holmes, Ward Member for Farringdon Within had been granted a dispensation by the Standards Committee and would therefore speak at the meeting in relation to item 6B. Mrs Holmes has a pecuniary interest as she and her husband own a flat that is affected by the Bart's Close application.

3. **MINUTES**
   RESOLVED- That the public minutes and summary of the meeting held on 17 July 2014 and the minutes of the Special meeting held on 30 July 2014 be approved as a correct record.

Matters arising:

North Wing St Bartholomew's Hospital – The Comptroller and City Solicitor informed the Committee that a Judicial Review had been filed seeking permission to apply for quashing of 4 decisions (relating to the North Wing and the proposed Maggie's Centre) taken on 17 July 2014. Alternative Dispute Resolution was being explored but in the meantime the Corporation would file grounds of rebuttal. .

RESOLVED – That the Minutes of the Streets and Walkways Sub Committee meeting held on 9 July 2014 be received.

4. **VALID PLANNING APPLICATIONS RECEIVED BY DEPARTMENT OF THE BUILT ENVIRONMENT**

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

5. **TOWN PLANNING AND DEVELOPMENT APPLICATIONS**

The Committee received a report of the Chief Planning Officer and Development Director relative to development and advertisement applications dealt with under delegated authority since the previous meeting.

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

6.1 **Fleet House - 8-12 New Bridge Street**

Registered Plan No.: 14/00254/FULMAJ

Proposal: Demolition of existing buildings and redevelopment of the site to provide an eight storey building to contain offices, two retail units (New Bridge Street and Bridewell Place (Class A1/A2/A3/A4/B1) and New Bridge Street and Bride Lane (Class A1/A2/A3).

The Chief Planning Officer and Development Director detailed site and surrounding information to Members.

The Comptroller and City Solicitor advised the Committee in relation to the Human Rights Act and in the present case it was considered that the public interest in facilitating the redevelopment outweighs the rights and the granting of planning permission amounted to a proportionate interference in all of the circumstances.

Karen Perkins and David Perkins spoke against the application.

In response to questions, Mr Perkins advised he had been informed of the buildings listed status and added they had not received compensation for their potential loss nor had this been offered. The Chief Planning Officer responded advising that the façade was not listed but was well conceived in relation to the public house and that the proposed alterations had needed to take account of the building.

During the discussion, reference was made to the following –

- The proposal was similar in height to the existing building and the view of St. Bride's church was protected by the set-back in form of the proposed building; and
- The Chief Planning Officer confirmed that servicing of the proposed building would take place off-street The application for planning permission was advertised in accordance with our procedure and that commercial occupiers were not notified individually.

A motion was proposed and seconded to review the current notification policy to include commercial neighbours as part of the consultation process. The Chairman advised that Officers would consider this issue.

Upon being put to the vote, planning permission was granted.

Vote; 8 in favour, 5 against, 4 abstentions.

RESOLVED – That:

a) Planning Permission be approved in agreement with the details set out in the attached schedule subject to planning obligations and other agreements being entered into as set out in the report, the decision notice not to be issued until obligation have been executed.

b) Officers are instructed to negotiate and execute in respect of the matters set out in the "Planning Obligations" under Section 106 and any necessary agreements under Section 278 of the Highway Act 1980.

6.2 **Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, London EC1**

Proposal: Amendment of the approved scheme under section 73 of the Town and Country Planning Act. Revisions relate to phase 1 and 1A of the development (Building A-G). Alterations are proposed to: the external appearance of the buildings, retail floorspace, lower ground floorspace, the refuse strategy and the energy strategy.

The Chief Planning Officer detailed site and surrounding information to Members.

Natasha Curran and Ann Holmes spoke against the application and Gerald Kaye was heard in reply.

During discussion, reference was made to -

- alternative access to the bike store on Middlesex Passage and refuse collections from Bartholomew Close;
- The resident's lounge/club was only intended as a sitting lounge area, and would therefore not be used as a reception;
- The Cinema on Bartholomew Close had a total capacity of 19 and was only to be used by residents and their guests;
- Archaeology plans were required to be published and this would be reflected in the conditions, should it be approved; and
- The decision to transfer to low flow sanitary fittings had been made; however, whether the future use of high flow fittings could be enforced would be reviewed and conditions attached thereto.

Upon being put to the vote, planning permission was granted.

Vote: 12 in favour, 7 against, 2 abstentions.

RESOLVED: That permission is granted for the above proposal in accordance with the details set out in the attached schedule, amended as agreed.

7. **REDEVELOPMENT OF FLEET BUILDING & PLUMTREE COURT - POTENTIAL ACQUISITION OF LAND FOR PLANNING PURPOSES**

RESOLVED – That the decision be referred back to the next meeting to allow for a scheduled meeting between the parties to take place and to allow time to consider representations received from neighbouring owners since the report was published.

A Member asked that when the item was referred back the report should address relevant requirements to obtain best consideration and any consultation requirements in respect of the proposed disposal of an interest in the site.

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

The Committee considered a report of the Chief Planning Officer which sought approval of the amendments to the Bishopsgate and Trinity Square Conservation Area Supplementary Planning Documents and the amended Conservation Area SPDs.

RESOLVED – That the amendments to the Bishopsgate and Trinity Square Conservation Area Supplementary Planning Documents and the amended Conservation Area SPDs be approved.

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

9.1 **Clarifications to Naming and Numbering Advice Note and Authorisation of 110 Bishopsgate EC2**

The Committee considered a report of the Director of the Built Environment regarding the Naming and Numbering Advice Note and which also sought authorisation of a revised address for 110 Bishopsgate, EC2.

The Committee were reminded that a report was considered by this Committee on 17 July 2014 to change the building name part of the authorised address of Heron Town, 110 Bishopsgate EC2. This application was not approved as it was considered that the proposed change raised new and wider issues that needed to be addressed by clarifications to the City Corporation's existing Street Naming and Numbering Advice Note. The original application had been withdrawn and replaced with a new application to simplify the authorised address to just 110 Bishopsgate EC2.

RESOLVED – That,

1. the City Corporation's Street Naming and Numbering Advice Note be amended to include the additional guidance on building names set out in Appendix A; and
2. the authorised address of the Heron Tower, 110 Bishopsgate EC2 be amended to become just 110 Bishopsgate EC2 consistent with the authorisation documents set out in Appendix B.

9.2 **Suggested Response of the City Corporation to the Government's 'Technical Consultation on Planning'**

The Committee considered a report of the Director of the Built Environment regarding the Corporation's suggested response to the Government's 'Technical Consultation on Planning'.

The most significant part of the report was the Government's proposal to end existing local exemptions from national change of use permitted development rights from May 2016. In response to comments, the Director of Policy and Performance advised that the Corporation was currently in consultation with other London Authorities who were seeking to maintain local exemptions and it was expected that the Mayor of London would also object to the loss of exising local exemptions for central London. Furthermore, this was year one of a three year long experiment so evidence had not been fully gathered by Government to justify further change.

RESOLVED – That,

1) Appendix A form the basis of the City Corporation's submission to the Secretary of State in response to his consultation paper; and
2) Appendix A should form the basis of discussions with the Secretary of State in order to refine the proposals to increase housing delivery nationally without adversely affecting the City's economic role.

9.3 **Department of the Built Environment, Business Plan Progress Report for Q1 2014/17**

The Committee received a report of the Director of the Built Environment which set out the progress made during Q1 (April – June) against the 2014/17 Business Plan. The report showed what had been achieved, and the progress made against the departmental objectives and key performance indicators.

RESOLVED – That the report be noted.

9.4 **City's Local Flood Risk Management Strategy (LFRMS) and the London wide Flood Risk Management Plan**

The Committee considered a report of the Director of the Built Environment in relation to the City's Local Flood Risk Management Strategy and the London wide Flood Risk Management Plan.

RESOLVED – That,

1) the City of London Local Flood Risk Management Strategy be adopted;
2) the actions from this LFRMS form part of the Environment Agency's draft Thames River Basin District – Flood Risk Management Plan for public consultation starting in autumn 2014; and
3) the continued implementation of flood risk management be endorsed through the officer led Flood Risk Steering Group.

10. **REPORT ON ACTION TAKEN**

RESOLVED – That the following decisions taken under Urgency/Delegated Authority procedures be noted –

- **London Safer Lorry Scheme** - Authority was therefore given to London Councils Transport and Environment Committee (TEC) (under s6 of Road Traffic Regulation Act 1984) to make new London wide Traffic order requiring all vehicles over 3.5 tonnes to have side guards and safety mirrors and related

to matters including enforcement. Urgent action was enabled to allow the process to commence as soon as possible ensuring road danger reduction benefits were realised and to minimise risks of further death and injury. It would also guarantee TfL and TEC timetable was met.

- **London Bridge Staircase -** Approval was given for the following –
  - to increase the budget for the London Bridge project from £1,695,000 to £2,138,000 to be funded by £2,064,000 from Bridge House Estates (including £36,000 from the Bridges Repairs and Maintenance Fund) and £74,000 from TfL (Grant funding for riverside projects utilised in previous years in developing the scheme).
  - officers to enter into a licence agreement with the Fishmongers' Company to allow access across their land to construct the staircase; and
  - the Comptroller and City Solicitor to complete the necessary documentation for the licence with Fishmonger's Company and the contract with Littlehampton Welding Ltd (providing the revised tender sum is within the approved budget).

11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**
There were no questions.

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There were no items of urgent business.

13. **EXCLUSION OF THE PUBLIC**
RESOLVED **–** That under Section 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.

14. **NON-PUBLIC MINUTES**
RESOLVED – That the non-public minutes of the meeting held on 30 July 2014 be approved.

RESOLVED – That the non-public minutes of the Streets and Walkways Sub Committee meeting held on 9 July 2014 be 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 12.05 pm

Committee:	**Date:**	**Item no.**
Planning and Transportation	14th October 2014	
Subject: Delegated decisions of the Chief Planning Officer and Development Director		
Public		

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 sent to plans@cityoflondon.gov.uk.

DETAILS OF DECISIONS

Registered Plan Number & Ward	**Address**	**Proposal**	**Date of Decision**
14/00556/MDC Aldgate	52-54 Lime Street & 21-26 Leadenhall (Prudential House), 27 & 27A Leadenhall Street (Allianz Cornhill House) & 34-35 Leadenhall Street & 4-5 Billiter Street (Winterthur House) London EC3	Details of an outline method statement for piling pursuant to condition 9 of planning permission (application no. 12/00870/FULEIA) dated 11th June 2013.	16.09.2014

14/00786/FULL Aldgate	52 - 56 Leadenhall Street London EC3M 5JE	Partial replacement of the glazing and entrances to the facades on Leadenhall Street and Fenchurch Street. Provision of cycle centre in basement including modification to the deliveries entrance for access for cyclists. New lift to Leadenhall Street with amended light well mansard and overrun. Existing light well plant consolidated and screened.	29.09.2014

14/00803/FULL Aldgate	117 - 119 Houndsditch London EC3A 7BT	Change of use of the lower ground floor from office (B1) to flexible use as office (B1) and gym (D2).	30.09.2014

14/00815/FULL Aldersgate	Museum of London London Wall London EC2Y 5HN	Installation of an internally illuminated artwork comprising two groups of fourteen figures for a temporary period of eighteen months.	24.09.2014

14/00436/MDC Bridge And Bridge Without	11 - 19 Monument Street,46 Fish Street Hill, 1 - 2 Pudding Lane London EC3R 8JU	Details of a Traffic Management Logistics Plan pursuant to condition 5 of planning permission (application no. 13/00049/FULMAJ) dated 23rd September 2013.	16.09.2014

14/00750/MDC Bridge And Bridge Without	5 Philpot Lane London EC3M 8AN	Details of ground floor elevation and new shopfront to 5 Philpot Lane pursuant to condition 5(b) (in part) of planning permission 12/00575/FULL dated 06/12/2012.	25.09.2014

14/00807/PODC Bridge And Bridge Without	11 - 19 Monument Street, 46 Fish Street Hill & 1 - 2 Pudding Lane London EC3R	Submission of details of the installation of utilities connections pursuant to paragraph 13.1 of Schedule 3 of the S106 Agreement in relation to planning permission 13/00049/FULMAJ dated 23.09.2013	16.09.2014

14/00838/ADVT Bridge And Bridge Without	10 Fenchurch Street London EC3M 3BE	Installation and display of two projecting signs measuring 0.6m (h) by 0.6m (w) at a height of 2.77m above ground with internally illuminated logos.	25.09.2014
14/00398/ADVT Bishopsgate	26 Widegate Street London E1 7HP	Installation of one internally illuminated projecting sign measuring 0.45m high by 0.55m wide and 3.50m above ground level.	16.09.2014
14/00695/FULL Bishopsgate	100 Bishopsgate London EC2M 3XH	Use of part of site at 100 Bishopsgate as an open air food market three days each week for a limited temporary period of 4 months.	19.09.2014
14/00769/FULL Bishopsgate	201 Bishopsgate London EC2M 3AB	Installation of the stone sculptures Ganapatti and Devi in Broadgate Place following their relocation from Broad Lane and associated works.	18.09.2014
14/00755/MDC Bishopsgate	20 Artillery Lane London E1 7LS	Details of a scheme for environmental protection, materials and elevations pursuant to conditions 2, 3(a), (b) and (c) of planning permission (application no.13/00361/FULL) dated 21/11/2013.	18.09.2014
14/00764/FULL Bishopsgate	109 - 117 Middlesex Street London E1 7JF	Extension of the existing rooftop plant enclosure to house additional mechanical chiller units.	18.09.2014
14/00768/FULL Bishopsgate	The Broadgate Tower, 20 Primrose Street London EC2A 2EW	Temporary change of use of part of the 11th floor from office (B1) to educational use (D1) until 30th June 2015 (235sq.m).	18.09.2014

14/00784/NMA Bishopsgate	20 Artillery Lane London E1 7LS	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 13/00361/FULL dated 21st November 2013 to allow minor alterations to the general floor plans and elevations.	11.09.2014

14/00816/FULL Bishopsgate	Exchange Square, Broadgate, London EC2	Use of part of Exchange Square for a temporary ice rink with ancillary facilities.	30.09.2014

14/00767/PODC Bassishaw	Land Bounded By London Wall, Wood Street, St. Alphage Gardens, Fore Street, Fore Street Avenue, Bassishaw Highwalk, Alban Gate Rotunda, Alban Highwalk, Moorfields Highwalk And Willoughby Highwalk, London, EC2	Submission of Construction Phase Methodology pursuant to clause 8.4 of Schedule 1 of S106 agreement dated 26/08/2011 relating to application reference 10/00832/FULEIA.	18.09.2014

14/00694/NMA Billingsgate	9-10 St Mary At Hill London EC3R 8EE	Non-Material Amendment under Section 96A of the Town and Country Planning Act 1990 to planning permission 13/00577/FULL dated 28th May 2014 to enable minor alterations to the internal layout and external design.	11.09.2014

14/00771/FULL Billingsgate	All Hallows House Idol Lane London EC3R 5DD	Change of use from a Medical Centre (Class D1 use) to the original use of a Parsonage (Class C1 use) with retention of the existing ground floor chapel within the tower, open to the public for worship four times per year. Installation of handrails and nosing to the steps.	18.09.2014

14/00781/FULL Billingsgate	51 Eastcheap London EC3M 1JA	Application under section 73 of the Town and Country Planning Act 1990 to vary the wording of conditions 1 and 2 of planning permission 4922B dated 21st January 1986 to enable, subject to approval from the local planning authority, alterations to the internal layout and use of the basement car park and the construction of additional structures at roof level.	16.09.2014

14/00805/NMA Billingsgate	Sugar Quay Lower Thames Street London EC3R 6EA	Non-material amendment to planning permission 12/01104/FULMAJ dated 16.9.2013 to permit demolition to commence prior to approval of a survey of the river wall, temporary flood defence level works pursuant to conditions 8, 10 and 11.	30.09.2014

14/00717/ADVT Castle Baynard	12 New Fetter Lane London EC4A 1AG	Installation and Display of: (i) four non illuminated hoarding signs, two measuring 3m high by 6.1m wide, one measuring 3m high by 7.3m wide and one measuring 3m high by 5.4m wide.	10.09.2014

14/00772/MDC Castle Baynard	1 New Street Square London EC4A	Details of materials pursuant to condition 12 (a) (in part) of planning permission 13/00974/FULL dated 12/02/2014.	25.09.2014

14/00500/LBC Cripplegate	Barbican Arts & Conference Centre Silk Street London EC2Y 8DS	Installation of six panel video wall to interior of Silk Street entrance. (DECISION MADE BY THE SECRETARY OF STATE).	10.09.2014

14/00463/LBC Coleman Street	London Metropolitan University 76 Moorgate London EC2M 6SE	Removal of two partition walls at first floor level to create two large teaching spaces and replacement of doors to match existing doors within the building and infilling of doors openings.	11.09.2014
14/00646/LBC Coleman Street	4 Moorfields London EC2Y 9AA	Installation and display of a projecting high level sign, brass nameplate and vinyl graphics.	15.09.2014
14/00683/DPAR Coleman Street	Outside 20 Finsbury Circus London EC2M 1UT	Application for determination under Part 24 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) as to whether prior approval is required for the re-siting of one MVM1000 style telephone kiosk. Prior Approval is required and REFUSED.	30.09.2014
14/00743/FULL Coleman Street	73 Moorgate, London EC2R 6BH	Alteration to an existing ground floor window/emergency access to create a new doorway.	11.09.2014
13/00404/PODC Cheap	100 Cheapside, 1 Honey Lane, 28-30 Lawrence Lane & 39 King Street London EC2	Details of a Local Procurement Strategy and Construction Programme pursuant to Schedule 3, Item 3.1 and 10.3.1 of the Section 106 Agreement dated 5th March 2013 (planning reference: 12/00772/FULL).	18.09.2014
14/00327/FULL Cheap	6 Foster Lane London EC2V 6HH	Change of use of the upper floors to residential and the addition of a 4th floor in a mansard roof and a new rear stair. New windows to rear elevation replacing existing in new locations. Rear wall made good to match existing.	18.09.2014

14/00794/CLOPD Dowgate	1 Angel Lane London EC4R 3AB	Certificate of Lawful Proposed Development for the installation of an anchor and 'A' frame on the lift motor room roof and suspension of cable over the River Thames to Minerva House for charity fund raising events involving individuals cycling across the river on a high wire.	24.09.2014

14/00828/ADVT Dowgate	88 Cannon Street, London EC4N 6HT	Installation of individual LED halo lit fascia lettering measuring 1.45m (w) by 0.55m (h) at a height of 3.6m above ground; one non-illuminated projecting sign measuring 0.6m (w) by 0.6m (h) at a height of 2.8m above ground.	30.09.2014

14/00472/FULL Farringdon Within	2 Cloth Court & 55 Long Lane London EC1A 7LS	(i) Change of use of the first, second and third floors (accessed from Cloth Court) from office use (Class B1) to residential (Class C3) in the form of two maisonettes; (ii) roof alterations including the addition of a mansard roof extension; (iii) Change of use of the basement from offices (Class B1) to flexible retail use (Classes A1, A2, A3); (iv) Change of use of the ground floor from shop use (Class A1) to flexible retail use (Classes A1, A2, A3).	16.09.2014

14/00526/MDC Farringdon Within	St Bartholomew House 58 West Smithfield London EC1A 9DS	Details of headstone and monument protection method statement pursuant to condition 9b of planning permission dated 3rd April 2014 (ref: 12/01145/FULL) and condition 2b of listed building consent dated 3rd April 2014 (ref: 12/01146/LBC).	18.09.2014

14/00527/MDC Farringdon Within	St Bartholomew House 58 West Smithfield London EC1A 9DS	Details of method statements for the refurbishment of external windows, doors and facade cleaning pursuant to condition 6a of planning permission dated 3rd April 2014 (ref: 12/01145/FULL) and condition 2i of listed building consent dated 3rd April 2014 (ref: 12/01146/LBC).	18.09.2014

14/00566/MDC Farringdon Within	2 King Edward Street London EC1A 1HQ	Details of the materials to the roof top plant enclosure and pipework enclosure pursuant to condition 2 (a) and (c) of planning permission 14/00197/FULL dated 22nd May 2014.	25.09.2014

14/00676/MDC Farringdon Within	Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain, & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close London EC1	Details of the phasing of the development pursuant to condition 2 of planning permission 12/00256/FULEIA dated 29 May 2013.	25.09.2014

14/00710/LDC Farringdon Within	Within Site Bounded By 45-47 & 57B Little Britain, & 47, 48-50 51-53, 59, 60 & 62 Bartholomew Close London EC1	Details of the phasing of the development pursuant to condition 3 of conservation area consent 12/00264/CAC dated 29th May 2013.	25.09.2014

14/00749/MDC Farringdon Within	1 Priory Court Pilgrim Street London EC4V 6DE	Details of: (i) a scheme of works for protecting nearby occupiers from noise dust and other environmental effects, (ii) fume extract arrangements and (iii) plant mounting pursuant to conditions 3, 8 and 9 of planning permission 14/00276/FULL dated 10th July 2014.	25.09.2014

14/00830/MDC Farringdon Within	57 West Smithfield London EC1A 9DS	Submission of refuse storage details pursuant to condition 2 of planning permission 14/00425/FULL dated 17th July 2014.	25.09.2014

13/00375/PODC Farringdon Without	25-32 Chancery Lane & Bream's Buildings London WC2A 1LS	Submission of local training, skills and job brokerage strategy and local procurement strategy pursuant to schedule 3 para 3.2 and para 9.1 of agreement dated 28/03/12.	18.09.2014

14/00650/MDC Farringdon Without	Halsbury House 35 Chancery Lane London WC2A 1EL	Details of a Construction Environmental Management Plan, Demolition Method Statement, Proposed Demolition Works Newsletter, and Traffic Management Plan pursuant to condition 2 and 4 of planning permission dated 20th June 2014 (application reference: 13/01189/FULL).	16.09.2014

14/00745/MDC Farringdon Without	4 King's Bench Walk Inner Temple London EC4Y 7DL	Details of the materials to the re-instated wall, the quarter light to the sash window and the new glazing pursuant to the discharge of condition 2 parts a, b and c of planning permission 14/00417/FULL dated 12th June 2014 and listed building consent 14/00410/LBC dated 12th June 2014.	30.09.2014

14/00792/FULL Farringdon Without	11 West Smithfield London EC1A 9JR	Erection of single storey roof level extension 25sqm floor area with terrace 12sqm floor area.	30.09.2014
14/00831/TCA Farringdon Without	The Master's House/Garden Inner Temple London EC4Y 7BB	Removal of a Prunus Padus and its replacement with an Acer Palmatum.	19.09.2014
14/00845/MDC Farringdon Without	54 Fleet Street London EC4Y 1JU	Details of the flank wall, junctions with adjoining properties, handrails and balustrades pursuant to conditions 2 (a), (b), (e) of planning permission dated 16th September 2010 (10/00506/FULL).	25.09.2014
14/00581/FULL Langbourn	New Moon Public House 88 Gracechurch Street London EC3V 0DN	Installation of two a/c units and flue at roof level.	30.09.2014
14/00582/LBC Langbourn	New Moon Public House 88 Gracechurch Street London EC3V 0DN	Internal alterations, including the installation of a lift, in conjunction with the use of part second, third and fourth floors as guest accommodation and the installation of two a/c units and flue at roof level.	30.09.2014
14/00371/FULLR3 Portsoken	Middlesex Street Estate Car Park Artizan Street London E1	Removal of existing redundant car park ramps in order to create a new communal and public space to include new pedestrian space, paving, green walls and lighting. Installation of a new entrance canopy to Petticoat Tower.	11.09.2014

14/00603/FULL Portsoken	1-143 Guinness Court And 1-52 Iveagh Court London E1 8AE	Replacement of existing single glazed windows and rear balcony doors with UPVC framed double glazed windows and doors.	16.09.2014

14/00648/FULL Portsoken	57 - 60 Aldgate High Street, London EC3N 1AL	Replacement of part of the shopfront glazing with a new laminate finished security panel; installation of new ATM.	18.09.2014

14/00649/ADVT Portsoken	57 - 60 Aldgate High Street London EC3N 1AL	Installation of internally illuminated lettering and green panel border measuring 1.697m in height and 1.042m in width at a height of 0.6m above ground to black ATM surround. Internally illuminated acrylic sign to top of ATM.	18.09.2014

14/00798/FULL Portsoken	18 Mansell Street London E1 8AA	Installation of two air conditioning condenser units to the side of the retail unit at ground floor level.	30.09.2014

14/00339/MDC Tower	100 Minories London EC3N 1JY	Details of the Construction Method Statement pursuant to Condition 6 (in part) of planning permission dated 14/02/2014 (App 12/00263/FULMAJ)	18.09.2014

14/00774/FULL Vintry	40 - 46 Cannon Street, 27 - 28 Garlick Hill & 13-14 & 15 Great St Thomas Apostle, London EC4N 6JJ	Change of Use of building B1 office use to form a single integrated hotel (Class C1 Use) with the retention of separate Class A1, A2 and A4 uses at ground floor level. Roof extensions at 15 Great St. Thomas Apostle and at 40 - 46 Cannon Street, minor external alterations to the exterior of existing building, and other ancillary works.	18.09.2014

14/00668/MDC Walbrook	27 - 35 Poultry London EC2R 8AJ	Submission of details of the provision to be made for disabled people to gain inclusive access to the hotel, restaurants and associated uses and Accessibility Management Plan pursuant to conditions 10 and 13 of planning permission dated 3rd June 2014 (App No 13/01036/FULMAJ).	16.09.2014

14/00744/MDC Walbrook	27 - 32 Poultry London EC2R 8AJ	Submission of a scheme to protect nearby residents and commercial occupiers from noise, dust and other environmental effects in respect of the individual stages of the demolition and construction process pursuant to conditions 4 and 5 of planning permission dated 03.06.2014 (App No 13/01036/FULMAJ).	16.09.2014

14/00761/ADVT Walbrook	11 - 12 St Swithin's Lane London EC4N 8AL	Installation and display of two advertisements with internally illuminated lettering measuring 0.3m high by 0.55m wide at a height of 1.95m above ground and one non-illuminated door sign measuring 0.25m high by 0.55m wide at a height of 2.15m above ground.	25.09.2014

14/00763/FULL Walbrook	11 - 12 St Swithin's Lane London EC4N 8AL	Installation of (a) a storage/servicing unit to south western part of exterior frontage and (b) glazing within the existing gate.	25.09.2014

14/00795/MDC Walbrook	27 - 35 Poultry, London EC2R 8AJ	Details of the position and size of green roofs, type of planting and contribution to biodiversity and rainwater attenuation pursuant to condition 21 of planning permission dated 3rd June 2014 ref. 13/01036/FULMAJ.	30.09.2014

14/00797/MDC Walbrook	27 - 32 Poultry London EC2R 8AJ	Details of any amendments to the approved basement level drawings in consultation with Bank Station Capacity Upgrade team pursuant to condition 8 of planning permission 13/01036/FULMAJ dated 03/06/2014.	11.09.2014

14/00825/MDC Walbrook	62 Threadneedle Street, London EC2R 8HP	Submission of details (in part) of the reinstatement of a Blue Plaque pursuant to condition 3 of planning permission 13/00024/FULL dated 13.03.2013.	18.09.2014

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Committee:	Date:	Item no.
Planning and Transportation	14 October 2014	
Subject: Valid planning applications received by Department of the Built Environment		
Public		

1. Pursuant to the instructions of your Committee, I attach for your information a list detailing development applications received by the Department of the Built Environment since my report to the last meeting.

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

DETAILS OF VALID APPLICATIONS

Application Number & Ward	Address	Proposal	Date of Validation
14/00787/FULL Aldgate	52 - 56 Leadenhall Street, London, EC3M 5JE	Change of use of part of the ground floor from restaurant (A3) to a shop A1/restaurant (A3) or office (B1).	28/08/2014
14/00785/FULL Aldgate	52 - 56 Leadenhall Street, London, EC3M 5JE	Extension of the existing roof top plantroom.	28/08/2014
14/00897/FULL Billingsgate	30 - 40 Eastcheap, London, EC3M 2HP, ,	Installation of an ATM on the Eastcheap elevation.	11/09/2014
14/00872/FULL Bishopsgate	55 Old Broad Street, London, EC2M 1RX,	Replacement shop front.	22/09/2014
14/00953/FULL Bread Street	St Paul's Cathedral School, 2 New Change, London, EC4M 9AD,	Installation of stainless steel infill panel to boundary wall.	24/09/2014
14/00909/FULL Bridge And Bridge Without	6 Eastcheap, London, EC3M 1AE,	Replacement of shopfront roller shutter with automatic sliding glazed doors.	12/09/2014
14/00870/FULL Coleman Street	Salisbury House, London Wall, London, EC2M 5QQ,	Erection of a two storey rear extension and insertion of entrance doors and sidelights in lieu of two windows in the London Wall elevation.	16/09/2014
14/00887/FULMAJ Coleman Street	63, 64-66 Coleman Street & 35-39 Moorgate, London	Demolition of 3 existing buildings (with the exception of facade of 63 Coleman Street) and erection of a	17/09/2014

	EC2	new building on 4 levels below ground, ground and 7 upper levels plus alterations to the retained facade and use of whole for health facility within use Class D1 plus ancillary uses including offices, storage, catering area, consulting rooms, treatment rooms and plant areas; and one unit at ground floor level for retail or restaurant/cafe use within use Class A1 and/or A3.(5954sq.m. gea)	
14/00935/FULL Coleman Street	Salisbury House, London Wall, London, EC2M 5QQ,	Removal of two windows and base walls installation of two new larger windows within a lightwell at ground and upper ground floor levels.	18/09/2014
14/00886/FULL Cornhill	26 Royal Exchange, London, EC3V 3LP,	Installation of ventilation grilles to the stallriser and reinstatement of high level glazing in the shopfront.	08/09/2014
14/00625/FULL Cripplegate	Frobisher Crescent, Barbican, London, EC2,	Alteration to surface drainage and replacement doors.	11/09/2014
14/00878/FULMAJ Farringdon Within	160 Aldersgate Street, London, EC1A 4DD,	Refurbishment and extension of the existing office building including (i) the construction of an additional storey (incorporating plant) (ii) reconstruction of the facade on Aldersgate Street (iii) provision of retail floorspace at ground floor level (84sq.m.) (iv) provision of roof terraces at 7th and 8th floor levels (v) installation of an additional access point at the rear of the building, and (vi) associated internal and external alterations (total increase in floorspace 1,913sq.m.).	03/09/2014
14/00901/FULL Farringdon Within	15 Old Bailey & 1-10 Holborn Viaduct, London, EC4M 7EF	Change of use from offices (Class B1) and retail (Class A1 & A3) to hotel (Class C1) to providing up to 92 bedrooms with ancillary bar/restaurant at ground and basement levels and retail (Class A2) fronting Holborn Viaduct. External works comprising: (i) the infilling of the rear lightwell and associated roof alterations; (ii) new rooftop plant enclosure; (iii) new roof terrace; (iv) glazing alterations; (v) new doorway, ductwork and cycle enclosure.	23/09/2014

14/00801/FULL Farringdon Within	41 Farringdon Street, London, EC4A 4AN,	Installation of 1 microcell antenna onto existing louvres within window opening.	25/09/2014
14/00876/FULL Farringdon Within	Central Criminal Court, Old Bailey, London, EC4M 7EH,	External alterations comprising new chillers, boilers, green roof and solar panels at roof level. Installation of new ducts from basement to roof level.	25/09/2014
14/00843/FULL Farringdon Without	Museum House / Robin Brook Centre, St Bartholomews Hospital, West Smithfield, London, EC1A 7BE,	Replacement of plant and installation of louvres in lieu of glazing on east elevation.	21/08/2014
14/00813/FULL Farringdon Without	188 Fleet Street, London, EC4A 2HT	Demolition of existing plant room. Extension at 6th floor roof level to provide an additional 285sq.m of office (Class B1) floorspace and an ancillary plant room.	04/09/2014
14/00866/FULL Farringdon Without	25 - 26 Furnival Street, London, EC4A 1JT,	Demolition of the existing building at 25 Furnival Street and redevelopment behind the retained facade of The Castle Public House (26 Furnival Street) enabling redevelopment of both buildings to provide a basement plus 8 storey building comprising a mix of offices (Class B1) at basement and ground floor levels, a part hotel use (Class C1) at first to seventh floor levels with plant and green roof, and use of 26 Furnival Street (The Castle Public House) for continued Class A4 /Class A3 use at basement and ground floor levels; servicing access from Cursitor Street.	11/09/2014
14/00958/FULL Farringdon Without	7 Bream's Buildings, London, EC4A 1DT	Installation of roof mounted air condenser unit following removal of existing air conditioning unit.	25/09/2014
14/00904/FULL Portsoken	53-54 Aldgate High Street, London, EC3N 1AL	Extension of the building for a two storey penthouse flat.	12/09/2014
14/00854/FULL Tower	Lloyds Chambers, 1 Portsoken Street, London, E1 8BT,	Installation of 2 air condenser units at roof level.	26/08/2014
14/00888/FULL Tower	Pinnacle House, 23 - 26 St Dunstan's Hill, London, EC3R 8HL,	Change of use of first floor from Use Class B1 (Office) to a flexible use for either Use Class B1 (Office) or Use Class D1 (Non-residential institutions) (148sq.m.).	23/09/2014

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Committee:	**Date:**
Planning and Transportation	14 October 2014

Subject:

75 Carter Lane London EC4V 5EP

Formation of a residential sub-basement (57sq.m).

Ward: Farringdon Within	**Public** **For Decision**
Registered No: 14/00329/FULL	**Registered on:** 8 April 2014
Conservation Area: St Paul's Cathedral	**Listed Building:** No

Summary

The application relates to a non-listed, mid-terrace, former warehouse building on the south side of Carter Lane. The building is in the process of being converted into a single residential dwelling with an extension at roof level. Planning permission has been granted for these works.

Planning permission is sought for the formation of an additional basement (57sq.m). The proposed sub-basement would be located directly below the existing basement. The excavation depth would be approximately 3.5 metres. The basement would be mechanically ventilated and used as a bedroom and for storage.

Objections have been received to the scheme. The primary concerns relate to the impact of the works on the structure of adjoining buildings, noise and dust from construction work, the impact of the basement on the conservation area, the archaeological implications of the works, the lack of natural ventilation to the basement and whether appropriate fire escape arrangements can be accommodated within the proposal.

There would be no external manifestation of the basement works above ground floor level. The proposal would not harm the significance of the application property or the churchyard of St Anne Blackfriars and its mature tree of heaven to the south of the site as non-designated heritage assets, or the significance of the St Paul's Cathedral Conservation area as a designated heritage asset.

The applicant has submitted structural details and details of archaeological evaluation and ground investigation works that have been carried out to date. The information demonstrates that it would be feasible to construct a basement on the site. Outside planning, building control and associated regulations would control matters relating to engineering design and structural stability and the Party Wall Act controls development either side of the party wall.

The permission would be subject to conditions requiring a scheme for protecting

neighbouring occupiers from the impacts of construction and a construction logistics plan.

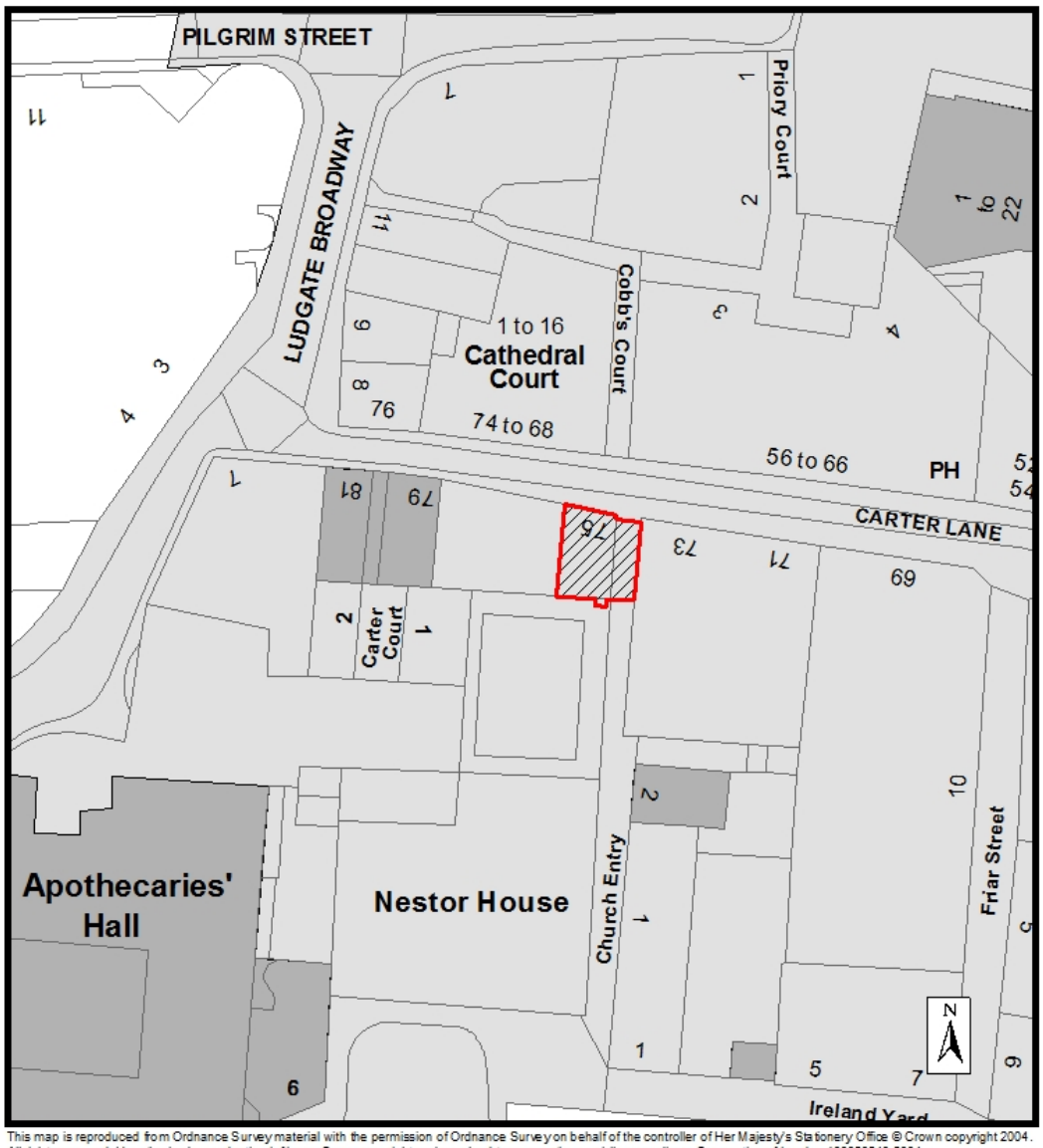
The applicant has demonstrated that fire escape and ventilation arrangements have been considered.

Archaeological evaluation has been carried out. A programme of archaeological work would be required by condition.

Recommendation

That planning permission be granted for the proposal in accordance with the attached schedule.

Site Location Plan



ADDRESS:
75 Carter Lane

CASE No.
14/00329/FULL

SITE LOCATION

LISTED BUILDINGS

CONSERVATION AREA BOUNDARY

CITY OF LONDON

DEPARTMENT OF THE BUILT ENVIRONMENT

75 Carter Lane: View from Carter Lane looking west

Site

1. The application site is located on the south side of Carter Lane. It comprises a non-listed former warehouse that dates from the 19th century. The building has stock brick elevations with a combination of gothic and industrial features. Access to Church Entry is incorporated into the building at ground floor level.

2. The building is in the process of being converted to a single residential dwelling (Use Class C3) and extended at roof level. The site was in office use (Class B1) prior to the conversion.

3. There are no listed buildings in the immediate vicinity of the site. The site is within the St Paul's Cathedral Conservation Area and partly within the St Paul's Depths Area. The southern boundary of the site abuts the churchyard of St Anne Blackfriars which is landscaped and contains a mature Tree of Heaven.

Planning History

4. An application for planning permission (ref. 10/00652/FULL) was approved on the 4th November 2010 for the conversion of the office building (Use Class B1) to four flats (Use Class C3), including alterations to the Church Entry elevation to accommodate a refuse storage chamber. Surrounding residential occupiers were consulted on the application between the 13th September 2010 and the 4th October 2010. No objections were raised.

5. An application for planning permission (ref. 11/00547/FULL) was approved on the 15th December 2011 for the conversion of the office building (Use Class B1) to a single dwelling (Use Class C3). Associated external alterations were approved including a new roof extension and terrace, the formation of a refuse chamber and new windows. Surrounding residential occupiers were consulted on the application between the 18th August 2011 and the 8th September 2011. No objections were raised.

6. An application for planning permission was approved on the 17th January 2013 (ref. 12/01105/FULL) for the conversion of the office building (Use Class B1) to a single dwelling (Class C3). The associated external alterations were as above but included further new windows and the insertion of three vents. Surrounding residential occupiers were consulted on the application between the 27th November 2012 and the 18th December 2012. No objections were raised.

Proposal

7. Planning permission is sought to extend the property through the formation of a sub-basement (57sq.m). The sub-basement would occupy the same footprint as the existing basement. An excavation depth of approximately 3.5 metres is proposed. Part of the basement would be located below Church Entry which is public highway.

8. The new floorspace would be used as a storage area and bedroom. It would be mechanically ventilated.

Consultations

9. The application has been publicised on site and in the press. Two rounds of resident consultation have been carried out.

10. The first resident consultation was carried out on the 22nd April 2014 running until the 13th May 2014. The initial application submission included the basement works and development consented and implemented under application reference 12/01105/FULL. The applicant subsequently withdrew the consented elements from the proposal.

11. The second round of consultation was carried out on the 19th August 2014 running until the 9th September 2014. Residents were advised of the amended content of the application and that additional information had been submitted in respect of the basement works.

12. 10 letters of objection have been received in response to the first round of consultation and four letters of objection have been received in response to the second round of consultation (three letters were follow up comments to the first round of consultation and one letter was an additional representation). The concerns over the sub-basement works are summarised as follows:

- The basement could affect the structure and stability of 77 Carter Lane. The application does not provide for a strategy as to how any cracking in the party wall would be addressed. A structural methodology should be submitted.
- The basement would not have light, ventilation or a protected fire escape route.
- How would spoil be removed? Construction work would be noisy, disruptive and cause an increase in dust. Carter Lane is a trap for noise. Construction projects have recently taken place in the locality and disturbed residents. A Construction Management Plan should be required.
- Any ventilation equipment required in association with the basement should not be noisy. Additional vents would be unacceptable.
- The proposal would cause an increase in vermin in the local area.
- The proposal would have archaeological implications and could cause damage to remains. A watching brief should be required.
- The basement would have an undue impact on the conservation area.
- The application should be refused. The building should be limited to one basement. Such a policy is applied in other London Boroughs such as Kensington and Chelsea.
- The construction of an unnecessary basement would produce CO2 which is not sustainable.

13. The City of London Conservation Area Advisory Committee raised no objections to the proposal.

14. The site is partially within the St Paul's depths area designed to protect the foundations of the Cathedral. The Dean and Chapter of the Cathedral and the Surveyor to the Fabric of the Cathedral have been consulted on the application and raise no objection to the works. Alan Baxter Associates have confirmed on the Dean and Surveyor's behalf that the site is just outside of the boundary line determining the area covered by the St Paul's Cathedral Preservation Act 1935 whilst the north and east walls, which are to be underpinned, are on the actual boundary. Notwithstanding, the proposed depth of underpinning would not penetrate below the level specified within the Act.

Policies

15. The development plan consists of the London Plan, the saved policies of the Unitary Development Plan 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.

16. The draft Local Plan was published in December 2013 and is expected to be adopted in late 2014 or early 2015. Although it does not carry the full weight of an adopted plan, it is considered that the plan should carry significant weight as it is at the final stage of pre-submission consultation, prior to formal consideration at public examination. In accordance with the NPPF and Local Plan Regulations, the draft Plan has been considered by the Court of Common Council as sound planning policy for submission to the Secretary of State.

17. Government Guidance is contained in the National Planning Policy Framework (NPPF).

Considerations

18. 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, to local finance considerations so far as material to the application, and to any other material considerations (Section70 (2) 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);

    When considering the applications special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area (S72 (1) Planning (Listed Buildings and Conservation Areas) Act1990).

19. Chapter 12 of the NPPF sets out key policy considerations for applications relating to designated and non-designated heritage assets.

Other relevant guidance on heritage assets and the setting of heritage assets is provided by English Heritage including the documents Conservation Principles, Policies and Guidance, The Setting of Heritage Assets, Building in Context (EH/CABE) and the PPS5 Practice Guide.

20. In respect of sustainable development the NPPF states at paragraph 14 that 'at the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision taking… for decision taking this means: approving development proposals that accord with the development plan without delay..'

21. In considering the planning application before you, account has to be taken of the statutory and policy framework, the documentation accompanying the application, and the views of both statutory and non-statutory consultees.

22. The principal issues in considering this planning application are:

- The extent to which the proposals comply with the relevant policies of the London Plan, Core Strategy and saved policies of the UDP.
- The extent to which the proposals comply with Government policy advice (NPPF).
- The impact of the proposal on the significance of designated and non-designated heritage assets.
- The impact of the application on archaeological remains and a mature tree of heaven to the rear of the site.
- The impact of the proposal on Church Entry as public highway.
- The impact of the proposal on residential amenity.

Acceptability of the Basement Works

Heritage Considerations

23. The heritage assets that are relevant to the consideration of this case are the application property (non-designated asset), the churchyard of St Anne Blackfriars and its mature tree of heaven (non-designated asset) and the St Paul's Cathedral Conservation Area (designated asset).

24. The proposal has been assessed in terms of its impact on the significance of these assets in accordance with paragraph 129 of the NPPF and English Heritage guidance.

25. The application property and the churchyard of St Anne Blackfriars are of evidential and historic significance. They provide the opportunity to yield some understanding of past activity in the area. The exterior of the application property maintains the appearance of a 19th Century warehouse. The churchyard provides reference to the site of St Anne's Church.

26. The St Paul's Cathedral Conservation Area is of historic, evidential, communal and aesthetic significance as it encompasses St Paul's Cathedral and its setting.

27. There would be no external manifestation of the basement works above ground level. The works would be located directly below the footprint of the existing building. As such it is not considered that they would harm the significance of the application property, the churchyard or the St Paul's Cathedral Conservation Area.

Structural Considerations

28. The application site adjoins 77 Carter Lane. The residential occupiers of number 77 are concerned that the proposed works would affect the structural integrity of their building and the party wall.

29. The assessment of this application must focus on matters relevant to planning and should not duplicate other regimes. Building Control and associated Regulations control matters relating to engineering design and structural stability to ensure that the works would be constructed and used safely.

30. The Party Wall Act controls development either side of the party wall to ensure that it maintains its integrity and function to protect neighbouring interests. The Act is a private matter between neighbours.

31. Approval in Principle would be required from the City's highway team in order to carry out the works below Church Entry. The City's engineers would assess the works in order to safeguard the stability of the public highway.

32. Notwithstanding the above, paragraph 121 of the NPPF states that planning policies and decisions should ensure that a site is suitable for its new use taking account of ground conditions and land instability. Adequate site investigation information, prepared by a competent person, should be provided to demonstrate that these impacts have been understood.

33. At the request of the Local Planning Authority the applicant has provided structural drawings, structural calculations and a structural methodology statement. The statement concludes that the site is not within flood zones 2 or 3 as defined by the Environment Agency. Based on environmental data the ground water level would not be affected by the depth of the proposed basement. Three trial pits have been dug in the existing basement in order to assess the below ground conditions.

34. It is proposed that a method of reinforced concrete underpinning would be used to construct the basement. This approach has been signified as being sound in principle for this site by a structural engineer (Philip Deane BE CEng MIStructE MICE MIEI from Ellis & Moore Consulting Engineers). It is likely that the underpinning would be completed around the perimeter walls with the central soil mass left intact prior to being removed.

35. The submitted information indicates that a subterranean development could be constructed at 75 Carter Lane taking into account the site,

existing structural conditions, geology and the requirements of current building regulations. The structural details would not form part of the documentation approved under this application as the methodologies may change subject to further ground investigation, but would need to incorporate the programme of archaeological recording and excavation.

Construction Impact

36. Local residents have raised concerns about the impact of noise and dust from the construction work. They note that other local planning authorities such as Westminster and Kensington and Chelsea require a construction management plan at application stage.

37. Whilst the City does not have draft or adopted policy relating to the information requirements for domestic basement applications, it is considered that it would be appropriate for a construction logistics plan and a scheme for protecting neighbouring occupiers from noise, dust and other environmental effects to be required by condition in order to minimise the impact of the works. The scheme for protecting neighbouring occupiers would be in accordance with the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites. The construction logistics plan would include details of how materials would be transported to and from the site. The details would be submitted prior to the commencement of any excavation work.

38. The applicant has agreed to provide a construction method statement at application stage and is in the process of compiling the details. Members will be advised of its receipt. If it is acceptable it will form part of the approved material and if further information is required it will remain the subject of a condition.

Ventilation of the Basement

39. Concerns have been raised by local residents over the lack of natural ventilation to the extension and the potential need for noisy mechanical ventilation. External vents formed part of the residential conversion works approved under application reference 12/01105/FULL. The vents were required in connection with an air source heat pump system that would serve the dwelling. This system has the capacity to, and would, serve the proposed basement.

40. The applicant has advised that the pumps would be located at third and sixth floor level within the dwelling. Attenuation equipment would be installed in connection with pumps. The applicant has confirmed that the equipment would comply with the City's noise requirement of 10 dBA below background level and this is required by condition.

Fire Escape

41. Local residents have queried the fire escape arrangements for the basement. While outside of planning control, the applicant has confirmed that a fire strategy has been discussed with a building control inspector that is a member of Institute of Fire Engineers and that a residential sprinkler system would be installed in the entire

property in accordance with BS9251:2005: Sprinkler systems for residential and domestic occupancies code of practice.

42. The existing pavement lights were built as fire safety measures as well as letting light into the basement. They would continue to be part of the fire strategy to release smoke from the basement in case of fire.

Impact on Trees and Planting at the rear of the Site

43. The mature tree of heaven at the rear of the site is considered to be an important specimen. Policy CS19 of the Core Strategy seeks to protect the amenity value of trees. The applicant has submitted an Arboricultural Impact Analysis in order to assess the impact of the basement works on the tree.

44. The survey concludes that the construction of the sub-basement would have a negligible impact on the tree. The existing basement and rear elevation of the building would form a barrier between the tree and the proposal. The City's Open Spaces team are satisfied that the survey draws reasonable conclusions and request that basement construction work does not take place from the churchyard. Construction access would be controlled by condition in order to protect the tree.

Archaeology

45. The site is in an area of archaeological potential where there is potential for significant remains from the Roman to post medieval period to survive. The site is within the northern part of the precinct of the medieval Blackfriars Priory, partly inside the north aisle of the nave of the church. Potential for remains from other periods include structures associated with the Roman city wall which lay to the west of the site, early medieval occupation and post medieval structural remains including post dissolution reuse of the priory church. There is potential for the survival of burials associated with Blackfriars Priory and the burial ground of St Ann Blackfriars lies to the immediate south of the site.

46. An Historic Environment Assessment and Archaeological Evaluation Report have been submitted with the application in accordance with policy ARC1 of the Unitary Development Plan.

47. Archaeological evaluation has been carried out in the building to provide additional information on the nature, character and date of archaeological survival. Post medieval brick structures and human bone were recorded. The human bone is considered to have been re-deposited and not to have come from in-situ burials.

48. The proposed excavation to form a new lower basement level would remove all archaeological remains from the footprint of the building. Based on the results of the evaluation and the findings of adjacent archaeological recording, the potential for surviving remains of the Blackfriars Priory to be found is low. The potential for remains from other periods, including burials, to survive remains.

49. Conditions are attached to cover a programme of archaeological work to record surviving archaeological remains, carry out post excavation work, publication and archiving, foundation design and methodology.

Planning Obligations

50. The proposed floorspace increase is such that it would not trigger a CIL or S.106 contribution.

Conclusion

51. The proposed sub-basement would not be visible from ground level or above. It would not harm the significance of the application property, the churchyard or the tree as non-designated heritage assets or the St Paul's Cathedral Conservation Area as a designated asset.

52. The applicant has submitted additional details relating to the proposed structure of the basement and details of ground investigation works carried out to date. The information indicates that the site could accommodate a sub-basement, subject to compliance with other regimes.

53. A scheme for protecting residents from the impacts of construction of the basement and a construction logistics statement would either be approved or required by condition.

54. The applicant has submitted sufficient information to demonstrate that consideration has been given to the ventilation of the basement and the fire escape arrangements such as not to impact on planning considerations.

55. Archaeological evaluation has been carried out and a programme of archaeological work to record remains affected by the development would be required by conditions.

56. It is considered that the proposal accords with the development plan subject to compliance with the conditions.

Background Papers

Internal

22.09.2014 Email City Gardens Manager

External

07.05.2014 Email Donald Pedley

11.05.2014 Letter David French

12.05.2014 Letter Tony and Melanie Medniuk

12.05.2014 Letter Ikuko Kurahone and Jan-Jacob Vershoor

12.05.2014 Letter Marilyn Sullivan

12.05.2014 Email Rafy Kouyoumijian

13.05.2014 Letter Andrew Dunn

13.05.2014 Letter Mark Rance

13.05.2014 Email Yvonne Tabron

19.05.2015 Letter Richard Cole

02.06.2014 Letter Alan Baxter & Associates LLP

15.08.2014 Letter Philip Deane, Ellis and Moore Consulting Engineers Ltd.

18.08.2014 Letter Dominic O Riordan

11.09.2014 Email Mark Rance

11.09.2014 Letter David French

11.09.2014 Email Resident 77 Carter Lane (Requested anonymity)

12.09.2014 Email Jan-Jaap Verschoor

15.09.2014 Letter Tony and Melanie Medniuk

Drawing numbers: 177 150; 177 008 rev. P3; 177 009 rev. P6; 177 010 rev. P9; 177 011 rev. P6; 177 012 rev. P7; 177 013 rev. P5; 177 014 rev. P7; 1177 015 rev. P8; 177 050 rev P2; 177 051 rev P3; 177 052 rev. P3; 1101 L(-4)01 rev. B; 1101 L(-3)01 rev. A; 1101 L(-3)02; 1101 L(-2)01 rev. B; 1101 L(-2)03.

Design and Access Statement

Written Scheme of Investigation dated April 2014

Historic Environment Assessment dated March 2014

Evaluation Report dated June 2014

Calculations Relating to Structural Works dated August 2012

J A C Construction Limited Method Statement for Safe Working (including method and sequence of operations)

Structural Methodology Statement

Arboricultural Impact Analysis dated 17th September 2014

Appendix A

London Plan Policies

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**.**

Unitary Development Plan and Core Strategy Policies

CS10 Promote high quality environment

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

CS12 Conserve or enhance heritage assets

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

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.

ARC1 Archaeology - evaluation and impact

To require planning applications which involve excavation or groundworks on sites of archaeological potential to be accompanied by an archaeological assessment and evaluation of the site including the impact of the proposed development.

ARC2 To preserve archaeological remains

To require development proposals to preserve in situ, protect and safeguard important ancient monuments and important archaeological remains and their settings, and where appropriate, to require the permanent public display and/or interpretation of the monument or remains.

ARC3 Recording of archaeological remains

To ensure the proper investigation, recording of sites, and publication of the results, by an approved organisation as an integral part of a development programme where a development incorporates archaeological remains or where it is considered that preservation in situ is not appropriate.

SCHEDULE

APPLICATION: **14/00329/FULL**

75 Carter Lane London EC4V 5EP

Formation of a residential sub-basement (57sq.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 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Department of Markets and Consumer Protection's Code of Practice for Deconstruction and Construction Sites and arrangements for liaison set out therein. 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 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. 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.
REASON: To ensure that construction works do not have an adverse impact on the transport network in accordance with London Plan Policy 6.14.

4 No enabling works or works of excavation for the new sub-basement shall take place until the developer has secured the implementation of a programme of archaeological work to be carried out in accordance with a written scheme of investigation which has been submitted to and

approved in writing by the Local Planning Authority. This shall include all on site work, including details of any temporary or enabling works which may have an impact on the archaeology of the site and all off site work such as the analysis, publication and archiving of the results. All works shall be carried out and completed as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: In order to allow an opportunity for investigations to be made in an area where remains of archaeological interest are understood to exist in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3

5 No works of demolition or construction of the new sub-basement shall take place before details of the foundations and piling configuration, to include any temporary or enabling works and a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.
REASON: To ensure the preservation of archaeological remains following archaeological investigation in accordance with the following policies of the Unitary Development Plan: ARC2, ARC3.

6 No basement construction work shall take place from the churchyard of St Anne Blackfriars directly to the south of the application site unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure the protection of the adjacent tree in accordance with the following policies of the Unitary Development Plan and Core Strategy: EN9, CS15.

7 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.

8 Before any new plant is used on the premises it shall be mounted in a way which will minimise transmission of structure borne sound, in accordance with a scheme to be agreed in writing with the Local Planning Authority.
REASON: In order to protect the amenities of neighbouring residential/commercial occupiers in accordance with the following policies of the Core Strategy: CS15, CS21.

9 The stability of the existing building to remain must, throughout the period of demolition and reconstruction, be assured before any works of demolition begin, taking into account any rapid release of stress, weather protection, controlled shoring, strutting, stitching, reinforcement, ties or grouting as may occur to be necessary.
REASON: To ensure the stability of the structure to be retained in accordance with the following policies of the Core Strategy: CS10, CS12.

10 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: 1101 L(-4)11 rev. F; 1101 L(-2)11 rev. E; 1101 L(-1) 01 rev. 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 Core Strategy/ Unitary Development 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 Should access to the churchyard be required for construction work, the contractors/building owner would need to seek permission from St Anne Blackfriars and the City's Open Spaces team.

3 This permission is granted having regard to planning considerations only and is without prejudice to the requirements of separate regulations and legislation including building control and the Party Wall etc. Act 1996.

Delves, Gemma

From:	PLN - Comments
Sent:	07 May 2014 16:37
To:	Delves, Gemma
Subject:	Comments for Planning Application 14/00329/FULL

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

Comments were submitted at 4:37 PM on 07 May 2014 from Mr Donald Pedley.

Application Summary

Address: 75 Carter Lane London EC4V 5EP

Proposal: (i) change of use from office (Class B1) to residential (Class C3) use (240.sq.m) (ii) alterations to the Church Entry elevation to create a refuse chamber (iii) extension (24.5sq.m) and alterations at roof level to create a new roof terrace (iv) replacement windows to the south and north facing elevations (v) insertion of a new window in the west facing elevation at sixth floor level (vi) insertion of a roof light at ground floor level and (vii) the insertion of three vents into the rear elevation; (viii) formation of a basement. In accordance with sections 3 and 4 of the City of London (St Paul's Cathedral Preservation) Act 1935, the notice and deposit of plans before commencement of deep level work and intermediate work will follow.

Case Officer: Gemma Delves

Click for further information

Customer Details

Name: Mr Donald Pedley

Email:

Address: 5, Cathedral Court 68-74, Carter Lane London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment: - Residential Amenity

Comments: Whilst I welcome the change of use for this building I wish to object to the extension to the roof line for this property. I live in Cathedral Court on the first floor, immediately opposite No. 75. Carter Lane has a medieval street layout - narrowing particularly at this end, and I am concerned that any addition to the roof height will considerably cut out natural light to my apartment.

DAVID FRENCH

architect

24 ALBION SQUARE LONDON E8 4ES

email

11 May 2014
Gemma Delves
Planning Officer
Development Division - West
The Department of the Built Environment
City of London
PO Box 270
Guildhall
London EC2P 2EJ

RE: PLANNING APPLICATION REF: 14/00329/FULL
75 CARTER LANE, LONDON EC4V 5EP

Dear Ms Delves

I am the owner of the leasehold flat No: 6, 77 Carter Lane, London EC4V 5EP which abuts the party wall with No 75 Carter Lane and also a director of Carter Court Management ltd.

I do not object to the conversion to residential use but certain aspects of the proposals are not acceptable specifically the construction of a sub-basement, insertion of a widow in the party wall at 4th floor level and installation of an air source heat pump. There have been 2 previous planning applications for this property 11/00547/FULL & 12/01105/FULL to which I would have objected if the Planning Department had written to notify neighbouring residents of the application.

I object to the granting of planning permission for the proposed works at 75 Carter Lane because the proposals do not conform to planning policies as set out in the Corporation's Core Strategies Document.

1. 75 & 77 Carter Lane are within the St Paul's Conservation Area and the construction of a sub-basement below the existing basement will be detrimental and have undue impact on the conservation area and is therefore in contravention of the Core Strategy **PolicyCS12 Historic Environment.**
2. The 6.5m deep excavation required to construct the basement provides an unacceptable risk to the structural stability of the party wall to 77 Carter Lane. It is acknowledged by structural engineers that excavation of this nature will produce cracking in the party wall up to level 2 but there is no strategy provided with this application to show how greater damage caused by changing the foundations under the party wall will be resisted. The effect of the abrupt change of foundation depth between the party wall and the front and rear elevations of 77 Carter Lane is not addressed nor is the temporary propping of the excavation to resist lateral ground movement below no: 77 and the effect on bearing capacity of adjacent ground.
3. If construction of the sub-basement was to be approved, a structural methodology statement should be required as part of the application in order to meet your policies of protecting buildings in conservation areas.
4. The rooms provided in the basement should function for the purpose intended. In the sub-basement one room is shown as a bedroom. This space does not provide an acceptable quality of environment in terms of daylighting and ventilation and could

only function as storage. It is not apparent from the application how either basement level is to be ventilated. The new rooflight in St Anne's Burial Ground is non-openable and brings light only to the 1st basement level. There is a note on the drawings that there are vents below the ground floor windows but these are not shown on elevation. How the building is to be ventilated is not clear and it seems possible that the 3no 300x300 vents shown on the rear elevation may not be adequate.

5. It is proposed that the building will be heated by an air source heat pump. No location is shown for the installation. It is unlikely that for a building of this size it will conform to the requirements for permitted development in terms of volume, distance from boundaries and sound pressure level.
6. The drawings do not show how fire escape from the two basement levels or from the 4 floors above ground are to be protected. Although this is a building control issue it may well involve an additional escape route and door at ground level. The open void shown at ground floor level, the bedroom at existing basement level which appears to be an inner room condition and the fire protection of all the stairs will need to be addressed and may require amendments to the plans that will have planning implications.
7. The logistics of basement construction have not been addressed. The site is in a conservation area, Carter Lane is closed to vehicles between 8.00am and 6.00pm each day as part of a policy to reduce traffic and pollution. Carter Lane is now a predominantly residential area and is identified in CoL Core Strategy as 'peaceful high quality residential'. How is the basement to be constructed? No construction management plan has been submitted with the application. Hours of site operations, hours and size of vehicles access, loading/ unloading of materials, mitigation of noise, dust and disruption to neighbouring residents. The site of 75 Carter Lane is the foot print of the building. How is spoil to be stored on site and removed? There should be a requirement for the contractor to have membership of the Considerate Constructors Scheme.
8. The excavation of the sub-basement will result in the destruction of archaeological remains in an archaeological priority area. If this were to be approved an archaeological watching brief should be required during excavation work.
9. The construction of an unnecessary level of basement does not accord with the City's Core Strategy **Policy CS15: Sustainable Development and Climate Change.** The construction of basements uses materials and techniques with very high energy content. The excavation, construction, transportation of construction waste and use of a subterranean development produces a significant amount of Carbon Dioxide (CO2), which contributes to climate change. In particular, CO2 is produced during construction with the excavation and transportation of spoil, making and setting of concrete, and in use through the servicing of the space during its life which requires higher levels of energy use for lighting and ventilation. This cannot be said to be sustainable. Limiting the size and extent of the basement will limit carbon emissions and contribute to mitigating climate change. This proposal will not contribute to the City's Strategic Objective of minimising carbon emissions.
10. I object very strongly to the insertion of a window at 4th floor level overlooking the roof of 77 Carter Lane. The Party Wall surveyor acting for 77 Carter Lane has confirmed that this remains the party wall when raised up and no window can be inserted without consent. It will not comply with building regulations.

In the London Boroughs (Kensington & Chelsea, Westminster, Camden, Haringey) that have experienced significant levels of basement construction in residential areas, policies have been adopted or are in the process of adoption to limit the impact of basement construction on neighbourhoods.

Basements have been limited to one storey (3-4 metres) and generally not allowed below listed buildings. It would be in line with general policy to refuse permission for the construction of the sub-basement.

This application should be refused because it endangers the stability of buildings and has an undue impact on the historic environment within the St Paul's Conservation Area. The risks associated with construction of the basement are not offset by the provision of accommodation which is not acceptable as habitable rooms and particularly not bedrooms. It is not a sustainable development and represents an unacceptable use of resources.

Yours sincerely

David French

Tony and Melanie Medniuk

Flat 1, 77 Carter Lane

London EC4V 5EP

Email:

12th May 2014

Ms Gemma Delves

The Department of the Built Environment

City of London

PO Box 270

Guildhall

London EC2P 2EJ

Dear Ms Delves,

Re: Planning Application REF: [redacted]

75 Carter Lane, London EC4V 5EP

We write as the owners of Flat 1, 77 Carter Lane, EC4V 5EP. Our flat, which is a ground /lower ground floor property, adjoins 75 Carter Lane and, accordingly, is very significantly affected by the party wall which connects our respective properties. From the outset, we wish to confirm that we do not in principle object to the conversion into a residential property but, had we been advised by City of London last August (which we were not) of the prior planning proposals, we would definitely have raised certain objections.

With respect to the current application, we have three principal objections: (1) the construction of a sub-basement; (2) the insertion of a window into the party wall; and, (3) the proposed use of an air source heat pump. Also, we have concerns as to how the building process, should it proceed, will be conducted.

The Sub-Basement . Carter Lane is a tight, narrow lane and is an integral part of the St. Paul's conservation area. Our building (no. 77) is quite old and we are very concerned at the potential structural damage to our building which the excavation of a 6.5m hole (at no.75) below its current basement level will create. We think this poses an unnecessarily high risk to the fabric and stability of our building. Inevitably, such a construction will create the potential for stress cracks to occur further up the party wall with consequent degradation not just to the wall itself but also to the structure of no. 77 as a whole. This hazard should not be imposed on our property.

The size of the proposed sub-basement appears rather small for use as a bedroom and there is no apparent suitable ventilation or daylight coming into this space. On this premise alone, it would appear to fall below current standards for a bedroom. Furthermore, from our review of drawings, there is no provision for a protected fire escape route and this too should be a reason to decline the application.

Window in the Party Wall. We are confused and perplexed by this feature and strongly object to it. Our party wall surveyor has confirmed that party wall regulations do apply to this aspect of the plan and that it cannot proceed without our agreement. We understand that this proposal would contravene Building Regulations especially as no such consent has been given by us. We request that this window be removed from the plan

Air Source Heat Pump. It is not clear from the drawings where this pump is to be located. We have prior experience of using such a system and, while there are some ecological benefits, noise abatement is definitely not one of them! In a barn or a country house they are excellent but, in the close confines of Carter Lane, these noisy generators will be very intrusive. Given the size of the property at no. 75, it is unlikely that a single generator, unless it is extremely large, will be sufficient to fulfil heating needs. The increase in noise pollution will be considerable and we would request that this item be declined unless it can be unambiguously demonstrated that noise levels will not be increased as a result of this system being installed.

General. Carter Lane is an important historical locale, a part of the St. Paul's conservation area. We believe the addition of a sub-basement, below existing basement level, will be detrimental to the conserved environment. Although we are not listed, we understand that policy in some London boroughs (Camden, Westminster, Haringey & others) is to limit basement development to not exceed a single story. That would seem appropriate for this plan

The very narrow width of Carter Lane and close proximity of its buildings creates significant logistical challenges for a development of this nature. Carter Lane is pedestrianised between 08.00 and 18.00 and the area is designated by the City in its core strategy as 'peaceful, high quality residential'. We do not know how this basement is to be constructed or how and when spoil would be removed. Whatever plan is approved by the City, we would ask for a pre-agreed construction management plan to be resolved between us. This practice is followed in other boroughs and clearly makes sense in this instance. The prospect for a high level of noise and disturbance arising from this development is inherent in the plan and careful management of it will be critical for existing residents.

Conclusion. We cannot see that the trade-off between the risks posed to the fabric of no.77 and the change to the conservation area generally are either adequately addressed or compensated by the very limited extra accommodation, which may not be suitable for purpose, that will ultimately be achieved by the building of a sub-basement in no. 75. We object to this plan and request it be declined.

Yours sincerely,

TONY & MELANIE MEDNIUK.

Ms Ikuko Kurahone and Mr Jan-Jacob Verschoor
Flat 13 Cathedral Court
68 Carter Lane
London EC4V 5EG

The Department of the Built Environment
City of London
PO Box 270
Guildhall
London EC2P 2EJ

12th May 2014

PLANNING APPLICATION REF: [redacted]
75 CARTER LANE, LONDON EC4V 5EP

Dear Ms Delves

We are the residents of flat No. 13 Cathedral Court, 68 Carter Lane, EC4V 5EG. We have been the tenants of this address for six years not only for proximity to work but also due to the historic character that Carter Lane offers. We hereby write to protest against the following: application to insert a new window in the west facing elevation at sixth floor level; to form a basement; and to add air source heat pumps, which produce noise, to 75 Carter Lane.

Our main concerns are:

1) Our flat is opposite of No. 75 and directly facing the floor where some of the work would be conducted. Due to this proximity (5 meters), we are very concerned about increased noise levels and dust, which is likely to be produced from the construction work and could cause health hazard. Construction work at Ludgate Broadway in 2013 serves as a precedent. For the duration of the work, significant amount of noise and dust was produced, which prevented us from opening the windows during the summertime. Even so, our flat floor, furniture and bed linen was covered by dust. This was especially difficult for Ikuko, who has allergy to house and some industrial dust. We wish to avoid the repeat of this disturbance, which would be on our doorstep.
2) For many years, we have been affected by noise emanating from the Patch bar premises, 58-60 Carte Lane, London, EC4V 5EA, and anti-social behaviour from its patrons during the evening and early hours of the morning. Should the planning application at No. 75 Carter Lane be approved, noise will affect us during day and night, for about 18 hours continuously. This will increase our psychological stress and greatly reduce the quality of our lives.
3) Carter Lane is located in a residential, conservation area and it is pedestrianized. We appreciate that this was done because the Corporation has designated Carter Lane as a prioritised residential area. There is no vehicular traffic during the day along the lane. Should the application be approved, the builders' lorry would likely park outside during the daytime, for the duration of the works. However, there likely will be spoil removal later in the evening, when the driving restrictions are lifted. Not only would this extent noise pollution beyond normal construction hours, but it is also not clear how this process can be effected in such a cramped area. Our neighbouring boroughs require a Construction Management Plan as a matter of course and do not give consent without it. We request the same.
4) Our flat is located on the south east corner of Cathedral Court. Currently, sunlight is only coming from the south side as the east of Cathedral Court is blocked by No. 62-66 Carter Lane. Should any roof-level alterations to No. 75 Carter Lane go ahead, we are concerned that we could face a significant and permanent reduction in sunlight.
5) We understand that No. 75 may be located on top of important historical heritage, which should be protected.
6) We choose to live here due to the historic character offered by this part of Carter Lane. We currently look out on historic buildings, of which Carter Lane 75 is one. Any alterations to our direct view would change this assessment. We therefore object to any changes to the outside façade of Carter Lane 75.

We hope that the Department of the Built Environment will give our arguments due consideration and refuse this application, thereby preserving the historic environment within the St Paul's Conservation Area.

Yours sincerely

Ikuko Kurahone
Jan-Jacob Verschoor

Ms M Sullivan
Flat 4, 2 Carter Court
London
EC4V 5EN

Ms Gemma Delves
The Department of the Built Environment
City of London
PO Box 270
Guildhall
London
EC2P 2EJ

12th May 2014

Re: Planning Application ref: 14/00329/FULL
75 Carter Lane, London EC4V 5EP

Dear Ms Delves

I am writing as the owner of 1 Carter Court and Flat 4, 2 Carter Court. Both properties form part of the residential complex including 77 Carter Lane.
I have received no written notice at any time from the City of London concerning 75 Carter Lane but I have now been notified by the other residents of 77 Carter, as well as Directors of Carter Court Management Ltd of the proposed development details. I note that a planning application is pending in-addition to prior applications made and granted last year. As I live at Carter Court and will be impacted by this development I am very concerned as to the proposals and wish to lodge a strong objection.
In-particular to :

- The construction of a sub-basement
- An additional roof extension, terrace, and window in a raised party wall
- The addition of air source heat pumps

1) The proposed sub-basement.
I consider the proposal to be totally unsuitable given the footprint of 75 Carter Lane; its proposed use; as well as the highly likely detrimental impact creating this sub-basement would have on the structural integrity of the party wall with 77 Carter Lane.
I have resided at 1 Carter Court which has bedrooms at the basement level since the original conversion from Office development 15 years ago. It was a planning requirement at the time that the basement rooms required light, ventilation, and fire escape access. This was achieved by creating large light wells within Carter Court. However this was possible at the time as Carter Court was within the demise of the overall footprint of the new residential development. I cannot see how the current proposals for a sub-basement at 75 Carter Lane meet the necessary Planning or Building Regulations. It surely is not possible to meet these within the confines of the building footprint. Therefore there will be insufficient provision of ventilation, light, and fire escape access for residential use.
Additionally any major excavation of materials within such a confined and restricted space to create a sub-basement runs a very very high risk of imposing structural

damage on adjacent buildings – particularly the party wall of 77 Carter Lane and so directly impacting many residential properties. Furthermore the works involved will create unacceptable noise and disruption to the neighbouring residents as well as impacting the general use of Carter Lane as a highway.
For these reasons the construction of a sub-basement within the confines of a building within a narrow and cramped street such as Carter Lane is wholly in-appropriate and the planning proposal should be rejected.

2) The additional roof extension, terrace, and window in a raised party wall
The window in the party wall should be immediately rejected as I believe they have no legal right to create this without the consent of the owners of Carter Court Management Ltd – namely all the residents of 77 Carter Lane and Carter Court.
Additionally as the owner of flat 4, 2 Carter Court which is a roof top property, I object to the proposed roof extension and terrace. I believe this will overlook the existing roof level properties and intrude on the views enjoyed by these residents, as well as generating additional noise. Given that Carter Lane is within a Conservation Area it would be inappropriate to permit existing historic buildings to expand upwards without consideration of the detrimental impact on adjoining properties. For these reasons the proposal for the construction of a roof extension and terrace should be rejected.

3) The addition of air source heat pumps
I understand that air source heat pumps generate considerable noise. It is not clear from the planning proposal as to their size or location but the generation of considerable noise pollution would be in-appropriate within the Carter Lane Conservation Area. For this reason this proposal should also be rejected.

In conclusion, the planning application for 75 Carter Lane should only be approved to the extent that developments are strictly within the current shell of the building. Any extension upwards or downwards is detrimental to adjacent residents and is wholly in-appropriate within the historic character of Carter Lane.

Yours sincerely

Marilyn Sullivan

Delves, Gemma

From: PLN - Comments
Sent: 12 May 2014 18:57
To: Delves, Gemma
Subject: Comments for Planning Application 14/00329/FULL

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

Comments were submitted at 6:57 PM on 12 May 2014 from Mr Rafy Kouyoumjian.

Application Summary

Address: 75 Carter Lane London EC4V 5EP

Proposal: (i) change of use from office (Class B1) to residential (Class C3) use (240.sq.m) (ii) alterations to the Church Entry elevation to create a refuse chamber (iii) extension (24.5sq.m) and alterations at roof level to create a new roof terrace (iv) replacement windows to the south and north facing elevations (v) insertion of a new window in the west facing elevation at sixth floor level (vi) insertion of a roof light at ground floor level and (vii) the insertion of three vents into the rear elevation; (viii) formation of a basement.

Case Officer: Gemma Delves

Click for further information

Customer Details

Name: Mr Rafy Kouyoumjian

Email:

Address: Flat 3 77 Carter Lane London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:
- Noise
- Residential Amenity
- Traffic or Highways

Comments: Dear Ms Delves, I have no objection to the general conversion to residential use. I do, however, object to a number of the proposed changes. FORMATION OF A BASEMENT (under a basement!) I am concerned about the structural impact on 77 Carter Lane where I own a flat. The probability of damage to this and other adjoining buildings in a conservation area of archaeological importance warrants, in my view, detailed plans about how such risks will be managed, monitored and minimised during the excavation construction phase. I believe the CoL has policies in place to protect buildings in conservation areas. Are you satisfied that the current application meets these policies ? Given the narrow street scene, I am concerned at the lack of a detailed construction management plan addressing issues such as

hours of work, vehicle size/access as well as waste removal. Given Carter Lane is such a densely populated and highly residential area, I would expect the Corporation of London to request and monitor such a logistical plan before granting consent, in line with other London boroughs. If the purpose of this 'sub-basement' is to increase habitable space (consistent with general CoL policy), then the current plans do not appear to support this from the point of view of natural daylight, adequate ventilation and fire safety. If the space is to be used as storage, then I don't consider the above risks worth taking. AIR SOURCE HEAT PUMP I am concerned about the lack of detail around the location of such a pump. The potential for associated noise pollution needs to be addressed before consent is granted. Thank you for considering these important points when making your decision. Regards, Rafy Kouyoumjian

Flat 6A
77 Carter Lane
London
EC4V 5EP

13th May 2014

RE: Planning Application Ref: 14/000329/FULL
75 Carter Lane, London EC4V 5EP

Dear Ms Delves,

I would like to register my objections to some of the elements within the above proposed planning application.

1) I am concerned about the proposal to construct a sub-basement below No. 75 Carter Lane. This has the potential to impact on the structural integrity of buildings in Carter Lane and more particularly on the party wall with No. 77 Carter Lane. The fact that this sub-basement is intended to be at a level below any existing basements leads me to suspect that any structural problems forthcoming would be severe and potentially hazardous. Furthermore, the provisions for adequate natural lighting and ventilation for the sub-basement level do not seem to be satisfactorily detailed for the purpose that they are intended for.

2) Alterations proposed at roof level to create a roof terrace and to insert a window with a west facing aspect into the party wall are not acceptable. The addition of an outside terrace would create the potential for ongoing noise and disturbance for local residents, particularly in the evening. The canyon-like topography of Carter Lane, which tends to amplify any sound, would exacerbate this. The inclusion of a window overlooking the roof of No 77 Carter Lane would seem to go against normal planning allowances and would need specific permissions that would unlikely to be forthcoming.

3) It is not obvious from the proposal where the air source heat pump would be located. However, an external location on the roof or walls of No. 75 Carter Lane would cause considerable and ongoing noise impact to adjoining properties. This does not seem to be a sensible use of this technology and its inclusion in the proposal should be rejected.

To conclude, I would support the change of usage from office to residential for 75 Carter Lane but as a resident of 77 Carter Lane would strongly object to the particular proposals detailed above.

Yours Sincerely,

Andrew Dunn

[redacted] Mr Mark Rance
Flat 8
77 Carter Lane
London EC4V 5EP

8th May 2014

Re: 75 Carter Lane London EC4V 5EP

13 MAY 2014

Dear Ms Delves

We hereby write to protest against the following: application to insert a new window in the west facing elevation at sixth floor level; to form a basement; and to add air source heat pumps (which produce noise), to 75 Carter Lane.

We note again that no-one in our building was advised of this process on 18th August 2013 (as your first letter indicated) and so lack of objections at that stage did not indicate consent. We appreciate that such notification by you is not required by law, but it is good practice and our neighbouring boroughs do notify neighbours.

Our main concerns are:

1) Our flat adjoins no. 75, and our building (no. 77) is not new. We are very concerned about structural damage inflicted when digging out a basement at no. 75.

2) We are baffled by the proposed plans. We note that the proposed basement has no light and ventilation (and so would not be habitable as a bedroom), and no protected fire escape route, unless one is made into Church Entry – in which case this should be clearly marked on the plans and planning consent sought. We don't understand the creation of a window at sixth floor level, as this would be in our joint party wall, which contravenes building regulations (yet we gather that it already has approval!).

3) We are in a conservation area, which is also highly residential. Carter Lane is pedestrianised, and this was done, we understand, because the Corporation has designated Carter Lane as a prioritised residential area. There is supposed to be no vehicular traffic during the day along the lane. When 75 Carter Lane was stripped out (an exceptionally noisy process), the builders' lorry was parked outside during the daytime, for the duration of the works. This will presumably be repeated should the proposed basement go ahead, and we have not been informed how the spoil is to be removed. As well as noise during the daytime, presumably there will be spoil removal at night when the driving restrictions are lifted. It is not clear how this noisy, obstructive, nuisance-causing process can be effected in such a cramped area. Our neighbouring boroughs require a Construction Management Plan as a matter of course and do not give consent without it. We request the same.

4) We live on the top floor of no. 77 Carter Lane, and are surrounded by noise-producing plant, which is very obtrusive during the summertime when our windows are open. The building opposite ours on the south side, across St Ann's Churchyard,

installed plant a few years ago. We asked Dawn Patel of the Corporation's Environmental Health Department to assess it but paradoxically as there was so much noise she was unable to ascertain "background noise", so that she could not measure how much noise it alone was producing. We would insist that "background noise" be measured by the Corporation before the installation of any air source heat pumps, so that the increase in decibels once operative could be measured. We include in this objection any air extract vents that are installed, as we cannot see from the plans how ventilation of the building is intended, nor where.

5) Some of us in 77 Carter Lane have a view of St Paul's Cathedral, and this is likely to be obstructed by the roof-level alterations. Can a neighbour just take away a resident's Cathedral view? Is there not legislation on Cathedral site-lines?

6) As an ancient heritage site, we note that no. 75 "lies possibly along, or adjacent to, the line of the western Roman city wall" and "Breaking out the concrete slab, excavation of the new sub-basement and underpinning of existing foundations would entirely remove any surviving archaeological remains within the footprint of the works, reducing asset significance to negligible" (quoted from the Museum of London's 2014 report).

We further note "it is recommended that archaeological evaluation of the site take place in order to clarify the likely extent of ground disturbance and the possible presence, depth and significance of any archaeological remains"

Finally, we report ten years of mice and rats in 77 Carter Lane (we bought our flat ten years ago). Discreet Pest Control has been working to solve this problem throughout. As well as the tremendous noise and dust and blockage that adding a storey and basement to no. 75 will cause, we have every reason to fear an increase in vermin within our flats. For all these reasons, we would ask that the Corporation of London permit the Edwards' to refit no. 75 for residential use, but retain the shell of the building as it stands

Yours sincerely

[redacted]

[redacted]

Mark Rance

Delves, Gemma

From: PLN - Comments
Sent: 13 May 2014 13:31
To: Delves, Gemma
Subject: Comments for Planning Application 14/00329/FULL

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

Comments were submitted at 1:30 PM on 13 May 2014 from Ms Yvonne Tabron.

Application Summary

Address: 75 Carter Lane London EC4V 5EP

Proposal: (i) change of use from office (Class B1) to residential (Class C3) use (240.sq.m) (ii) alterations to the Church Entry elevation to create a refuse chamber (iii) extension (24.5sq.m) and alterations at roof level to create a new roof terrace (iv) replacement windows to the south and north facing elevations (v) insertion of a new window in the west facing elevation at sixth floor level (vi) insertion of a roof light at ground floor level and (vii) the insertion of three vents into the rear elevation; (viii) formation of a basement.

Case Officer: Gemma Delves

Click for further information

Customer Details

Name: Ms Yvonne Tabron

Email:

Address: Flat 6A 77 Carter Lane London

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:
- Noise
- Residential Amenity
- Traffic or Highways

Comments: As an owner and resident at 77 Carter Lane and having recently been notified of a planning application for 75 Carter Lane London, EC4V 5EP I am writing to object most strongly to certain elements within the planning proposal. 1. The proposed basement seems to fail to provide extra residential capability given that there is no planned natural light and ventilation and no protected fire escape route. This sub-basement proposal (below the pre-existing basement) also introduces structural risk to our property, the publicly maintained road and surrounding buildings. As a property owner with an adjoining party wall with No. 75 I am particularly worried that the structural integrity of our building may be compromised with the execution of the proposed scheme. 2. Access and egress to No 75 is limited and

Carter Lane is a very small and narrow road which is pedestrianised during the day. Given that a substantial amount of rubble and soil waste will be produced from the excavation, it is not clear how this will be handled. Lorry activity can only take place during the evenings and weekends which will cause significant disturbance both in terms of noise and access to our property. In addition, a number of the service activities to the buildings in Carter Lane take place during the early evening and it is not clear how refuse collection and similar activity could take place if the road was blocked through waste removal vehicles. Will a Construction Management Plan be required similar to that sought in the neighbouring boroughs? 3. The addition of an air source heat pump (or pumps) introduces a concern around noise pollution. During the day there is a degree of background noise in Carter Lane, but at night it is a relatively peaceful residential area. My previous experience of air source heat pumps is that they are extremely noisy and entirely not suitable for a high density urban development such as this. Although the location of the pump seems not to have been determined, and indeed would cause disturbance wherever sited, common sense would point toward an outside wall or rooftop installation. This would adversely affect residents, particularly those on our upper floors and particularly at night, and would seem to be unacceptably detrimental to peace and quiet of the neighbourhood. It would be useful to undertake an assessment of the background noise during the evening to understand the impact that the addition of the pump would have. Equally, there doesn't appear to be the provision for ventilation on the current plan but I presume that ventilation will be required and hence my pre-emptive objection to extractor vents, particularly given that they are likely to be very close to bedroom windows. 4. Finally, I object to the window in the west facing elevation at sixth floor level which is in our party wall and overlooks our building. I am given to understand that this already has planning permission (without any notification to us as the parties to the party wall). In summary, I do not object to the development of No. 75 for residential use, but it should be undertaken within the footprint and shell of the current building in order to protect against the aforementioned risks. Thank you for your consideration.

14/00329

15th May 2014

Gemma Delves
Planning Officer
Department of the Built Environment
City of London
PO box 270
Guildhall
London EC2P 2EJ

Flat 7
77 Carter Lane
London
EC4V 5EP

19 MAY 2014

19 MAY 2014

ACKNOWLEDGED

Dear Ms Delves

Re: Planning Application of 75 Carter Lane, EC4V 5EP

I write to register my strong objections to certain aspects of the planning application for the above property. Before I specify my objections below I am concerned that apparently various planning consents may have already been provided and yet notification of the applications has only been provided directly to me through your letter of 22nd April 2014.

My first objection is to the proposed sixth floor extension and terrace. I currently enjoy a good view of the dome and upper west roof towers of St Pauls from my upper floor flat in 77 Carter Lane. The enjoyment of this view is an important part of the residential amenity of my property. The proposed 6th floor extension will obstruct my view of St Pauls unless it is reconfigured to place the extension of the north of 75 Carter Lane. Similarly we are increasingly witnessing neighbouring buildings growing in height and leading to sun and light obstruction in our flats and this proposed roof extension on 75 Carter lane exacerbates this issue. We understand that the proposed window in the 75 / 77 party walls at roof level has been dropped but clearly I would have objected to this on building control grounds.

I also strongly object to the proposed creation of a new basement level in 73 Carter Lane. The danger to our building from potential subsidence, the protection of the archaeological heritage beneath the site and the impact on the conservation area of Carter Lane during construction are my greatest concerns. As you will know Carter Lane is closed to motor traffic and the proposed site is very constrained with much pedestrian traffic day and night. It seems inconceivable that such major works could be undertaken without major disruption, noise and dirt for all using the area for many months. The required Construction management Plan would need to be highly specified and monitored for such an exercise to even be considered but I feel strongly that the applicant's request should be rejected before the inhabitants and office workers of Carter lane are subjected to such disruptions for many months.

Finally it would appear that the application proposes an air heat pump at roof level. I object to this as totally inappropriate in a dense, inner city conservation area where noise and air/heat pollution from roof mounted machinery is already too high. Consideration should be given to ensuring proper insulation of roofs, walls and windows is the best route to energy conservation in this office to house conversion and that the conservation solution does not place a further burden on the quiet enjoyment of neighbours' properties.

I should add that I and some of my neighbours are prepared to enter into constructive dialogue with the applicants to help them achieve the overall objections of the house conversion. However, I strongly feel that the above noted elements have to be rejected from the application as being unsuitable and unnecessary developments for the building, the area and the Carter la ne residents and workers.

Yours sincerely

Richard J Cole

Hampson, Rebecca

From: Delves, Gemma
Sent: 11 September 2014 09:35
To: DBE - PLN Support
Subject: FW: OBJECTION to the application to build a sub-basement at 75 Carter Lane

Please can this be acknowledged and put on the web. It is in conjunction with application 14/00329/FULL.

Thanks

Gemma

-----Original Message-----
From: Mark Ranc
Sent: 10 September 2014 21:44
To: Delves, Gemma

Subject: OBJECTION to the application to build a sub-basement at 75 Carter Lane

Dear Gemma,

Many objections were raised to the building of a residential sub-basement at 75 Carter Lane in an email from David French of 77 Carter Lane back in May. Most of the objections he raised then were to the construction of the sub-basement and still stand. I am echoing here his points and adding my own objections. In summary his objections were:

1. Archaeological loss
2. Structural damage to both buildings was possible
3. Effect on conservation area
4. Quality of habitable accommodation provided by sub-basement
5. Fire escape from basement was insufficient
6. Logistics of basement construction were poorly planned
7. Construction of a sub-basement uses high energy content materials & construction techniques which does not accord with CofL Core Strategic Policy
8. The City of London has no policy on residential basements. Other boroughs with significant levels of basement construction have adopted policies to limit basement construction and its effects on neighbours.

The current application has much more detail than the one prior and some of these issues have been addressed in the new information submitted with the application but there remains several reasons to object strongly:

1. The archaeological survey and report confirms that little of archaeological value will be lost by the excavation. However, the site sits on Roman ruins. There is reason then to reconsider the report.
2. A structural report and methodology statement has been included which explains the process of excavation and construction. But there remains strong doubt that Mr. Edwards, an amateur builder, can successfully execute this plan without risking great damage.
3. The effect on the conservation area is still a legitimate concern.
4. Personally, I agree with David French and consider the quality of the proposed habitable accommodation to be unacceptable. In other words what is the value to be gained here?
5. This issue has been dealt with by the proposed installation of sprinklers and smoke extract form the basement to the apparent satisfaction of Building Control. The Building Inspector appears to favour active measures of fire protection to passive ones.

6. Mr Edwards has produced a plan to minimise the impact on us as neighbours by hand excavation and removal of spoil from site by barrow to lorries which will not wait in Carter Lane. However, breaking up of the concrete of the existing basement slab will still be a very noisy operation. This should not be minimised. and it will likely go on for weeks. In fact, to date all of Mr.Edwards work to remove rubble has been disruptive. Removing the basement rubble is likely only to make matters much worse. Given the way the works currently in process have gone there is no reason to think Mr. Edwards can adhere to his plan nor contain the disruption he will cause.
7. This objection still stands.
8. I agree with David French here and would like to see the City of London adopt a policy similar to other boroughs regarding basement dwellings and apply it to this application.

My overall feeling is that the basement construction will bring severe and prolonged disruption in addition to that which we currently suffer from the works to the rest of the building.

Our strong objections to the previous application have meant that proper consideration has had to be given to the design and process of construction. Undoubtedly there are risks and drawbacks associated with the sub-basement construction but the best outcome for us would be a refusal of the application.

In fact the cons outweigh the pros even more when compounded by the glaring fact that Mr. Edwards is not a professional builder, architect nor someone with construction experience. Complicated and problematic works of the kind outlined in the proposal should not be trusted to an amateur. It is a recipe for disaster.

The balance of risk and advantage to be considered between the underpinning of the wall at Mr Edwards' expense and leaving the existing structure untouched leaves us with no choice but to express the very strong opinion that no permission should be granted for such works.

I want to clearly state that I OBJECT to any works of this nature and I hope that the City of London will deny the application.

Yours,

Mark Rance
Flat 8
77 Carter Lane
EC4V 5EP

Sent from phone. Please excuse any typos.

DAVID FRENCH
architect

24 ALBION SQUARE LONDON E8 4ES

11 September 2014
Gemma Delves
Planning Officer
Development Division - West
The Department of the Built Environment
City of London
PO Box 270
Guildhall
London EC2P 2EJ

RE: **PLANNING APPLICATION REF: 14/00329/FULL**
75 CARTER LANE, LONDON EC4V 5EP

Dear Ms Delves

I am the owner of the leasehold flat No: 6, 77 Carter Lane, London EC4V 5EP which abuts the party wall with No 75 Carter Lane and also a director of Carter Court Management ltd.

On 11 May 2014 I sent a letter of objection to this planning application as then submitted. My objections mainly related to the construction of a sub-basement at 75 Carter Lane and therefore still stand in relation to the present revised application. I have updated that letter to take account of the additional information submitted.

I object to the granting of planning permission for the proposed sub-basement at 75 Carter Lane because the proposals do not conform to planning policies as set out in the Corporation's Core Strategies Document.

1. 75 & 77 Carter Lane are within the St Paul's Conservation Area and the construction of a sub-basement below the existing basement will be detrimental and have undue impact on the conservation area and is therefore in contravention of the Core Strategy **PolicyCS12 Historic Environment.** It will not comply with your policies of protecting buildings in conservation areas.
2. The 6.5m deep excavation required to construct the basement provides an unacceptable risk to the structural stability of the party wall to 77 Carter Lane. It is acknowledged by structural engineers that excavation of this nature will produce cracking in the party wall up to level 2. The lack of a strategy has been addressed in the revised application but still does not show how greater damage caused by changing the foundations under the party wall will be resisted. The effect of the abrupt change of foundation depth between the party wall and the front and rear elevations of 77 Carter Lane is still not addressed. The method statement for safe working from JAC Construction describes the process of temporary propping proposed. The adequacy of this to resist lateral ground movement below no: 77 and the effect on bearing capacity of adjacent ground is not clear. The sequence drawing states that temporary propping of the structure is the sole responsibility of the contractor so the safety of the party wall and adjacent building is dependent on the contractor's competence to carry this out. JAC Construction may be a competent contractor but there is no guarantee that they will be carrying out the work or that it will be adequately supervised.

3. The Structural Methodology statement in figure 2.2 refers to 77 Carter Lane as a concrete/steel frame building. It should be noted that the external and party walls of no 77 are of loadbearing masonry. The party wall with 77 is, therefore, loadbearing along its entire length and not a framed structure.
4. The rooms provided in the basement should function for the purpose intended. In the sub-basement one room is shown as a bedroom – a habitable space. This space does not provide an acceptable quality of environment in terms of daylighting and ventilation and could only function as storage. It is not apparent from the application how either basement level is to be ventilated. The new rooflight in St Anne's Burial Ground is non-openable and brings light only to the 1st basement level. There is a note on the drawings that there are vents below the ground floor windows but these are not clear on elevation. How the building is to be ventilated is not clear from the submitted documents and it seems possible that the 2no 300x300 & no 300x200 vents shown on the rear elevation may not be adequate.
5. The revised information submitted with the application implies that the arrangements for fire escape are considered acceptable to Building Control. Personally, I am concerned that escape from 4 floors above ground and 2 levels of basement relies purely on the operation of a sprinkler system and not additionally on any passive measures.
6. The structural procedure for construction of basement has been addressed in the documents provided. However, the site is in a conservation area, Carter Lane is closed to vehicles between 8.00am and 6.00pm each day as part of a policy to reduce traffic and pollution. Carter Lane is now a predominantly residential area and is identified in CoL Core Strategy as 'peaceful high quality residential'. How is the basement to be constructed? No construction management plan has been submitted with the application detailing hours of site operations, hours and size of vehicles access, loading/unloading of materials, mitigation of noise, dust and disruption to neighbouring residents. The site of 75 Carter Lane is the foot print of the building. How is spoil to be stored on site and removed? This all needs to be addressed in a construction management plan. It is of concern that the method statement for safe working provided by JAC Construction in section 5 states:
   The property is within a residential area and effort should be made to avoid noisy works before 8.00am in consideration of neighbouring properties.

   Given the residential character of the neighbourhood there should be no noisy work outside the working hours permitted by the City of London and a planning condition should be attached to any permission. Additionally, there also should be a requirement for the contractor to have membership of the Considerate Constructors Scheme.
7. The excavation of the sub-basement will result in the destruction of archaeological remains in an archaeological priority area. An archaeological watching brief should be required during excavation work as a requirement of any planning permission.
8. The construction of an unnecessary level of basement does not accord with the City's Core Strategy **Policy CS15: Sustainable Development and Climate Change.** The construction of basements uses materials and techniques with very high energy content. The excavation, construction, transportation of construction waste and use of a subterranean development produces a significant amount of Carbon Dioxide (CO2), which contributes to climate change. In particular, CO2 is produced during construction with the excavation and transportation of spoil, making and setting of concrete, and in use through the servicing of the space during its life which requires higher levels of energy use for lighting and ventilation. This cannot be said to be sustainable. Limiting the size and extent of the basement will limit carbon emissions and contribute to mitigating climate change. This proposal will not contribute to the City's Strategic Objective of minimising carbon emissions.
9. in order to meet your policies of protecting buildings in conservation areas.

The Corporation should understand the level of hostility felt by residents to the disruption caused by the unnecessary construction of basements in residential areas. A recent

application for construction of a sub-basement in LB Hackney at 42 Northchurch Road N1 4EJ received 39 letters of objection causing the applicants to withdraw this part of the application. In the London Boroughs (Kensington & Chelsea, Westminster, Camden, Haringey) that have experienced significant levels of basement construction in residential areas, policies have been adopted or are in the process of adoption to limit the impact of basement construction on neighbourhoods.

These policies have been limited basement construction to one storey (3-4 metres) and generally not allowed them below listed buildings. It would be in line with general policy to refuse permission for the construction of the sub-basement.

This application should be refused because it endangers the stability of buildings and has an undue impact on the historic environment within the St Paul's Conservation Area. The risks associated with construction of the basement are not offset by the provision of accommodation which is not acceptable as habitable rooms and particularly not bedrooms. It is not a sustainable development and represents an unacceptable use of resources.

Yours sincerely

David French

14/00329

Ball, Matthew

From: DBE - PLN Support
Subject: FW: carter lane 75 application for a sub-basement

From: Jan-Jaap Verschoor [redacted]
Sent: 12 September 2014 00:17
To: Delves, Gemma
Cc: [redacted]
Subject: carter lane 75 application for a sub-basement

12 SEP 2014

ACKNOWLEDGED

Hi Gemma,

We herewith would like to object to the application for a sub-basement at no 75 Carter Lane.

We live directly opposite of 75 carter lane and accordingly have much to suffer from those construction works, however it appears that noise pollution is not a valid argument to prevent further construction works..... unfortunately it is precisely the noise pollution associated with back-to-back construction works on this end of carter lane, that have rendered this residential area truly inhabitable.

So, as we on prior occasions have failed to communicate to the licensing committee the precise extent to which the narrow street and high walls on this side of carter lane, 'trap' the noise (thereby making construction activities here much more of a hindrance to residents than in other streets), I have shot some videos of the 75 carter lane construction works.... hoping to convey the extent of the noise pollution associated with construction works on this end of carter lane (each recording is 30 sec, i.e. ~50 MB, which should download within 1 min):

- Drilling: http://www.jan-jaap.com/carter_lane/IMG_0533.MOV
- Electric saw: http://www.jan-jaap.com/carter_lane/IMG_0461.MOV
- Cutting of iron bar on the public street: http://www.jan-jaap.com/carter_lane/IMG_0444.MOV
- Handling of equipment whilst not in operation: http://www.jan-jaap.com/carter_lane/IMG_0396.MOV
- Loading stone rubbish into truck (indeed at 7:28 am on a Saturday morning): http://www.jan-jaap.com/carter_lane/IMG_0314.MOV
- Radio: http://www.jan-jaap.com/carter_lane/IMG_0524.MOV

And all this whilst...

- Patch Bar customers keep us awake at night (http://www.jan-jaap.com/carter_lane/IMG_0460.MOV) and
- more customary maintenance activities continue (http://www.jan-jaap.com/carter_lane/IMG_0424.MOV)

Now, there is a lot of support from the police and other support functions within the City of London, which we truly appreciate, however as long as the licensing committee continues to hand out licenses for construction activities as if they were hot sausages, it is like mopping with the tap open.

So I would like to ask the licensing committee not to grant this application for the construction of a sub-basement at 75 carter lane, solely to allow people to return back to their lives again on this side of carter lane, even if only for 1 month, before 69 carter lane construction works kick in, as we have faced back-to-back construction works for more than a year-and-a-half now (and I do mean month-in-month out, week-in-week out, day-in-day out, rendering days

without pneumatic hammers/drills a distant memory by now) and ultimately the intent of a residential area is that people actually can live there.

Kind regards,

Jan-Jaap Verschoor
68 Carter Lane
Cathedral Court, flat 13
EC4V 5EG, London
United Kingdom

Email: [redacted]

15 Sept 2014

Ms Gemma Delves

The Department of the Built Environment

City of London

PO Box 270

Guildhall

London EC2P 2EJ

Dear Ms Delves,

Re: Planning Application REF: 14/00329/FULL

75 Carter Lane, London EC4V 5EP

Formation of a Residential Sub-basement

Thank you for your letter of 19 August, 2014 which we have only very recently received on return from on extended trip to Australia. Our travel had commenced prior to your letter being written.

We write as the owners of Flat 1, 77 Carter Lane, EC4V 5EP. Our flat, which is a ground /lower ground floor property, adjoins 75 Carter Lane and, accordingly, is very significantly affected both by the party wall which connects our respective properties and especially by the proposed development of a residential sub-basement. From the outset, we wish to confirm that we do not in principle object to the conversion into a residential property but, had we been advised by City of London last August (which we were not) of the prior planning proposals, we would definitely have raised certain objections.

With respect to the current application, we have three principal objections: (1) the unacceptable risk posed to the structural integrity of the foundations of 77 Carter Lane and also to the party wall shared by the two properties which would arise from the construction of a sub-basement; (2) the resulting residential accommodation would not be fit for purpose; and, (3) the unnecessary destruction of archaeological remains in a noted historic priority area. Also, we have concerns as to how the building process, should it proceed, will be conducted.

Risk to no. 77 .

Carter Lane is a tight, narrow lane and is an integral part of the St. Paul's conservation area. Our building (no. 77) is quite old and we are very concerned at the potential structural damage to our building which the excavation of a 6.5m hole (at no.75) below its current basement level will create.

We think this poses an unnecessarily high risk to the fabric and stability of our building. Inevitably, such a construction will create the potential for stress cracks to occur further up the party wall with consequent degradation not just to the wall itself but also to the structure of no. 77 as a whole. This unnecessary hazard should not be imposed on our property.

Usable Accommodation.

The size of the proposed sub-basement appears rather small for use as a bedroom and there is no apparent suitable ventilation or daylight coming into this space. On this premise alone, it would appear to fall below current standards for a bedroom. Furthermore, from our review of drawings, there is no provision for a protected fire escape route and this too should be a reason to decline the application. The proposed roof light will only provide light to the 1st basement not to the sub-basement. A sprinkler system is the only protection to support escape from the sub-basement, which , we think, does not meet current safety standards.

Archaeological Priority Area.

Carter Lane is an important historical locale, a part of the St. Paul's conservation area. We believe the addition of a sub-basement, below existing basement level, will be detrimental to the conserved environment. Although we are not listed, we understand that policy in some London boroughs (Camden, Westminster, Haringey & others) is to limit basement development to not exceed a single story. That would seem appropriate for this plan. There is no compelling reason to for this sub-basement to risk compromising such an established historical area.

General.

The very narrow width of Carter Lane and close proximity of its buildings creates significant logistical challenges for a development of this nature. Carter Lane is pedestrianised between 08.00 and 18.00 and the area is designated by the City in its core strategy as 'peaceful, high quality residential'. We do not know how this basement is to be constructed or how and when spoil would be removed. Whatever plan is approved by the City, we would ask for a pre-agreed construction management plan to be resolved between us. This practice is followed in other boroughs and clearly makes sense in this instance. The prospect for a high level of noise and disturbance arising from this development is inherent in the plan and careful management of it will be critical for existing residents.

Conclusion. We cannot see that the trade-off between the risks posed to the fabric of no.77 and the change to the conservation area generally are either adequately addressed or compensated by the very limited extra accommodation, which may not be suitable for purpose, that will ultimately be achieved by the building of a sub-basement in no. 75. We object to this plan and request it be declined.

Yours sincerely,

TONY & MELANIE MEDNIUK.

Delves, Gemma

From: [redacted]
Sent: 11 September 2014 09:24
To: Delves, Gemma
Subject: Objections to the current application for a sub-basement at no 75 Carter Lane

Dear Gemma

I hereby object to the current application for a sub-basement at no 75 Carter Lane. I live in the flat adjoining the party wall (in no. 77 Carter Lane), and as I write, workmen are trampling on our roof (which they have been doing since 8.15am this morning) and repeatedly dropping heavy loads on it, and drilling. Living next door to a building site whilst trying to write a book and bring up a child is intolerable. I am typing this in my flat with every window and door closed whilst wearing industrial headphones that I bought from a hardware shop, the kind that drillers wear. They do not cut the noise, only mitigate it, and are highly uncomfortable, but I am at my wit's end as to how to continue to live my life. Breaking up a basement will cause worse noise pollution. We have suffered greatly recently, not just from no. 75 but also from the changing from offices to flats on the corner of Carter Lane and Blackfriars Lane. Carter Lane is one of the narrowest lanes in the City, meaning that building-site noise is exacerbated.

I gather that the City of London has no policy on limiting basement construction and its effects on neighbours, despite the widespread concern about it in the press, and the reaction by other London boroughs. I note the MOLAS's report that both 75 and 77 Carter Lane are likely to lie directly atop the Roman Wall. I note that Carter Lane is in a Conservation Area, and that this provides grounds for objection to both disturbing the integrity of old buildings and intruding extensions onto the skyline - a process that is going ahead, apparently, I gather, with Corporation permission, even though we were not notified about it in advance.

There are other objections: to the structural safety of our building, to the doubtful habitability of the basement, to the logistics of spoil removal; but whilst this knocking, banging, drilling, dropping (not to mention the workmen's language - I have a ten year old) and loud sound is going on, this is my main objection.

Yours sincerely

[redacted]
Flat 8
77 Carter Lane

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Committee(s):	Date(s):	Item no.
Planning & Transportation	14 October 2014	

Subject:	Public
Thames Tideway Tunnel Development Consent Order Decision by the Secretaries of State and Planning Service Level Agreement	
Report of: Director of Building Services/ Comptroller and City Solicitor	**For Decision**

Summary

The Thames Tideway Tunnel (TTT) 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.

The TTT was designated as a Nationally Significant Infrastructure Project (NSIP). Thames Water submitted an application for a Development Consent Order (DCO) on 28 February2013.

The Secretary of State for Communities and Local Government and the Secretary of State for Environment, Food and Rural affairs (the Secretaries of State) decided under section 114 of the 2008 Act to make, with modifications, an Order granting development consent for the authorised project and other powers as set out in the Order.

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 Thames west of Blackfriars Bridge. Key aspects of the project include:

- permanent relocation of Blackfriars Millenium 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 an area of new public realm and enhancement of the Riverside Walk in this area.
- relocation of the Blackfriars Millennium Pier.

The development would impact on a number of the City's assets and structures and protective provisions for these have been included within the Development Consent Order. A number of affected parties including the City' suggested amendments to the draft order , and these have been included in the Order and officers are now going through the documentation in detail in

order to assess the full impact of the final Order which came into force on 24th September 2014.

Officers will continue to negotiate on the detailed design of the development and aspects outside the provisions of the order that affect the City and seek authority to enter into any legal agreements flowing from those negotiations.

A Planning Service Level Agreement is currently being negotiated between Thames Water Utilities Ltd and impacted local authorities, to ensure timely delivery of the project and to provide for recovery of authorities' costs in undertaking work in relation to the project (such as pre-application discussions in relation to consents under the DCO) for which authorities do not receive funding from another source of statutory or other derivation. Authorisation is sought for the Comptroller and City Solicitor to enter into this legal Agreement. The Agreement provides for the transfer of Thames Water's obligations and rights under the Agreement (in whole or part) to an Infrastructure Provider (IP) and, to effect the transfer, obliges the authorities to execute a Deed of Transfer on request. Authority is also sought for the Comptroller and City Solicitor to execute any Deeds of Transfer pursuant to the terms of the legal Agreement..

Officers will continue to negotiate on aspects outside the provisions of the order that affect the City and on the detailed design of the development

Recommendations

I recommend that officers be authorised to continue to negotiate with Thames Water on outstanding issues including those relating to planning, property and asset protection, and that The Comptroller and City Solicitor be authorised to review and enter into any related legal agreements. I further recommend that the Comptroller and City Solicitor be authorised to enter into the Planning Service Level Agreement relating to local authority resourcing and timely progression of the Thames Tideway Tunnel project, and any Deeds of Transfer pursuant to that Agreement .

Main Report

Background

1. The Thames Tideway Tunnel (TTT) 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 TTT was designated as a Nationally Significant Infrastructure Project (NSIP). Thames Water submitted an application for a Development Consent Order (DCO) on 28 February 2013.

3. The Order would grant development consent for the construction and operation of a wastewater transfer and storage tunnel, known as the TTT, a number of connection tunnels and other associated development and ancillary works. The Order would authorise works at 24 sites in London along the route of the tunnel, including works to construct interception structures at 16 combined sewage overflows, as well as other associated development. The Order would also authorise the Applicant to acquire land compulsorily and to use land temporarily, for the purposes of the proposed development.

4. The Secretaries of State decided under section 114 of the 2008 Act to make, with modifications, an Order granting development consent for the authorised project and other powers as set out in the Order.

5. A copy of the decision and the accompanying documentation can be viewed at the following address:

   http://infrastructure.planningportal.gov.uk/projects/london/thames-tideway-tunnel/

Works at Blackfriars

6. The works at Blackfriars Bridge Foreshore are described in the DCO as follows:

   Work No.17a: Blackfriars Bridge Foreshore CSO drop shaft – A shaft with an internal diameter of up to 24 metres and a depth (to invert level) of 53 metres.

   Work No.17b: Blackfriars Bridge Foreshore associated development –

   Works to intercept and divert flow from the Fleet Main CSO and connect the northern Low Level Sewer No.1 to the Blackfriars Bridge Foreshore CSO drop shaft (Work No.17a) and into the main tunnel (east central)

   (Work No.1c), including the following above and below ground works:

   i. demolition of the existing Blackfriars Millennium Pier (including associated ramps, steps, and offices adjacent to the Pier) and relocation to the east of Blackfriars Bridge, including dredging and

associated sheet piled wall, a new pontoon (including enclosed waiting area and associated office accommodation) and means of access including access brows, bank seats and gangways;

ii. removal of section of wall to the north of Work No. 17b(i) and construction of pedestrian gate for emergency services access to the relocated pier;

iii. dredging and construction of a cofferdam including the placement of fill material, connection to the existing listed river wall, and protection to listed Blackfriars Road Bridge;

iv. partial demolition of existing listed and non-listed river wall and construction of new river wall including connection to and alteration of the existing river wall to reclaim land and to enclose Work Nos. 17a and 17b;(xi), (xii), and (xiii) and scour protection works, relocation of Fleet Main CSO, and a new CSO outfall apron;

v. construction of an interception chamber, overflow weir chamber, hydraulic structures, chambers with access covers and other structures including culverts, pipes and ducts to modify, connect, control, ventilate, de-aerate, and intercept flow;

vi. demolition of existing west bound Victoria Embankment on-slip ramp and its subsequent reconstruction;

vii. removal of existing mooring for the President and subsequent reinstatement after construction of Work Nos. 17a and 17b (save for this reinstatement) including pontoon. and means of access over listed river wall including access brows, bank seats and gangways, guide piles, mooring chains and anchors fixed to the river bed and dredging and associated sheet piling to accommodate the vessel. Construction of a temporary mooring at Chrysanthemum Pier to accommodate the President, including modification to the existing mooring or its demolition and construction of a new mooring; including means of access over listed river wall, including access brows, bank seats and gangways to accommodate the temporary mooring of the President; mooring chains and anchors fixed to the river bed, and dredging and associated sheet piling to accommodate the relocated vessel; and reinstatement of existing mooring at Chrysanthemum Pier after construction of Work Nos. 17a and 17b (save for this reinstatement);

viii. works to the listed Blackfriars Road Bridge to remove and subsequently relocate the existing stairs from the Thames Path and subway and Blackfriars Road Bridge on the west side of the bridge;

ix. works to the listed Blackfriars Road Bridge to remove the existing stairs on the east side of the bridge and provision of replacement stairs and lift from the existing Thames Path up to Blackfriars Road Bridge;

x. removal and reinstatement of listed features including lamp standards and benches;

xi. construction of structures for air management plant and equipment including filters and ventilation columns and associated below ground ducts and chambers;

xii. construction of electrical and control kiosks;

xiii. construction of pits, chambers, ducts and pipes for cables, hydraulic pipelines, utility connections, utility diversions and drainage;

xiv. provision of temporary access from Victoria Embankment and subsequent reinstatement to original layout;

xv. provision of permanent access from Victoria Embankment;

xvi. construction of amenity building(s); and

xvii. works to re-provide access to public toilets and sports club.

Conclusions of the Secretaries of State as Applying to the City of London

7. Officers have been in negotiation with Thames Water prior to and during the examination. During that process the City and Thames Water were able to agree to a number of amendments to the DCO in order to mitigate the effects of the works on the City's amenities and its assets. Officers will report further once they have been able to assess the full implications of the DCO. However some examples of provisions secured in the final Order and/or associated documentation/agreements are as follows:

Temporal limitations on the exercise of a range of powers in the Order, particularly those affecting City streets, to prevent them from being exercised following completion of construction, together with temporal limitations on the disapplication of a number of general statutory provisions;

Protective provisions in respect of the City's bridges and flexibility to agree bespoke protective and remedial provisions for affected City buildings and structures;

The City, the affected London Boroughs and Transport for London requested that The London Permit Scheme for the co-ordination of works carried out by utility companies and others affecting the highway in Greater London, during the development period should be applied rather than a bespoke scheme. This request was agreed to by the Secretaries of State and the Order modified accordingly;

Application of pipe subways legislation to new or reinstated public service works;

Thames Water's agreement to mitigation measures to protect the City of London School from construction noise, through a trigger action plan secured through a Section 106 agreement;

Additional and amended Requirements (akin to planning conditions).

Blackfriars Millennium Pier, Lift and Stairs

8. Under the Requirements the existing Blackfriars Pier cannot be taken out of service prior to the construction and bringing into use of the replacement Blackfriars Millennium Pier the Thames Path and Blackfriars Bridge stairs cannot be stopped up until the new lift and replacement stairs from the riverside walkway to Blackfriars Bridge footway are operational. Officers are currently in negotiations with Thames Water in respect of the detailed design of these structures [and will report at a later date on proposed arrangements for future [ownership] and maintenance of the new lift and stairs.

The Planning Service Level Agreement and Deed of Transfer

9. Thames Water and a number of the Local authorities that would be impacted upon by the development entered into Memoranda of Understanding in order to secure the progression of the Draft DCO through to decision by the Secretaries of State. This will now be replaced by a Planning Service Level Agreement which is proposed to be formalised so that it has legal standing as a deed. The overall objective of this Agreement is to secure the progression of the Project within the agreed timescales and in accordance with the processes and procedures in the DCO, the 2008 Act and the regulations, policy and procedure issued further to the 2008 Act without fettering any Party's ability to discharge their statutory functions, community engagement or leadership. The proposed Agreement, similar to the previous Memoranda of Understanding entered into by the City, will enable the participating authorities to recover costs such as those arising from pre-application discussions in relation to compliance with consents under the DCO, discussions associated with disapplication of legislation and consultations relating to requirements in the Code of Construction Practice falling within the scope of "work packages" and for which the authorities do not secure funding from another source of statutory or other derivation. The Agreement enables Thames Water to transfer its rights and obligations under the Agreement (in whole or part) to an Infrastructure Provider (IP) and obliges the Authorities to enter into Deeds of Transfer under which they accept the liability of the IP in place of Thames Water's liability under the Service Level Agreement in respect of the IP works. This will enable local authorities' to continue to recover eligible costs in the event of a transfer.

10. The final drafting is still to be agreed between the Local Authorities and Thames Water and a dead line of the 26 October 2014 for entering into the Agreement has been set. Thames Water has agreed that the current Memorandum of Understanding will remain in place until that date. Authority is sought for the City to enter into the Service Level Agreement and any subsequent Deed/s of Transfer pursuant to that Agreement.

The City's, Assets and Infrastructure

11. There are a number of assets and structures owned and managed by the City that will, or may, be affected by the development. These include:

    - the City's land at Blackfriars Bridge Foreshore, which will be occupied by Thames Water temporarily as a work site while the foreshore works are carried out;
    - the basement rifle range at Paul's Walk level under Victoria Embankment at Blackfriars Bridge;
    - the public toilets at Paul's Walk level;
    - the river wall and decorative lighting along Paul's Walk east and west of Blackfriars Bridge;
    - the services subway within Victoria Embankment/Paul's Walk; and
    - Blackfriars Bridge, Southwark Bridge, London Bridge and Tower Bridge.

12. The City has secured bespoke provisions within the DCO for the protection of the bridges. While there are also generalised protective provisions within the DCO that will apply to the other assets, the preferred approach by both Thames Water and the City is for the City to grant a lease of the foreshore to Thames Water or the chosen infrastructure provider (IP). Asset protection will either be provided within the lease, or separate asset protection agreements as appropriate will be entered into. Negotiations separate from the DCO process are continuing. I will update you on the outcome of these negotiations at a future meeting.

13. A small section of the foreshore will be taken by Thames Water/the IP for their permanent works and will form part of the new public realm embanked from the Thames. Necessarily therefore part of the river wall will be broken into and incorporated into the new structure. Negotiations are continuing with Thames Water as to the extent of land required for the permanent works, and for this to be transferred by the City to Thames or the IP following completion, with appropriate rights granted with the transferred land or reserved for the benefit of the City's retained land. These negotiations are at an advance stage, although there are still issues concerning the status of the public right of way along Paul's Walk which also impacts on access to the City's retained private land. I will report on these issues in more detail at a future meeting.

Community Strategy

14. 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

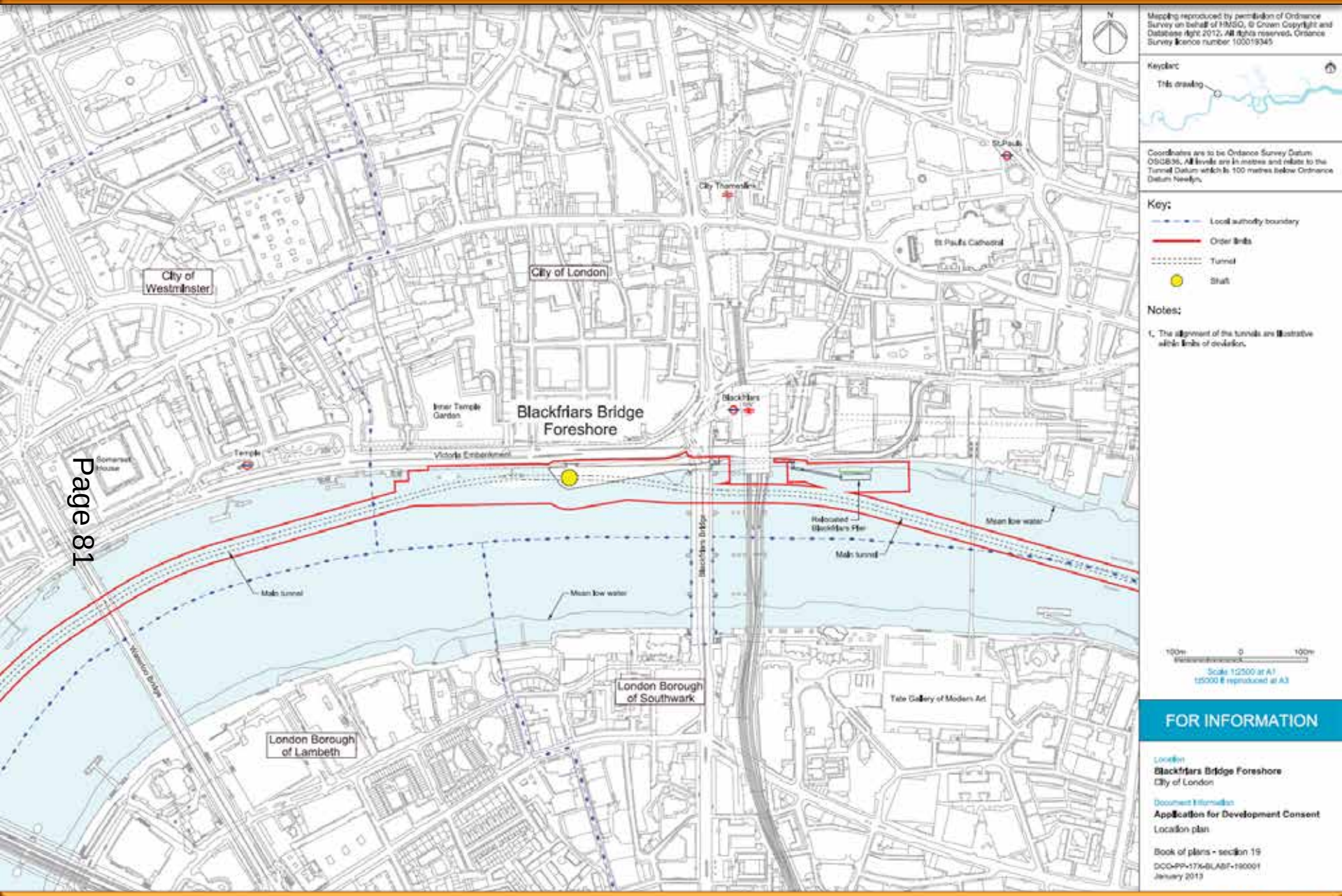
City Occupiers

15. A number of occupiers, (including City Surveyors' Corporate Property Group managing our own buildings) were consulted in the course of the development consent application process by 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. The Secretaries of State have confirmed that all representations were taken into account when making their decision.

Conclusion

16. The Development Consent Order for the Thames Tideway Tunnel was granted by the Secretaries of State on the 12 September 2014. A number of proposed amendments to the draft order sought or agreed during the course of the application process and public examination have been included in the Order and officers are now going through the documentation in detail in order to assess the full impact of the decision on the City. I will report further once this is completed.
17. Officers will continue to negotiate on aspects outside the provisions of the order that affect the City and on the detailed design of the development.
18. I am seeking authorisation for the Comptroller and City Solicitor to review and enter into related legal agreements to protect the City's interests and in particular to enter into the Planning Service Level Agreement and related Deeds of Transfer.

Thames Tideway Tunnel

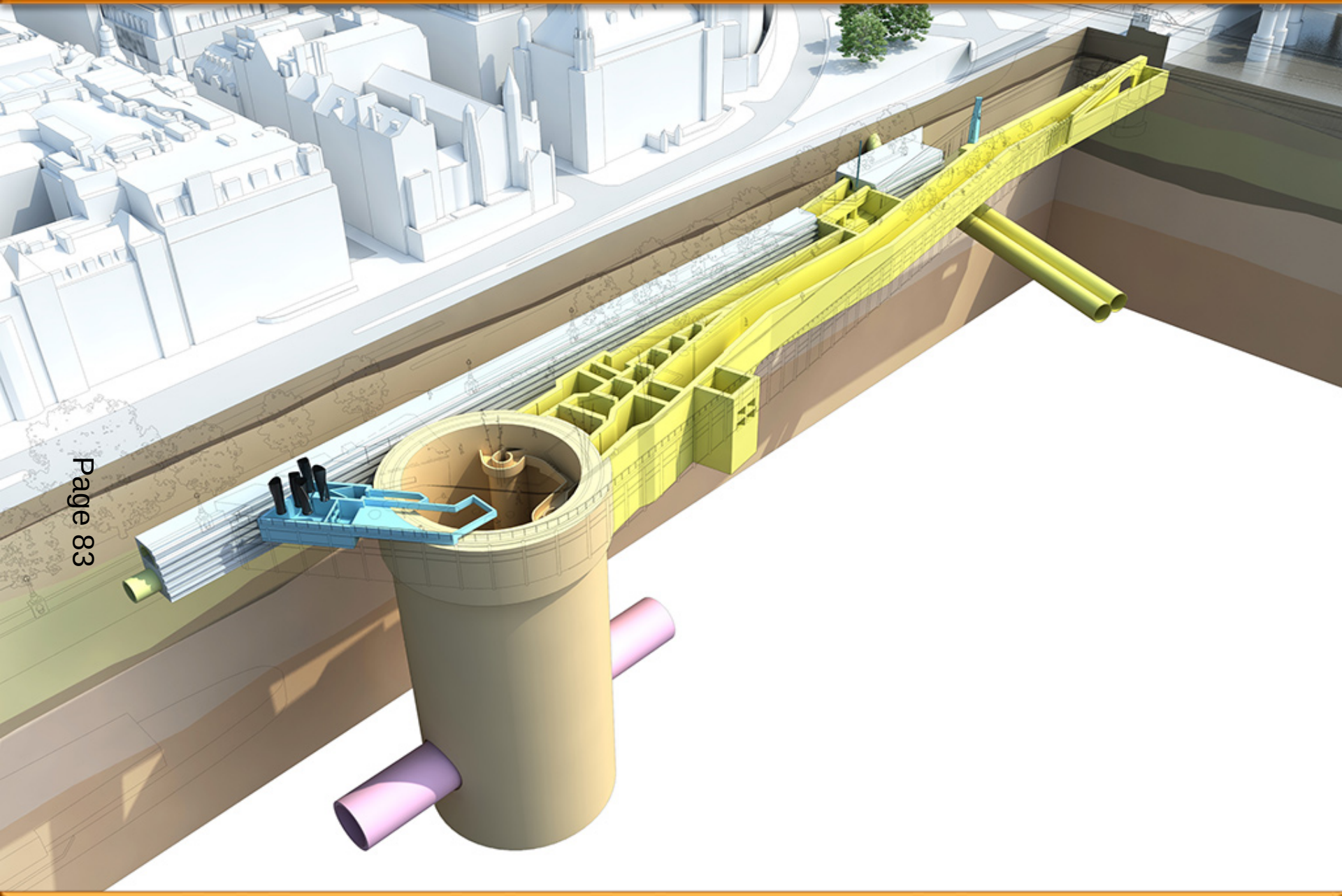


Site location plan

Thames Tideway Tunnel

Blackfriars foreshore indicative scheme

Thames Tideway Tunnel



Works at Blackfriars foreshore

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Committee(s):	Date(s):
Planning & Transportation	14 October 2014
Subject: Cycle Superhighways – The City's interim response to the public consultation	**Public**
Report of: Director of the Built Environment	**For Decision**

Summary

The Mayor of London is currently consulting on his two Cycle Superhighway proposals (the East-West and the North-South routes). Further proposals for Cycle Superhighways within London are due for consultation throughout the autumn. Some of these routes, CS1, CS2 and CS4 terminate close to or on the City boundary. These proposals have significant benefits as well as implications. It represents a major change in the way cycling facilities on the public highway should be provided. However, the proposals could lead to implications that cannot easily be reversed such as the re-instatement of turning movements or the way junctions operate.

Part of the E-W proposals is on Castle Baynard Street and therefore requires the City of London to exercise its Highway powers. Many changes to Traffic Orders are required as well as listed building consent. This would also require the City of London to exercise its Traffic and Planning powers. The City can, should Members choose, delay or stop the introduction of both Cycle Superhighways.

The proposals are heavily biased towards cycling but results in negative impacts on some other users. The overall impact of the current proposals on pedestrians, local access and the environment are not in keeping with the Mayor of London's Vision to 'create better places for everyone'.

This report represents officer's initial views of the consultation proposals. Further data is promised but yet to be released therefore a further paper is proposed to agree the City's final consultation response.

Recommendation(s)

Members are asked to:

- Note this report.
- Agree to the key requirements as detailed in para 44.
- Agree that officers seek an extension to the consultation period of at least one week and that if this is not agreed, the final response to the consultation be agreed by the Policy & Resources Committee and then by the Planning & Transportation Committee though urgency provisions.

Main Report

Background

1. The Mayor of London launched his Vision for Cycling in London in March 2013. One of his four key themes was a tube network for the bike. The Mayor is currently consulting on his proposals for two segregated Cycle Superhighways that run through the City of London. He has acknowledged that there will be benefits as well as impacts on other road users.
2. In March 2014, this Committee agreed 'in principle' with the routes of the Superhighways. It also agreed that 'in principle' certain City streets could form part of the superhighway.
3. The Mayor is now consulting on his two Cycle Superhighways and has set out his intention to start building in early 2015. Further proposals for Cycle Superhighways within London are due for consultation throughout the autumn. Some of these routes, CS1, CS2 and CS4 terminate within the City, close to or on the City boundary. Appendix 1 provides details of the E-W proposals through the City. Appendix 2 provides details of the N-S proposals through the City.
4. In addition to the Cycle Superhighways, there is also an extensive network of cycle "quiteways" proposed throughout Central London. The routes in the City have been agreed in principle by the Streets & Walkways Sub-Committee earlier this year. Appendix 5 provides a plan showing all the various proposed cycle routes.
5. The original deadline for responses was 19th October but due to the significance of the proposals and the delayed release of the technical information, it has been extended until 9th November 2014.
6. This report provides Members with detailed information (as far as it is available to officers) and suggests the City's requirements.
7. Responding to highway proposals is within the remit of the Streets & Walkways Sub-Committee. However due to the overall significance of the issues, it is proposed that the response be made by the Policy and Resources Committee and the Planning and Transportation Committee on behalf of this Committee. A paper on this matter was considered by the Policy and Resources Committee at their meeting on the 2nd October.

Current Position

8. The City has being working with TfL since August 2013, to try to ensure that the proposals developed provide the best possible outcome for the City. The proposals will provide many benefits but due to Mayor's design objectives, there are also negative implications for the City and the whole of London.
9. The Mayor has acknowledged that the analysis shows that the proposals would mean longer journey times for motorists as well as longer waits for pedestrians at crossings in a number of locations. He proposes to mitigate these impacts through the use of "wider traffic management plans". The City

has not been made aware of what the wider traffic management plans will include. Some of the improvements for pedestrians include new pedestrian crossings, which are discussed later.

10. TfL promised to release traffic modelling information during the course of the public consultation; to inform the public of the effects of its proposals. The modelling work is a major and complex piece of work and is key to understanding the implications. This data was released on 24th September 2014 but it does not provide sufficient detail at a local level, nor does it show the overall implications for movement throughout London.

11. It is now understood that further modelling information will be made available to officers and in order to consider that information thoroughly, officers will be seeking a further extension to the consultation deadline beyond the 11th November (which is the date this Committee next meets). If this is not secured, the City's response will need to be agreed at the Policy & Resources Committee on the 6th November and then by the Planning & Transportation Committee under the urgency provisions.

12. The design of both the N-S and E-W Cycle Superhighways are intended to be for higher volume, faster routes for cyclist. They will run mostly on TfL roads, be direct and largely segregated. At junctions, conflicts between motor vehicles and cyclists will be removed. In order to achieve these design objectives, the reallocation of road space, amended signal times and restricted access is proposed. The City considers that the proposals are too heavily biased towards cyclists with insufficient consideration given to the needs of other users. Key changes are therefore needed before officers would recommend that the City should offer its support.

Key Issues & Analysis

13. TfL has provided a summary of the modelling results and has described the benefits and disadvantages of the proposal. These are shown in Appendices 3 & 4. The results generally detail implications at a wider, strategic level as well as at a few key City locations. Officers believe that further information is still missing, such as the operation of each junction and link, collision analysis, impacts on the rest of the City, and the process to manage traffic flows and signal operations in the future.

14. Officers believe that TfL's proposals will have a significant adverse impact on the City. In particular to pedestrians, traffic flow, access and network resilience. It also fails to sufficiently address other challenges such as casualty reduction, air quality and the built environment.

<u>Pedestrians</u>

15. The two Cycle Superhighways will provide10 new signalised pedestrian crossings and change the level of service at four existing crossings. The changes to the crossings are shown in the table below.

Location	Existing crossing facility	Proposed crossing type
Trinity Square	Large refuge island and contrasting carriageway	Single stage
Queen Street Place	Refuge island	Stagger (2-stage)
Temple Avenue	Refuge island	Single stage
Victoria Embankment	Single stage	Stagger (2-stage)
New Bridge Street by Watergate	Large traffic island	Stagger (2-stage)
Fleet Street/Ludgate Circus	Refuge island	Stagger (2-stage)
Ludgate Hill/Ludgate Circus	Refuge island	Stagger (2-stage)
Charterhouse Street (east)/Farringdon Street	Refuge island	Single stage
Charterhouse (west)/Farringdon Street	Refuge island	Single stage
Farringdon Street/Charterhouse Street	Refuge island	Stagger (2-stage)
Farringdon Road/Charterhouse Street	Refuge island	Single stage
Tower Hill/Minories	3 stage	Single stage
Shorter Street/Minories	Single stage	Stagger (2-stage)
Minories/Tower Hill	3 stage	Remove one crossing arm

16. Whilst most of these new crossings are welcomed and long overdue, a number of them are proposed to be the “stagger” type crossings. These are crossings where pedestrian will need to cross in two attempts (two stages) and are therefore less than ideal.

17. Officers consider that the existing stagger crossings at Ludgate Circus do not work effectively. At both crossing points, many pedestrians simply cross outside the crossing area and “green” man phase. They choose instead to cross in a straight line rather than use the narrow stagger islands. The current long pedestrian wait times also increases non-compliance with the pedestrian facilities provided thereby increasing road danger.

18. Also at Ludgate Circus, the width of the existing stagger on the southern arm is proposed to be reduced. It is already substandard in width to accommodate the number of pedestrians using it and reducing it further would make this an unusable facility. Because it is so narrow, people in wheel chairs or pushing a buggy will struggle to negotiate around the stagger and the necessary signal poles. On the other arms, new islands are also proposed to be of a similar substandard width. It is therefore considered that the proposals to retain the existing stagger crossing as well as to provide two new stagger crossings coupled with longer wait times is inappropriate. These crossings need to be significantly improved.

19. Over the last decade or so, pedestrian wait times at signal crossings have gradually increased. These increases have been made by TfL in order to maintain capacity for motor vehicles. It involves increasing signal cycle times which means it will take longer for the “green” man to appear. This also means that many pedestrians now ignore the “green” man and cross when they can, again increasing road danger.

20. Signal sequence times and pedestrian wait times are already excessive and encourage many pedestrians to cross outside of the green man phase. This increases risk. These Cycle Superhighway proposals will lead to a situation where pedestrians will be required to wait even longer before their opportunity to cross is given. A summary of the maximum wait times proposed are shown in the table below.

Location	**Existing max wait times**	**Proposed max wait times**	**Change**
Tower Hill/Minories	82 seconds	90 seconds	+ 8 seconds
Upper Thames St/Queen Street Place	98 seconds	98 seconds	No change
Blackfriars Station (westbound exit)	90 seconds	114 seconds	+ 24 seconds
Ludgate Circus	90 seconds	114 seconds	+ 24 seconds
Farringdon St/Charterhouse St	No existing facility	114 seconds	N/A

21. From the table above, it can be seen that the increased wait times at Ludgate Circus and Blackfriars Station are unreasonably excessive. The wait times at the other locations including the new crossings are also increased or considered too long. A reduction in wait times are needed rather than increased or at worst they should remain the same.

22. There is also a significant issue and a huge missed opportunity to improve pedestrian access to the City. As part of the Thames Tideway project, it is proposed to re-locate the existing Blackfriars Pier to Puddle Dock. The pier will bring more pedestrian activity into this area but their routes into and from the City are extremely limited. In addition, access for people with disabilities has not been provided at all (whether as part of the Thames Tideway or the Cycle Superhighway projects). Although pedestrian facilities along Puddle Dock are very poor, the width of the highway provides significant opportunities to make this a much better route. If the E-W proposals were implemented as proposed, it would preclude this opportunity. There are already pedestrians using this route. They cross the traffic lanes and climb over the wall to access the riverside. The new pier will only make the need for this missing pedestrian route that much more obvious.

23. Although the proposals provide more pedestrian space, they are not necessarily at the locations where they are most needed such as the large islands north of Ludgate Circus or the islands forming the cycle lane segregation. In fact, the proposal looks to reduce footway space, particularly outside areas where high pedestrian flows exist such as at the Tower of London, Trinity Square Gardens, Queen Street and Ludgate Circus.

24. The proposals expect and plan for an increase in cycling activity. The City is planning for a significant uplift in the number who work in and visit the City. Therefore, the proposals must be able to cater for an uplift of between 25% and 50% in the number of pedestrians using key junctions. The current proposals do not seem to be able to accommodate this increase.

Traffic flow, local access and network resilience

25. The E-W route is a very important strategic route for general traffic movement. It is an arterial route carrying large volumes of traffic through the City. A significant proportion of these are essential traffic such as vans, lorries and coaches. The route also provides for local access to residential and business premises.

26. Currently the route is often congested in both directions but TfL have adopted a design which seeks to retain two westbound traffic lanes for most of the length of the route through the City, but only one lane eastbound. It is not clear why this design has been adopted but officers believe that the extra westbound lane will be used to stack excess traffic; that can then be released slowly into the rest of central London. This would be detrimental to air quality in the City.

27. The N-S route is less significant in terms of strategic traffic movement but still carries quite a large volume of traffic. The proposals will reduce traffic capacity and lead to longer journey times along the route.

28. According to TfL's modelling, journey times for the E-W route will take up to an additional 16 minutes w/b and 7:30 minutes e/b. TfL also claims that on some routes they predict that journey times will actually reduce in the eastbound direction. It is hard to understand the reasons for this, especially as it is the eastbound carriageway that is being taken up to make way for the cycle lane. The N-S journey times could take an additional 12 minutes n/b and be quicker by over 2 minutes in the southbound direction. A summary of this is provided in the table below.

Route	Direction	Current		Proposed		Change	
		AM	PM	AM	PM	AM	PM
Limehouse Link Tunnel to Hyde Park Corner	W/B	34:34	30:51	50:28	44:20	15:54	13:29
	E/B	27:51	30:38	35:29	35:06	7:38	4:28
East Smithfield Street to Margaret Street	W/B	18:15	17:06	18:34	23:14	0:19	6:08
	E/B	14:50	16:37	11:51	12:45	-2:59	-3:52
Elephant & Castle to Farringdon Station	N/B	11:28	10:56	12:09	15:12	0:41	4:16
	S/B	10:50	12:17	9:42	9:13	3:53	2:03
Stamford Street to Queen Victoria Street (Journey starts on Stamford St)	N/B	3:45	3:20	15:43	12:41	11:58	9:21
	S/B	5:50	5:22	3:39	3:41	-2:11	-1:41

29. One of the design parameters is to remove conflict between cyclists and motorists at junctions. TfL proposes to achieve this by providing either dedicated signal phases/advanced green time for cyclists or to prohibit certain movements. A large number of prohibited movements are proposed. Some have more impact than others. A summary of the prohibited movements are detailed below.

30. These include:-

a. Shorter Street – Bus and cycles only street. This would mean that any southbound traffic on Mansell Street (Inner Ring Road) will not be able to proceed westbound. Instead they will need to find alternative routes. It is likely that this traffic will either divert onto streets in Tower Hamlets (Leman Street) or the City (Aldgate High Street, Fenchurch Street, etc). Traffic flows using this route are not high but it is inappropriate to direct strategic traffic, in particular large vehicles onto the City's streets. This change would also impact on Cleansing vehicles from accessing Walbrook Wharf from that area.

b. Trinity Square – No access from Byward Street/Tower Hill. The alternative access would therefore be at Puddle Dock (this is the closest junction for eastbound traffic before arriving at Trinity Square) or Minories. It would then involve motorists negotiating very narrow and pedestrian dominated streets such as Crutched Friars and Cooper's Row. Although the number of motorists using this area is fairly small (TfL counts of ~200 vehicles during the peak hour), there are many businesses such as hotels that require access for larger vehicles. It is inappropriate to divert more traffic onto these streets. These streets are also not suitable to accommodate larger vehicles.

c. Fish Street Hill – No left turn onto Fish Street Hill or from Fish Street Hill onto Lower Thames Street. The left turn onto Fish Street Hill provides a useful route for vehicles wishing to head south over the Thames. It would now mean motorists will have to either use Puddle Dock or cross over the Thames using Blackfriars Bridge. The number of vehicles affected by this is small (TfL counts of ~120 during the peak hour). The impact would be greatest for drivers of HGV's.The alternative route for them after Blackfriars Bridge will be a lot more limited and may need to go a lot further east before they can head south. The banned left turn onto Lower Thames Street is less of a concern as the alternative route would be for vehicles to use Eastcheap and Great Tower Street.

d. Swan Lane – No right turn into Swan Lane. This would mean that access into Swan Lane can only be achieved from the east or Arthur Street (if coming from the south). Westbound traffic would need to use Puddle Dock, turning round at Fish Street Hill. This proposal would only impact on a small number of motorists (~37 vehicles during the peak hour), and is therefore considered to be acceptable.

e. Caste Baynard Street (local access only) and Lambeth Hill (one-way northbound). These proposals are not expected to have any significant impacts as access and alternative routes are being maintained.

f. Puddle Dock – banned right turn into Castle Baynard Street. This would only impact motorists wishing to access Castle Baynard Street from Upper Thames Street. The alternative route is cumbersome but the number of motorist likely to be impacted is very low. However, one of those that are impacted includes vehicles used by the Open Spaces Department to access their depot. TfL has assured officers that vehicles in the service of the Local Authority can use the right turn only for buses at Blackfriars Junction.

g. Temple Avenue – cycles only. To enable motorists to exit this area, Carmelite Street will be made into an exit only street instead of the current closure. It will require police camera technology to maintain the integrity of the security cordon, but will mean that all current movements (albeit a slightly longer eastbound diversion) can be retained. The impact of this proposed change is therefore not considered to be significant.

h. Tudor Street (cycles only) and Bridewell Place (two-way). This will mean that access into this area can be made from Bridewell Place (for northbound traffic only) or from Fleet Street via Ludgate Circus (for southbound traffic). The proposals will also divert more traffic onto Watergate, as this is the only route onto New Bridge Street that would now permit traffic to proceed northbound. Although, motorists are being diverted onto other routes, some of which are less than ideal (such as Watergate and Bridewell Place), it is thought that this change is not significant.

i. Charterhouse Street – no right turn for southbound traffic. TfL has two options for the Cycle Superhighway north of Stonecutter Street. This is because the route alignment in Islington and Camden has not yet been agreed. One of the options therefore prohibits motorists from turning right at Charterhouse Street towards Holborn Circus. The diversionary route for these motorists will be to continue to Ludgate Circus, use the one-way system around Smithfield Market or make the diversion a lot earlier. This would impact on a small number of vehicles, and is not thought to be significant.

31. No information has been made available regarding the volume of traffic and the routes that motorists might seek to take on City Streets. It is not yet possible to say whether the proposals will add more traffic to the local streets in the City and the rest of central London. However, increases on traffic flows, in particular larger vehicles trying to use local streets to effect turning movements that will be banned on the major street network, will be undesirable and inappropriate.

32. There are implications in relation to current and imminent building developments in the City including 33 King William Street, Fleet Building, Thames Tideway Tunnel, 10 Trinity Square, etc. It is not clear how the works to construct the Cycle Superhighway will affect these developments but consideration will need to be given so that these developments are not unreasonably impacted.

33. The proposals will include removable street infrastructure to facilitate certain special events such as the Lord Mayor's Show or along ceremonial routes. However, increasing the level of street infrastructure that needs to be removed will take longer to safely deliver each time and this will increase costs and disruption. Some events may need to be rerouted, relocated, rescheduled or cancelled altogether as a result of the works or the permanent change. Further details about the impact of the proposals on special events will be reported to Members in due course.

34. The impact on the road network during the Superhighway construction is still uncertain, mainly because the methodology cannot be agreed until the detailed design is finalised following the current consultation. However, preliminary discussions on construction and programming would suggest that extensive lane closures and contra-flows will be required, effectively removing capacity from the network for the build programme that will mirror the permanent design. Several side roads will have to be temporarily closed, including Puddle Dock, Fish St Hill, Eastcheap and Trinity Square, and some directional closures of the superhighway route itself may be required. The direct and combined impact of these works will have the potential to impact other projects and works in the City, and a further report on the network impact of major works taking place in the City will be provided to Members of this Committee later this year.

35. The segregation design would significantly compromise network resilience. The "hard" engineering measures to create the separation will mean that it will be much more difficult for the network to adapt to incidents or to facilitate routine and emergency road works. The problem would be further exacerbated by the proposed prohibited movements and will therefore lead to more frequent and severe congestion occurring. It will not take much for this to happen.

36. TfL has stated that they will be engaging a number of traffic management measures to mitigate the impacts. What measures they will use has not been shared with the City, but it is expected to be similar to those used during the Olympics. One of these measures is likely to involve either constraining the traffic flow coming into central London or increasing them in other locations. It is not clear what level of traffic restriction, if any, has been used for the modelling.

<u>Safety, casualty reduction and prevention</u>

37. Recent cycling fatalities involving cyclists has put pressure on the Mayor to deliver safer measures for cyclists. However, it is not clear how these proposals will improve road safety on the specific routes or the implications on road safety as a result of the wider impacts caused by the proposals.

38. In the absence of any information from TfL, officers consider that cyclists' safety will be significantly improved along most parts of the proposed routes through the City. However, it is considered that at two locations, safety could be compromised.

    a. Blackfriars Station. This junction currently has a very high collision rate. One of the reasons for this is likely to be because of the complex

layout. The proposal retains that layout but with the addition of the two-way cycle lane on the western side (increasing the confusion and complexity of the junction significantly) and the excessive wait times, it is considered that risks and collisions will increase.

b. Ludgate Circus. This is the most dangerous location in the City. It is already a location where many pedestrians ignore the pedestrian crossings. The proposed stagger crossings, reduced refuges island widths, excessive increases in wait times and the additional two-way cycle lane running through the junction, will add further risks and collisions, particularly to pedestrians.

39. There is also the possibility that collisions will generally transfer to other locations and to other user groups, particularly pedestrians and powered two wheelers. If pedestrian wait times increase, it is more likely that they will risk crossing the road outside the “green” man. Similarly, if there are longer delays for motor vehicles, it is likely that more powered two wheelers will weave in and out of stationary or slow moving traffic and expose themselves to higher risks.

<u>Environmental (air, noise and the built environment)</u>

40. TfL has not provided any information on the effects of the proposal on air and noise pollution, other than claim that it would shift traffic noise and fumes further from pedestrians. It is however conceivable that air and noise pollution could improve due to the fact that less traffic can actually access and use these streets. However, if the route and surrounding roads become so congested, the balance could swing towards a more polluting environment.

41. Some of the proposals include greening and planting but there is also some loss of trees. Some of these belong to the City so it would be a requirement that TfL provides a replacement of these either along the route or elsewhere.

42. Environmental considerations need to go beyond air and noise pollution and should consider the impact on the wider built environment. The layout of the proposals at Blackfriars, the stagger crossings and use of islands throughout are excessively over-engineered and traffic dominated measures. These contribute to a poor built environment.

43. The proposal will impact on some existing listed structures including City of London Dragons, Blackfriars Bridge lamp columns and the Queen Victoria Statue at Blackfriars. Works to these will require listed building consent. The issues surrounding this will be separately considered.

Key needs

44. The proposals could lead to implications that cannot easily be reversed. Once implemented, it would be very difficult to effect change, such as the re-instatement of turning movements or the way signalised junctions operate. Whilst key data is still missing and it is unlikely that these will be provided in time to inform Members prior to the expiry date of the consultation. It is

therefore appropriate based on the information that is available, to request TfL to consider the following:-

a. Pedestrian wait times are not made worse at key locations. In some locations wait times need to be reduced. The locations include Ludgate Circus, Blackfriars Station junction and Upper Thames Street/Queen Street Place.

b. A maximum cycle time at traffic signals is set at no more than 88 seconds. At existing locations where cycle times already exceed this, they should be reduced.

c. Pedestrian crossings need to be simple, straightforward and useable. At Ludgate Circus, they need to be single stage crossings. In other locations, they should also ideally be single stage crossings.

d. Local access (or convenient and appropriate diversions) must be provided at a number of locations including at Shorter Street, Trinity Square and into Fish Street Hill (for traffic heading over the Thames).

e. Provide a pedestrian link along Puddle Dock to the new river pier at Blackfriars.

f. Redesign of Blackfriars junction to improve streetscape, remove confusion and improve safety for all road users.

g. Consider alternative design measures to ensure a resilient, road network and demonstrate how the network will accommodate planned and unplanned road works.

h. Any traffic management measure used by TfL does not increase traffic on the City's streets.

i. The cycling proposals do not prejudice the City's ability to implement current projects such as at Bank junction, Museum of London gyratory, Fleet Street and Ludgate Hill; as well as projects associated with Crossrail.

j. Agree a process that will be used to manage traffic flows into and out of the City.

k. TfL and City officers work together to achieve an acceptable outcome. This may require changes in the process and governance that TfL has adopted up to now, an extension to the consultation deadline so that the further modelling information can be fully assessed, the needs of building developments, special events and construction impact mitigation.

45. These are not expected to detract from the Mayors' plans for the segregated cycle routes. They should provide a much more balanced and better outcome for the City and for London.

Corporate & Strategic Implications

46. The Cycle Superhighways fully accords with the City's strategic and corporate policy objectives. The reduction in motor vehicles could deliver components of

the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy and the Noise Strategy. The proposals could also help to deliver greater safety on the City's streets.

Implications

47. The delivery of Cycle Superhighways is very important for the Mayor of London. It would be in the interest of City to facilitate TfL's proposals.

48. Part of the E-W route is on Castle Baynard Street which is part of the City's highway. In order to deliver the E-W superhighway, the Mayor therefore requires the City to exercise its Highway & Traffic powers. Other parts of the routes may also need the City to exercise those powers, but these are likely to have less impact. Where the proposals impact on listed structures, listed building consent from the City will also be required.

49. Members have already agreed in principle that Castle Baynard Street can be used for the superhighway. Without it, it would not be possible, if at all, for TfL to deliver the Cycle Superhighway as it currently stands. The Cycle Superhighway proposals will change significantly the way that surface transport operates throughout London. This accords with the Mayor's Transport Strategy but the pace of change is of concern to some.

Conclusion

50. TfL's proposals have significant benefits as well as implications. However, those benefits are heavily biased towards cycling. This unbalanced approach leads to significant implications for other users. Some key changes and agreed processes are required in order for the City to be able to support the proposals. These do not detract from the Mayor's plan for the segregated cycle routes and should provide a better balanced outcome.

Appendices

- Appendix 1 – E-W proposals in the City
- Appendix 2 – N-S proposals in the City
- Appendix 3 – E-W modelling information
- Appendix 4 – N-S modelling information
- Appendix 5 - Proposed cycle routes in Central London

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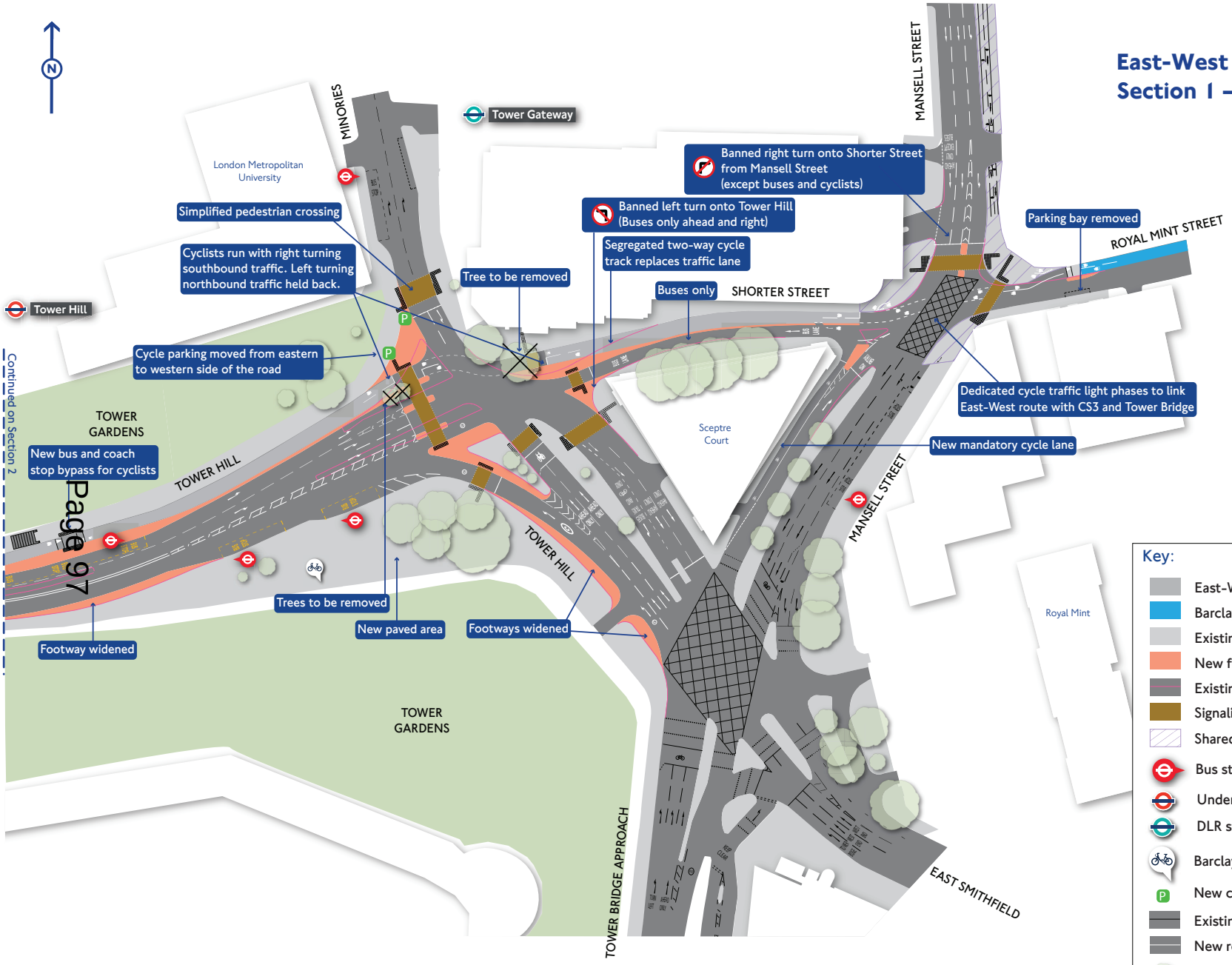
East-West Cycle Superhighway
Section 1 – Tower Hill



Key:

- East-West Cycle Superhighway
- Barclays Cycle Superhighway Route 3
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Signalised pedestrian or pedestrian/cycle crossing
- Shared use footway for cyclists and pedestrians
- Bus stop
- Underground station
- DLR station
- Barclays Cycle Hire docking station
- New cycle parking
- Existing road markings
- New road markings
- Existing tree

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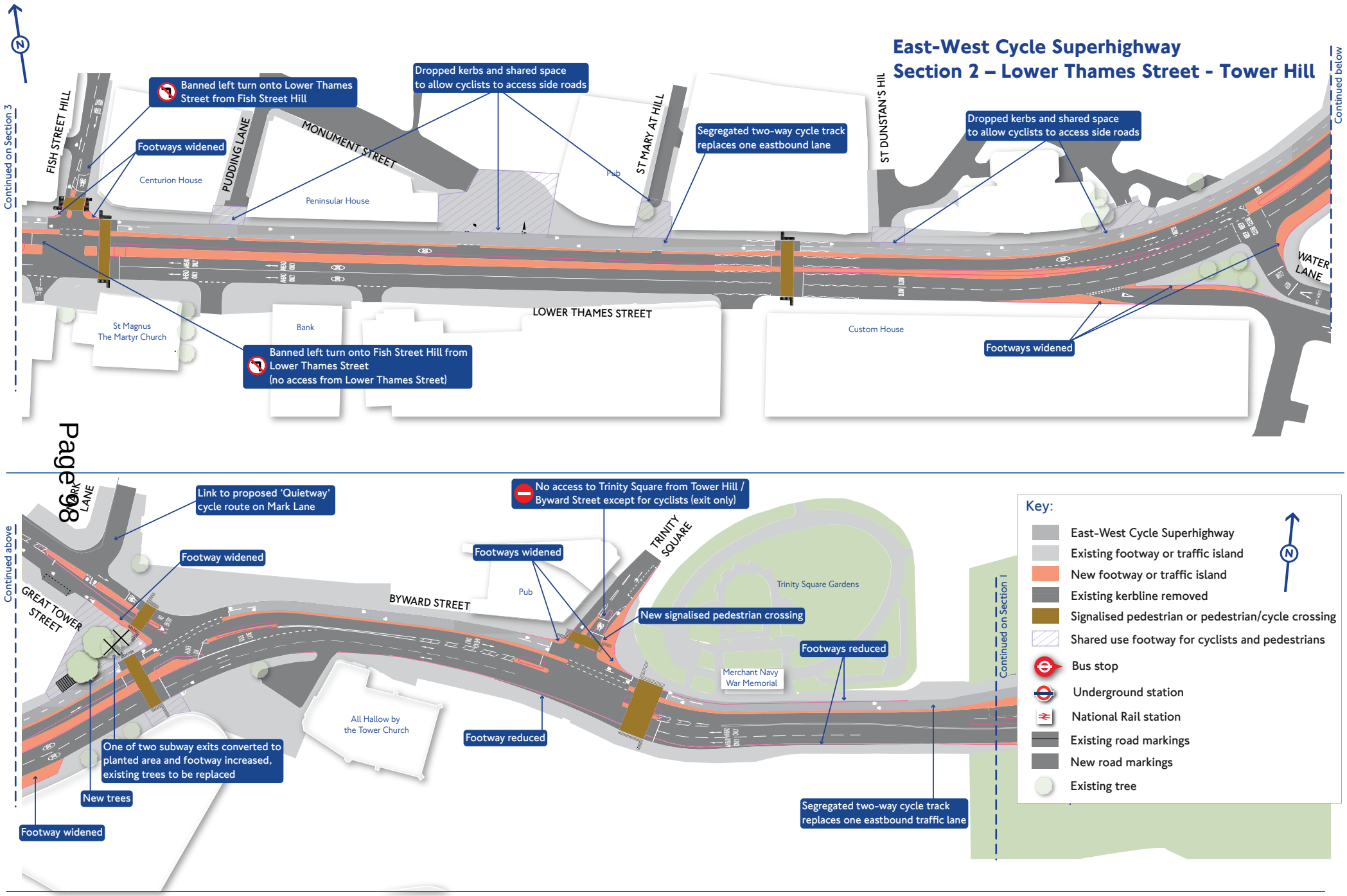
EVERY JOURNEY MATTERS

East-West Cycle Superhighway
Section 2 – Lower Thames Street - Tower Hill



Key:

- East-West Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Signalised pedestrian or pedestrian/cycle crossing
- Shared use footway for cyclists and pedestrians
- Bus stop
- Underground station
- National Rail station
- Existing road markings
- New road markings
- Existing tree

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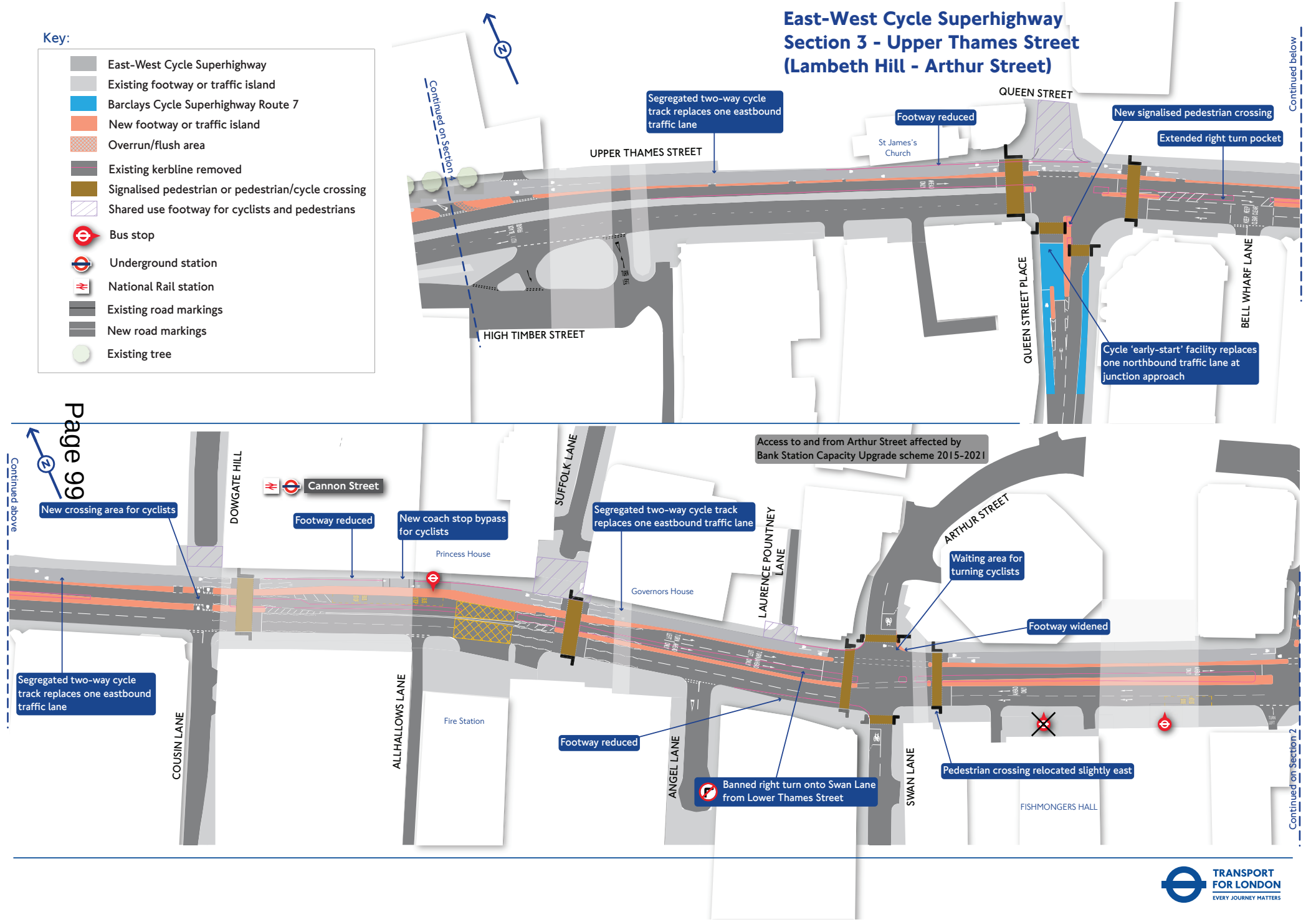
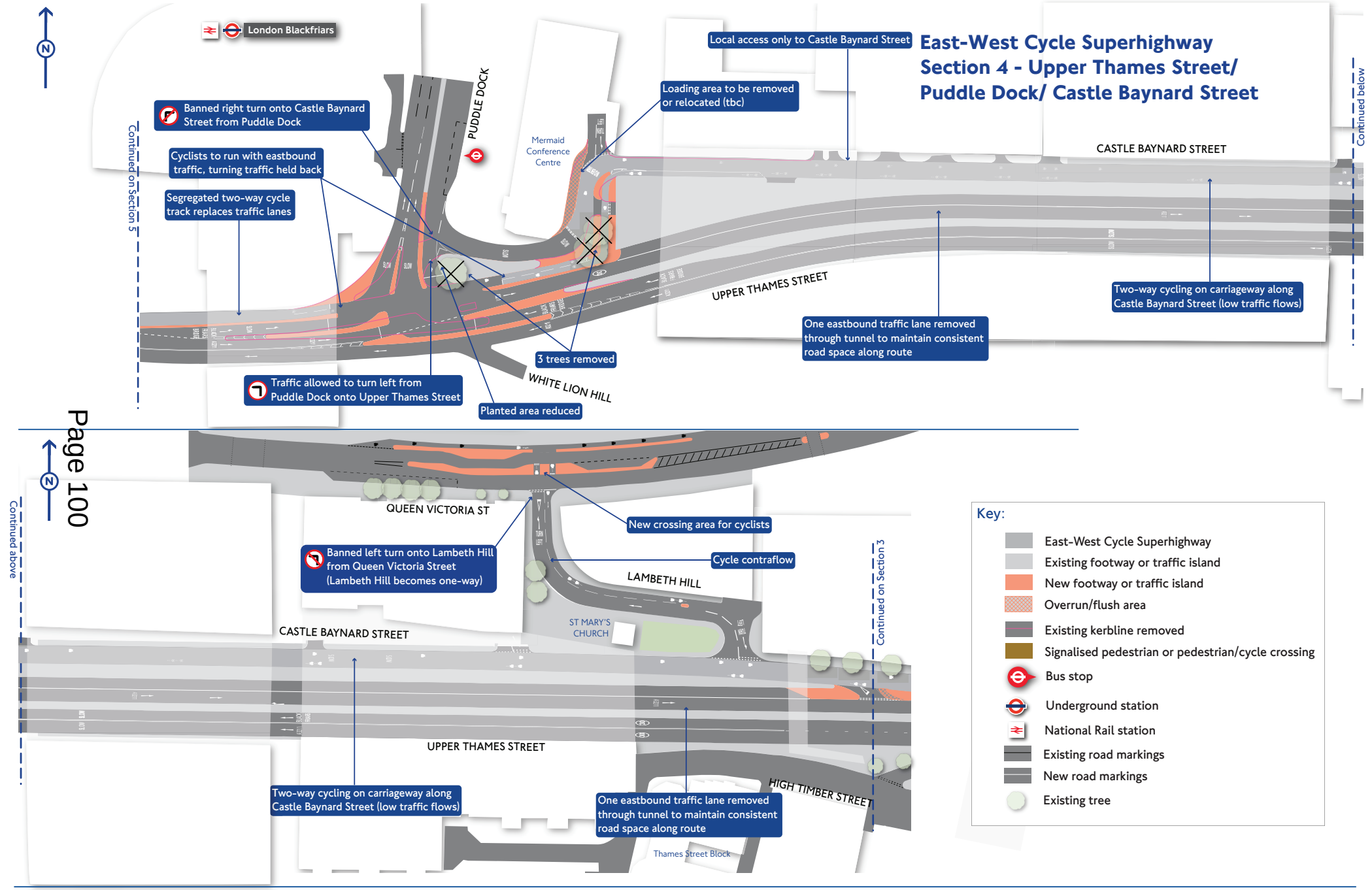
East-West Cycle Superhighway
Section 3 - Upper Thames Street
(Lambeth Hill - Arthur Street)



East-West Cycle Superhighway Section 4 - Upper Thames Street/ Puddle Dock/ Castle Baynard Street



Key:

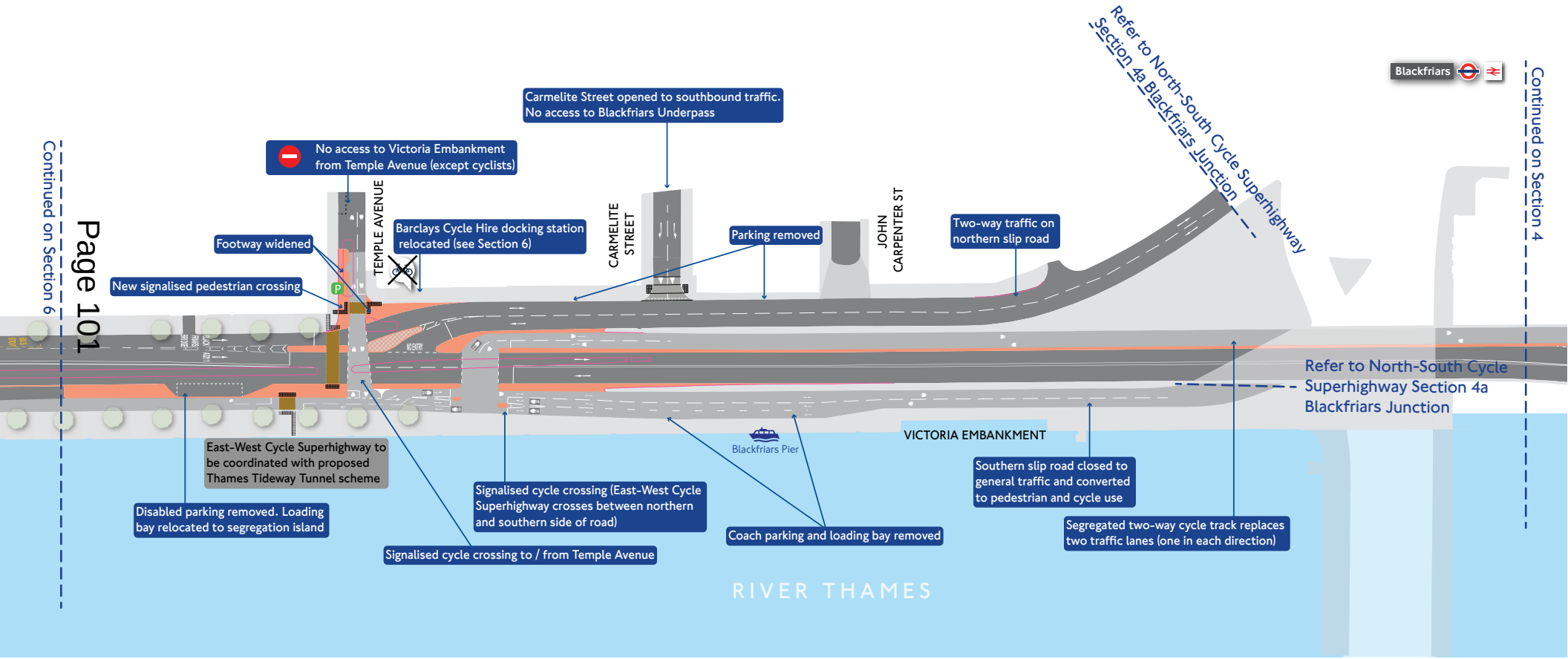
- East-West Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Overrun/flush area
- Existing kerbline removed
- Signalised pedestrian or pedestrian/cycle crossing
- Bus stop
- Underground station
- National Rail station
- Existing road markings
- New road markings
- Existing tree

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Key:

- East-West Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Overrun/flush area
- Existing kerbline removed
- Signalised pedestrian or pedestrian/cycle crossing
- National Rail station
- Underground station
- Pier
- Existing road markings
- New road markings
- New cycle parking
- Existing tree

East-West Cycle Superhighway Section 5 – Victoria Embankment (Temple Avenue - Blackfriars)



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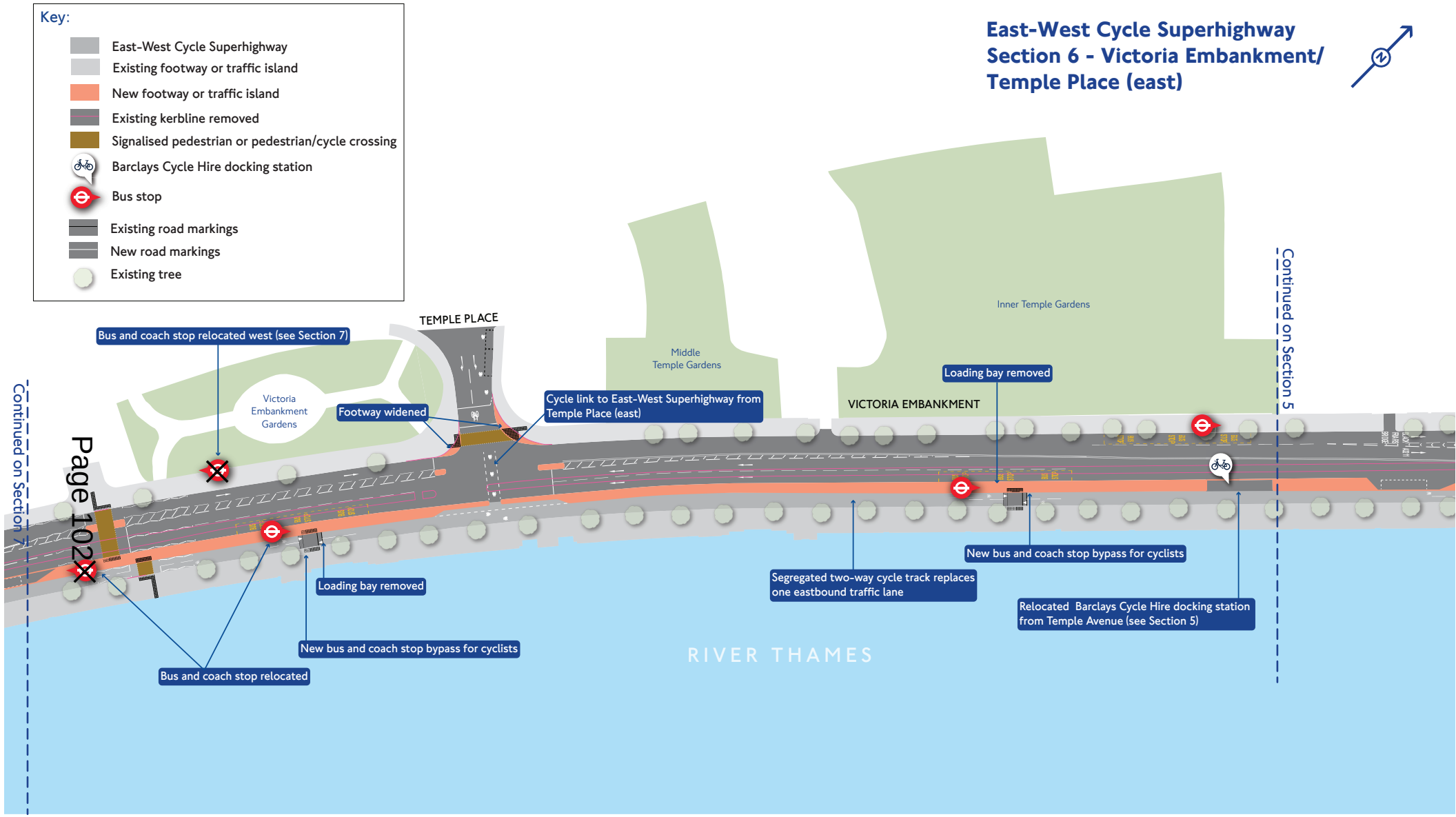
EVERY JOURNEY MATTERS

East-West Cycle Superhighway
Section 6 - Victoria Embankment/ Temple Place (east)



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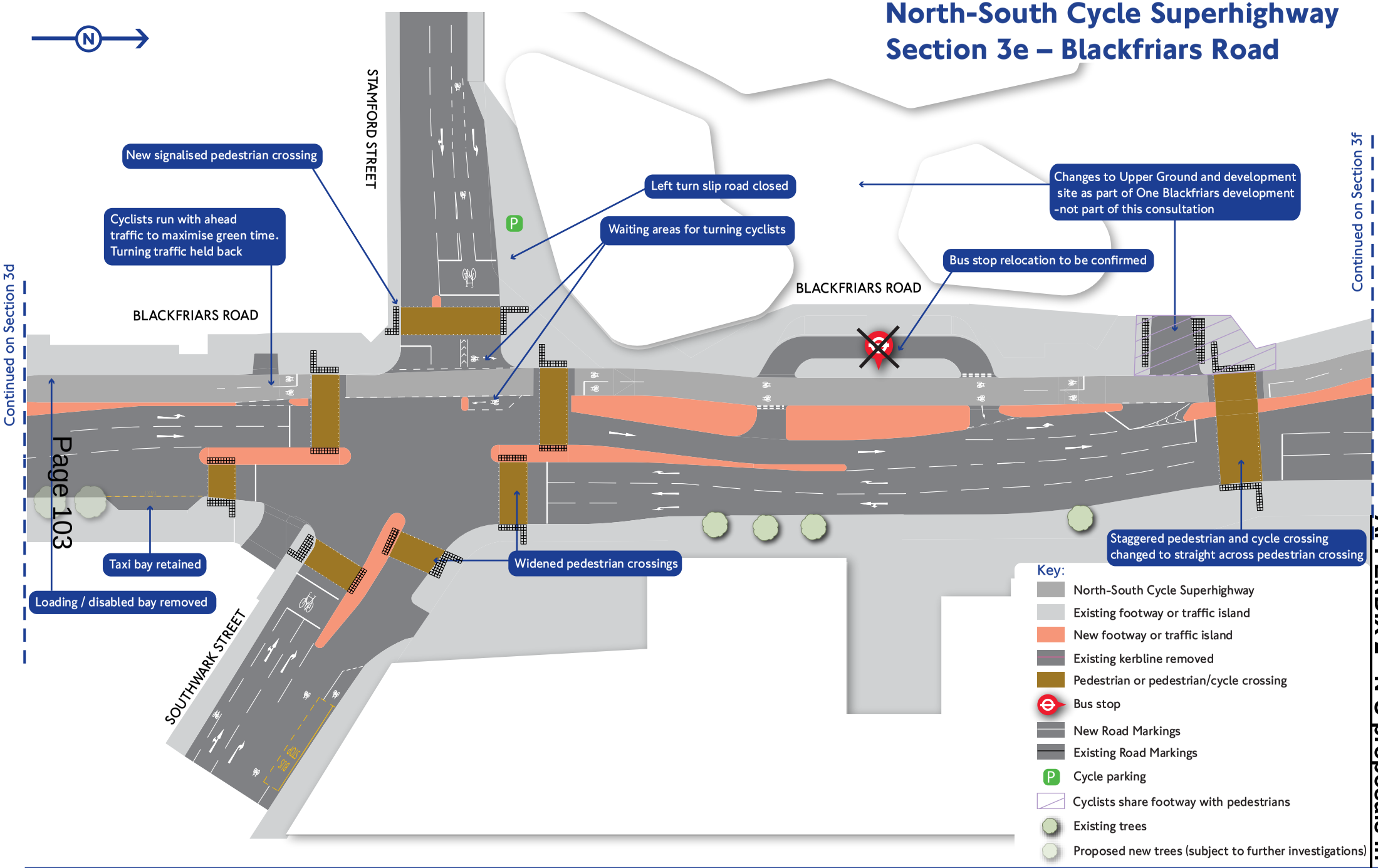
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 3e – Blackfriars Road



APPENDIX 2 - N-S proposals in the City

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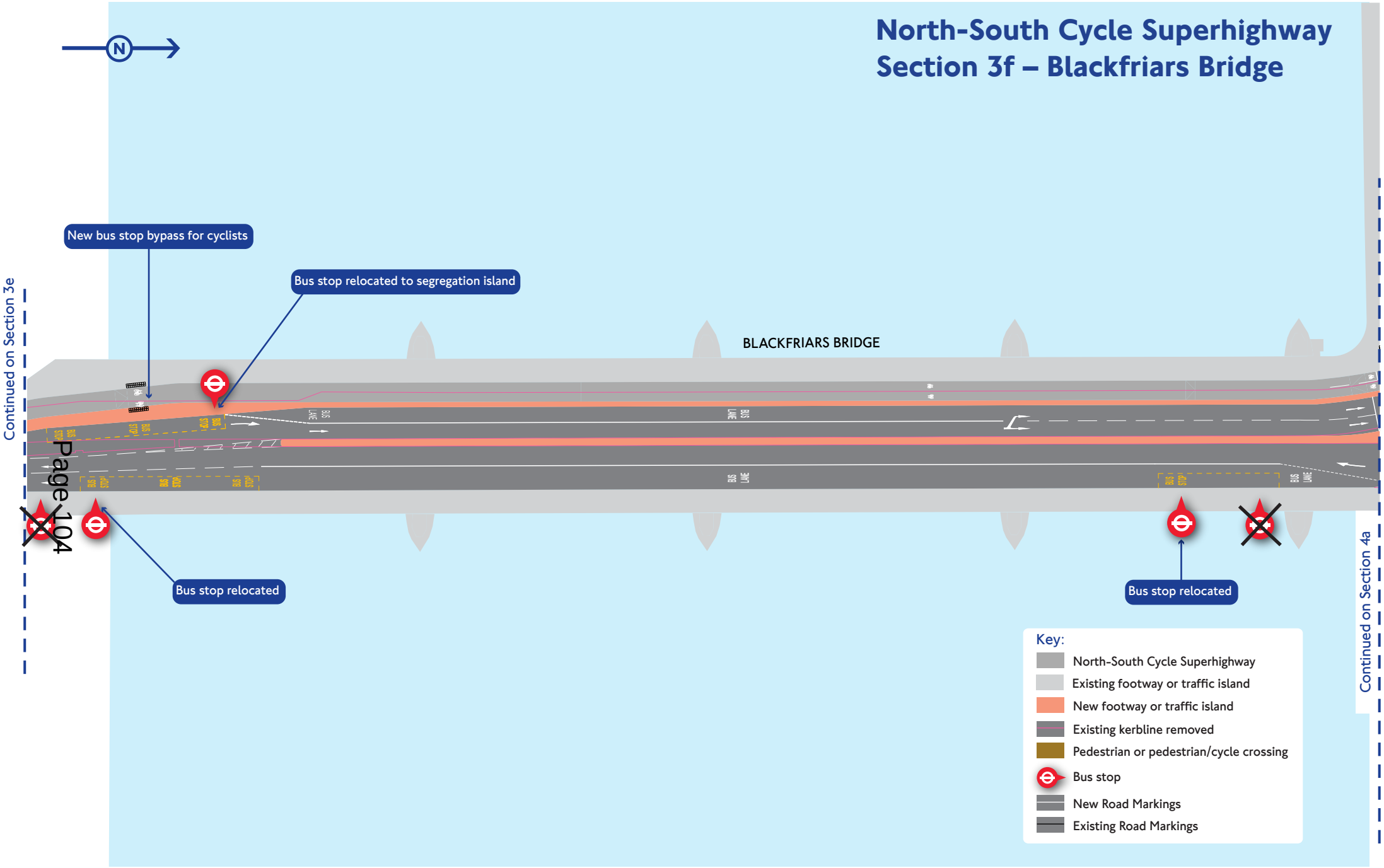
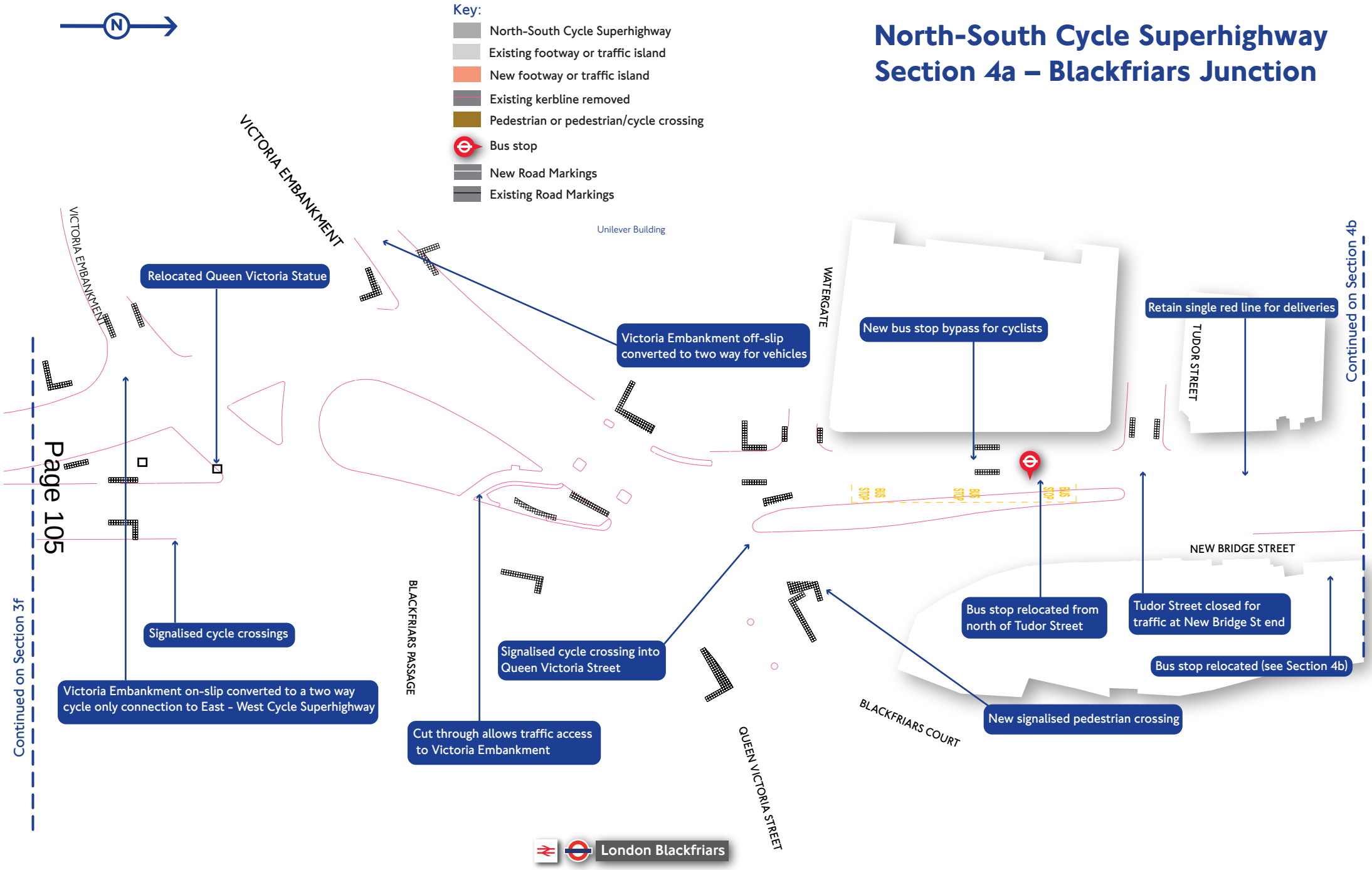
North-South Cycle Superhighway
Section 3f – Blackfriars Bridge



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4a – Blackfriars Junction



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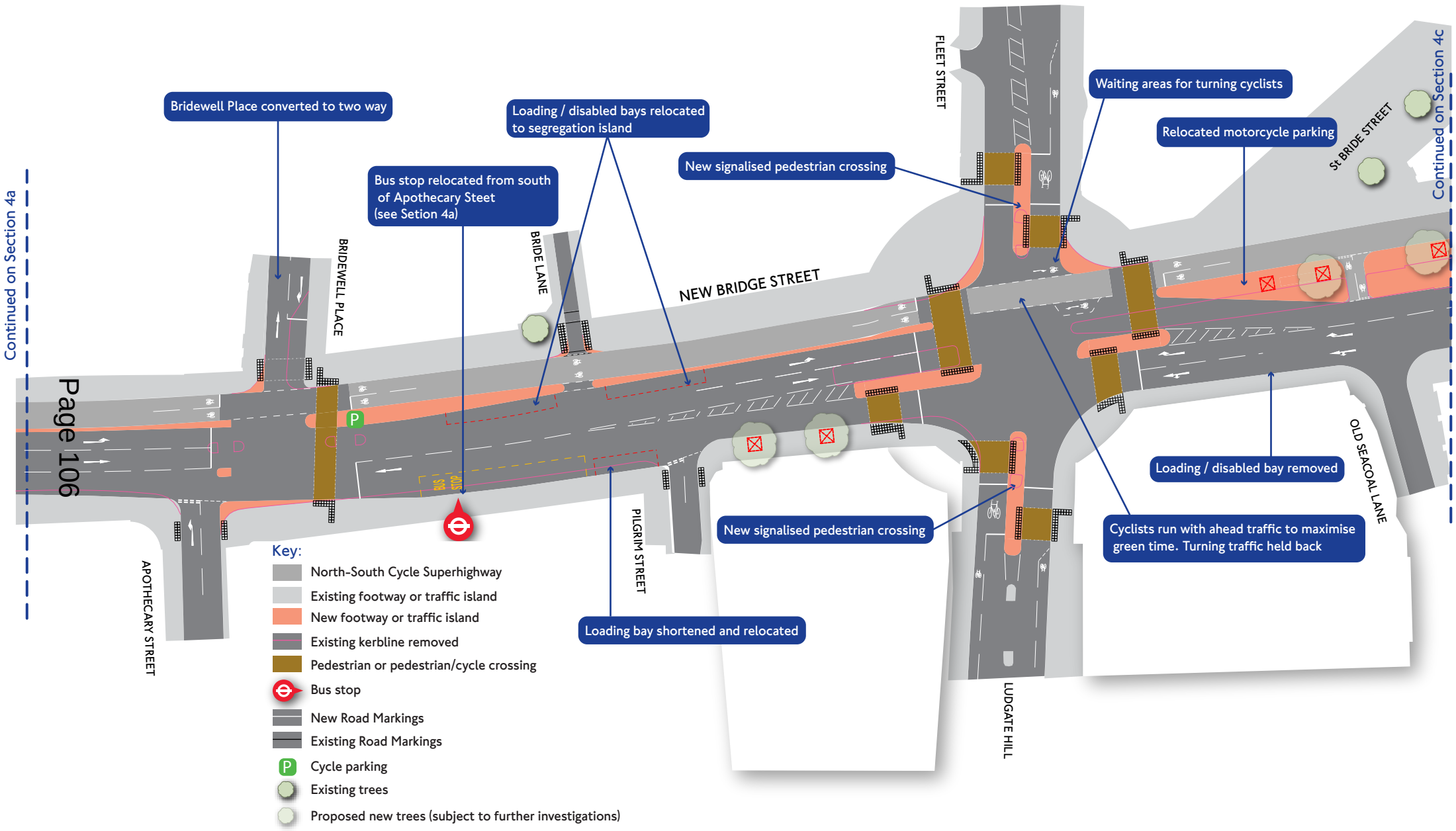
North-South Cycle Superhighway
Section 4b – New Bridge Street



TRANSPORT FOR LONDON
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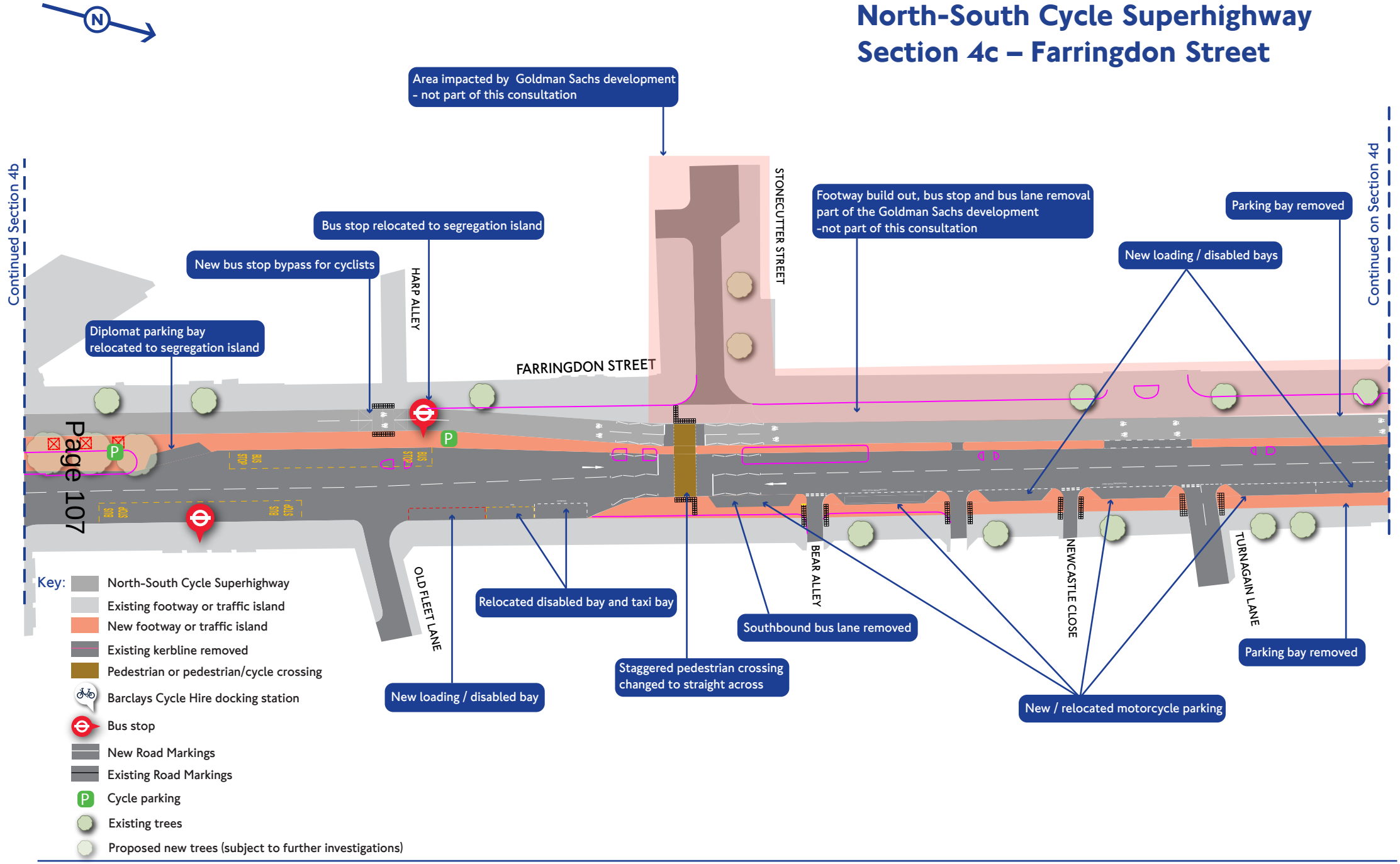
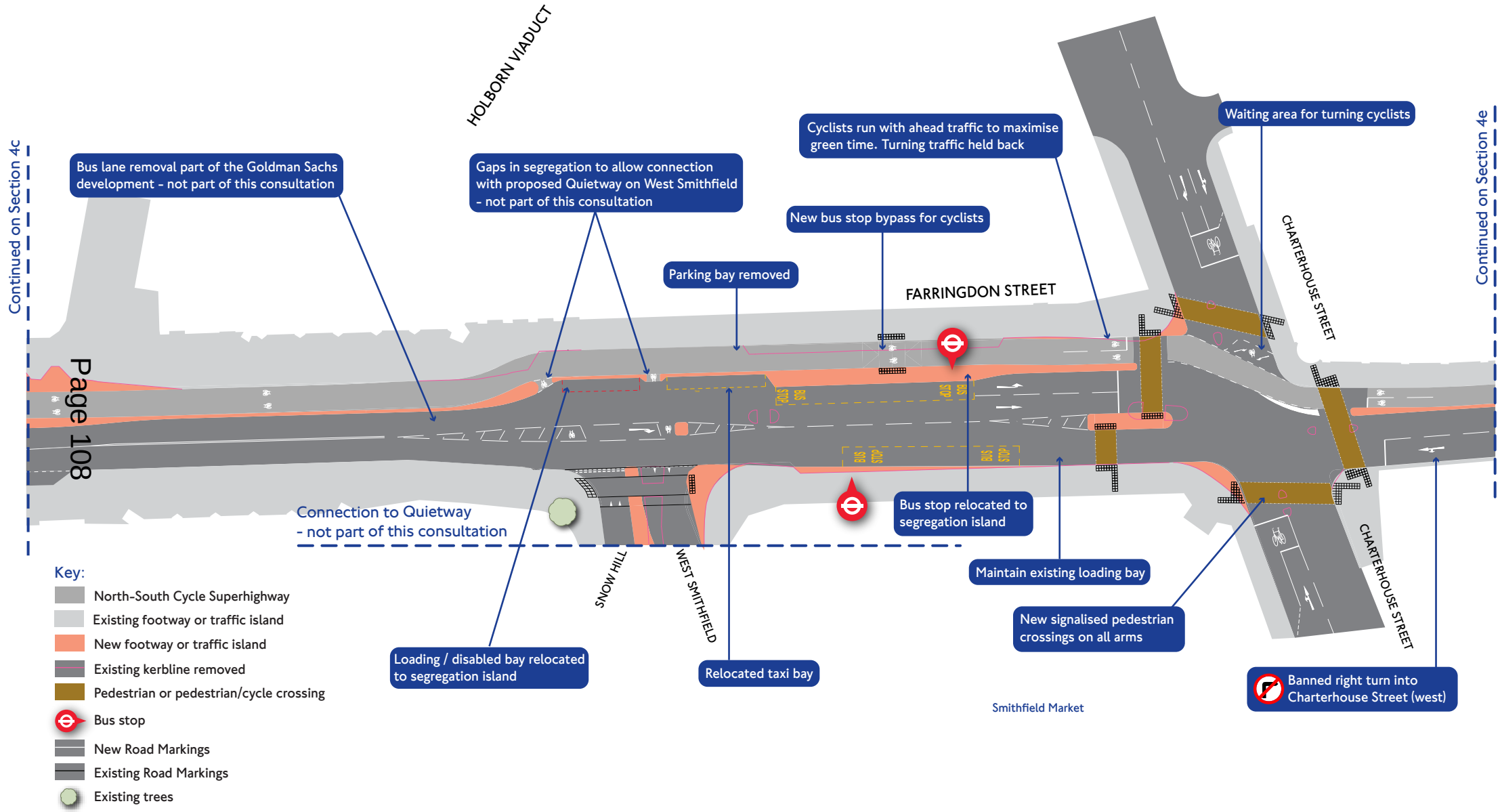
North-South Cycle Superhighway
Section 4c – Farringdon Street



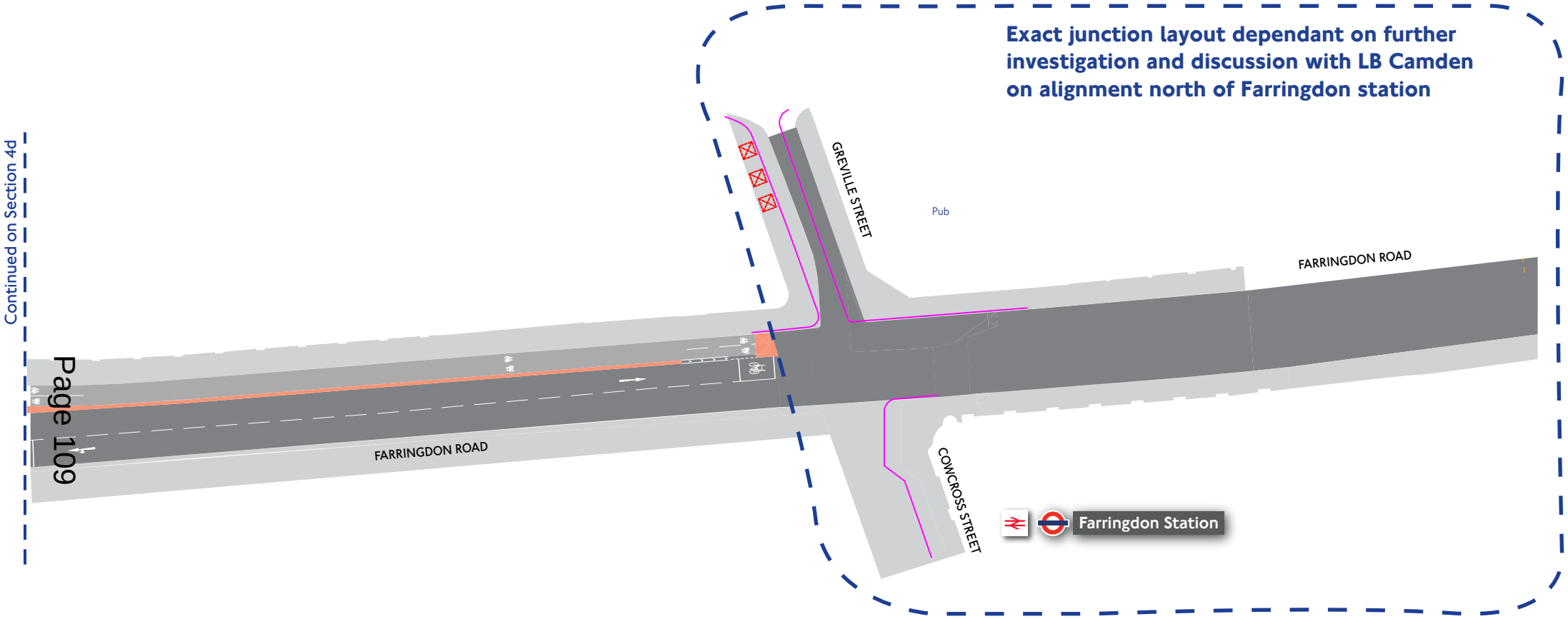
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4d – Farringdon Street



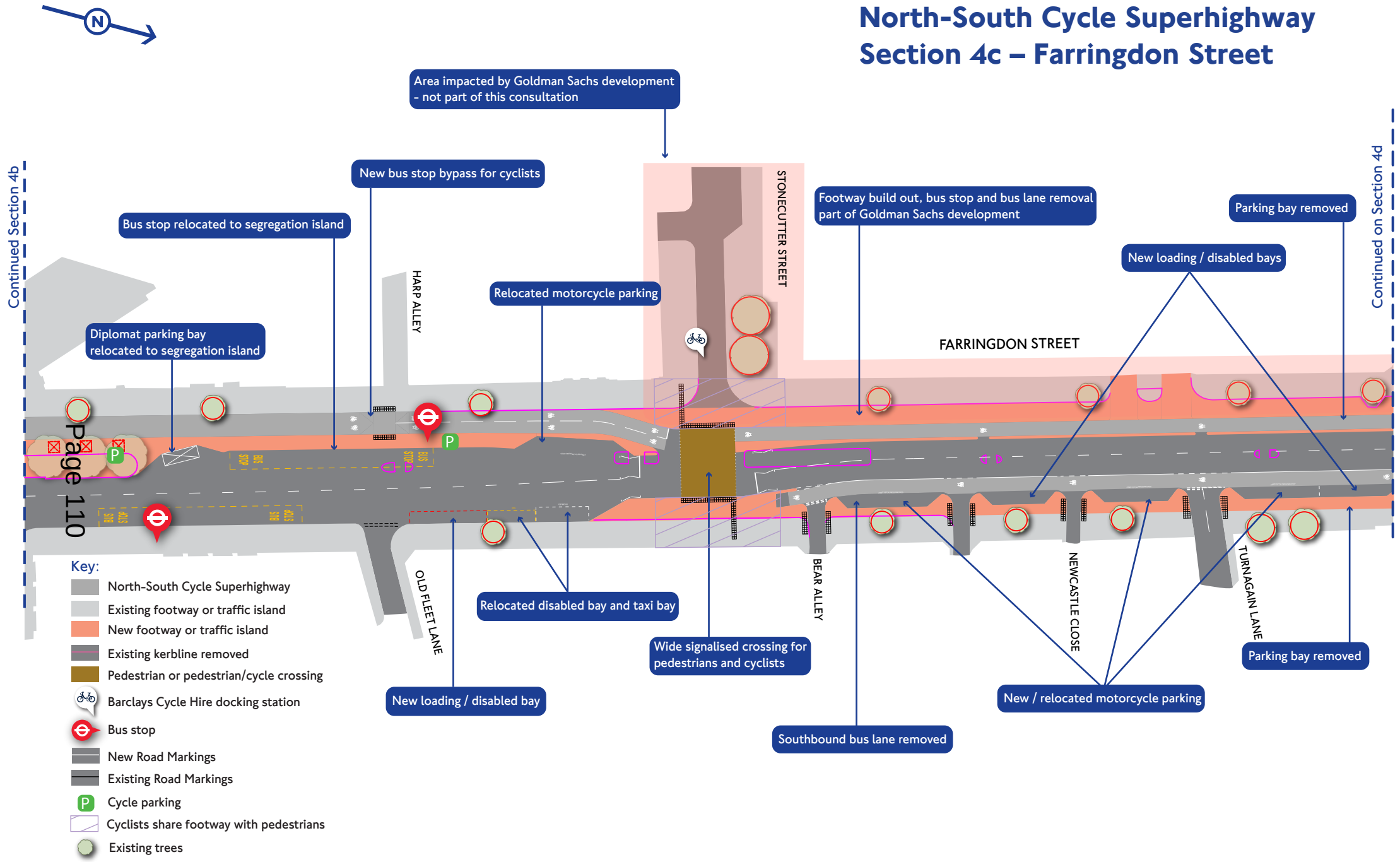
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4e – Farringdon Road



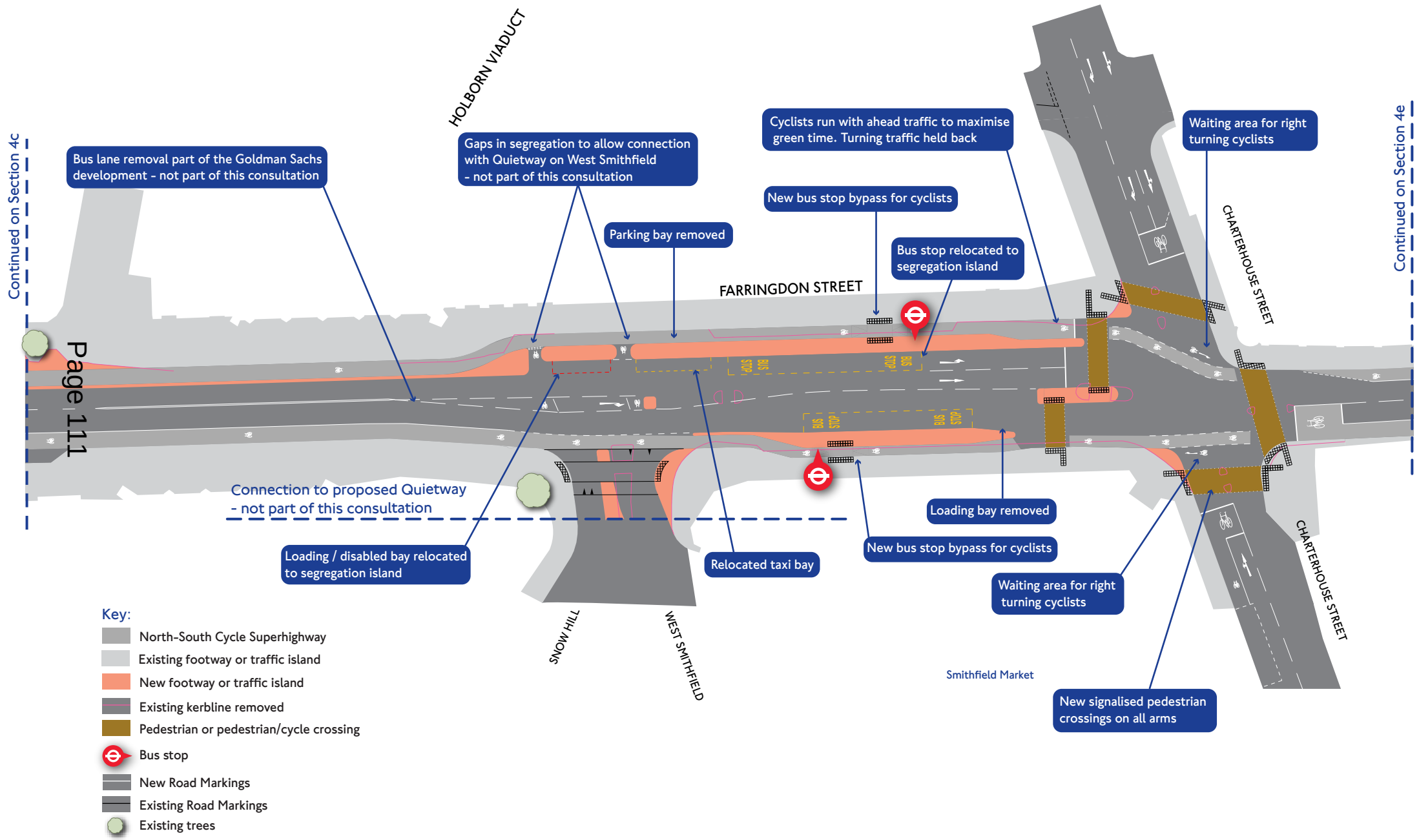
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

North-South Cycle Superhighway
Section 4c – Farringdon Street



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

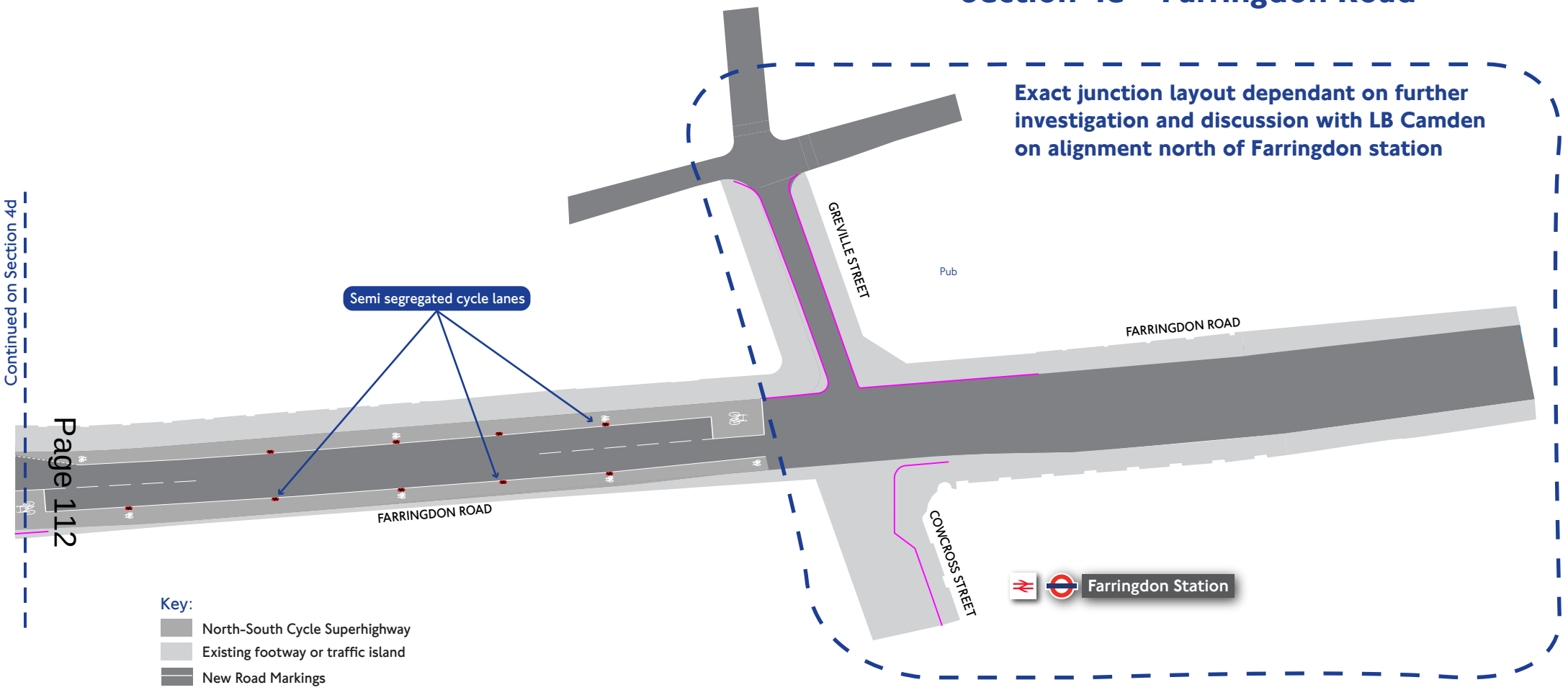
North-South Cycle Superhighway
Section 4d – Farringdon Street



Key:

- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Existing trees

North-South Cycle Superhighway
Section 4e – Farringdon Road



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

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East-West Cycle Superhighway – benefits and impacts to road users

Overall context

Two broad trends have been seen on central London's roads over the last eight years: a significant reduction in motor traffic and a significant rise in cycling. Motor traffic in central London has fallen by around 17% per cent since 2006/07. On many of the routes covered by the superhighway, the reduction has been greater: traffic has fallen by 28 per cent on Victoria Embankment and by 30 per cent on Upper Thames Street, for instance. However traffic flows in central London have stabilised in the last year.

Cycling in London has more than doubled in the last decade. Bikes now make up around a quarter of rush hour traffic in central London - but there are few special routes or facilities for them.

This scheme aims to allocate road space more in line with the actual usage of the road network. The great majority of the road space would still be for motorists but part would be reallocated to cyclists. It aims to reduce conflict between cyclists and motor vehicles and to provide safer, more comfortable journeys for cyclists.

The route of the Superhighway has been chosen to minimise impacts to other users. Far less of it is served by buses than most other main roads and there is much less business loading or residential parking along it, for example. However, there are impacts – both benefits and disadvantages - for other users, which this document describes in more detail. The information is accompanied by a table of data (LINK). The numbers included in the text below are taken from column D, showing the difference between the current situation on–street and the situation expected if the scheme were to be implemented. Column B outlines the expected situation by December 2016 if the scheme were not built, taking account of the impact of other schemes planned for delivery by this date.

Pedestrians and environment

There would be a net increase of over 4,000 square metres of pedestrian space – widened footway, traffic islands, bus and coach stops - along the route.

On the Victoria Embankment, the wide dividing island between the narrowed road and the cycle lane would shift traffic noise and fumes further from pedestrians and the river. The scheme would give the street more of a boulevard appearance.

At Parliament Square, the scheme would provide two long-demanded new pedestrian crossings into the middle of the square, realising more of its potential as a pedestrian space. New, wider pedestrian islands would be created at the Westminster end of Westminster Bridge to cope with high numbers of tourists.

A new traffic-free pedestrian boulevard would be created on Horse Guards Road, removing a major barrier between Whitehall / Horse Guards Parade and St James's Park.

On Constitution Hill, the scheme would remove conflict on the shared pedestrian/ cycle track. Pedestrians and cyclists would get their own more clearly separated tracks.

High quality materials would be used to enhance the look of the streets and reflect their importance. On parts of the scheme, the segregation will be removable for state occasions.

Waiting times for pedestrians to cross the route would either remain the same as now, or increase slightly, by no more than 9 seconds. Some 25 crossings would be shortened and four crossings, which are currently two-stage (requiring pedestrians to wait in the middle of

the road), would become one-stage to allow pedestrians to cross entirely in one movement. Pedestrian countdown would be installed at 18 signalised crossings along the route and there would be 14 new traffic light controlled crossings pedestrians. Collectively, these changes would offer significant safety improvements for pedestrians crossing at those points.

General traffic (excluding buses)
There would be longer journeys for motor vehicles at the busiest times of day on several parts of this route, and on routes heading towards the Cycle Superhighway. However, journey times on much of the route would increase only slightly and some journeys would be shorter.

The traffic modelling analysis looks at journey times at the busiest single hour in the morning and evening peaks. The model assumes that traffic volumes in central London will remain at current levels. Traffic in central London has fallen over the last eight years, though it has recently stabilised. It also includes the impact of the advanced traffic signal management programme which will change signal phasing to more effectively regulate the flow of traffic into central London.

Travelling westbound from East Smithfield (east of Tower Hill) to St Margaret Street on Parliament Square, journey times in the morning would increase very slightly from 18 minutes 15 seconds to 18 minutes 34 seconds. Those journeys in the opposite direction in the morning would be quicker by 2 minutes 59 seconds, reducing from 14 minutes 50 seconds to 11 minutes 51 seconds. In the evening, journey times for those vehicles heading eastbound would also reduce from 16 minutes 37 seconds to 12 minutes 45 seconds. For general traffic heading westbound on this route in the evening, journey times would increase from 17 minutes 6 seconds to 23 minutes 14 seconds.

For general traffic heading from Westminster Bridge southern roundabout to Hyde Park Corner westbound through Parliament Square along the route, journey times would remain at today's levels of 8 minutes 3 seconds in the morning. Westbound journeys in the evening would increase very slightly from 8 minutes 1 second to 8 minutes 34 seconds. For general traffic heading east on this route, journeys would increase from 7 minutes 2 seconds to 16 minutes in the morning. The same journey in the evening would increase from 7 minutes 37 seconds to 13 minutes 59 seconds.

On the Bayswater section, northbound from Lancaster Gate to the Westway (Harrow Road) on Westbourne Terrace, average journey time in the evening peak would fall slightly, from 5 minutes 4 seconds to 4 minutes 53 seconds. The same journey in the morning would also fall, from 4 minutes 36 seconds to 4 minutes 20 seconds. Travelling southbound from Westway to Lancaster Gate, average journey time in the morning peak would increase from 4 minutes and 36 seconds to 6 minutes 16 seconds. A journey southbound in the evening would take slightly longer from 4 minutes 51 seconds to 5 minutes 18 seconds.

The Westway flyover section of the Superhighway is being consulted on separately next year and journey time impacts for that section will be published then.

The biggest changes to journey times would not occur in central London or on the superhighway section, but on the A1203 and A13 east of Tower Hill, where road space would remain the same as now but westbound traffic will be held longer at various points to control the flow on to Tower Hill and Upper Thames Street. To evaluate the scale of these impacts, we have modelled a journey between the eastern end of the Limehouse Link Tunnel and Hyde Park Corner. The current journey time westbound is currently 34 minutes 34 seconds in the morning and 30 minutes 51 seconds in the evening. Once the scheme is built, journeys for general traffic in this direction would be 50 minutes 28 seconds in the

morning and 44 minutes 20 seconds in the evening. The same journey eastbound is 27 minutes 51 seconds in the morning and 30 minutes 51 seconds in the evening. Once the scheme is built, these journey times would increase to 35 minutes 29 seconds in the morning and 35 minutes 6 seconds the evening.

We plan to further reduce journey time delays using a number of other techniques which we successfully used during the Olympic Games. These include:

- greatly increased enforcement against illegal parking and loading on these routes to keep unplanned disruption to a minimum;
- a freight management and consolidation strategy, which encourages freight operators (on these and other routes) to plan their activity to avoid the busiest times and locations;
- a behaviour change strategy (on these and other routes), which encourages drivers to use alternative forms of transport; and
- a travel demand management strategy to provide more comprehensive and specific travel advice to road users, which would help them make informed journey choices to avoid busy times and busy locations.

The figures given above do not include the effects of these further techniques. However, experience of pilot schemes suggests they could be of substantial help in further reducing journey time impacts.

Parking and loading
On most of the route, there is no residential parking. On the northern section from Lancaster Gate, some residential parking would be removed, as well as small amounts of parking on some side roads.

The public parking on the Victoria Embankment would also be removed. Changes to parking and loading on the Embankment can be found at
https://consultations.tfl.gov.uk/cycling/3cd789da

Buses and tourist coaches
The vast majority of the new Superhighway will run on roads which are not served by TfL buses. However, four short sections – Tower Hill, Parliament Square, Hyde Park Corner and Lancaster Gate/ Westbourne Terrace – are served by buses. Traffic modelling has been undertaken for four bus routes which go through the scheme area at these points and which broadly represent the impact of the scheme on bus journeys.

- **Bus route 15** between Tower Hill and Byward Street - only journeys heading west in the morning would be affected, taking up to one minute extra at the busiest hour. Journeys heading east in the morning would not change. Journeys in the evening would benefit in both directions by up to two minutes heading west and by up to one minute heading east. The overall effect is positive.
- **Bus route 453** between Westminster Bridge and Trafalgar Square - journeys towards Trafalgar Square in the busiest hour in the morning would be 2-5 minutes longer than now. Heading in the opposite direction towards Westminster Bridge from Trafalgar Square, journeys during the busiest hour in the morning would be 7-10 minutes longer than now. Journeys in the evening on this route would experience an extra 1-2 minutes in both directions. The overall effect in the immediate scheme area is negative. However, we are introducing a new bus priority point at Westminster Bridge Road, just west of Elephant and Castle, to avoid buses travelling in a south / east direction being further delayed at this point.
- **Bus route 16** from Grosvenor Place to Park Lane via Hyde Park Corner – journey times would increase by less than a minute in the busiest peak hours for most

journeys except those heading north in the morning, where the journey would be quicker by up to one minute.

- **Bus route 94** from Lancaster Gate to Marble Arch - the remodelling of the gyratory would benefit eastbound journeys, which would be up to 2 minutes quicker in both the morning and the evening. Westbound journeys, however, would be 1-2 minutes longer in the morning and 2-5 minutes longer in the evening. The overall effect is slightly negative.

Where there are negative impacts on journey times for bus routes impacted by the scheme, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points. Floating or "island" bus stops would be provided for TfL bus stops, tourist bus stops and commuter coaches, where these stops are alongside the cycle track.

Reassignment of cyclists
We expect that cyclists currently using other roads east-west through the West End and City, would transfer to the new route, reducing the potential for conflict between motorists and cyclists on these mixed-traffic streets.

Broader public transport benefits
The cycle superhighway would have a capacity of around 3000 cyclists an hour in both directions. This is the equivalent of the capacity of 10 trainloads (based on seating capacity) or around two and a half trainloads (based on crush-standing capacity), on the District and Circle Underground lines that run beneath a large part of the Cycle Superhighway. Adding this additional capacity to London's transport network would complement the improvements we are already making to the District and Circle lines, by offering Londoners a different transport option to make their journeys through central London.

Explanatory note on accompanying traffic modelling data table
TfL has used traffic modelling techniques to calculate the expected journey time changes on certain routes through the scheme area at the busiest hour in both the morning and evening peak. The data table attached (LINK) outlines the expected journey times through three modelled stages;

- **Base model (column A)** – current situation on street. Journey times for general traffic and cyclists are taken from TRANSYT models. Journey times for buses are taken from Hyperion data
- **Future base model (column B)** – Expected situation for general traffic in December 2016 if the East-West and North-South Cycle Superhighway schemes were not built, but taking account of the impact of all other TfL road schemes delivered by this date. Without the scheme, traffic signal timings in the scheme area would not change, so pedestrian wait times would remain as they are currently
- **Future journey times with scheme (column C)** – Expected on-street conditions in December 2016 once the East-West and North-South Cycle Superhighway schemes are built. These journey times taking account of the advanced traffic signal management programme, which will change signal phasing to more effectively regulate the flow of traffic at certain locations to keep central London moving

The attached data table includes information for four sample routes through the scheme area for general traffic, four bus routes which go through the scheme area to represent the impact of the scheme on bus journeys, four cycling routes along the Cycle Superhighway route and four example pedestrian crossings.

Further detailed modelling information is available on request by emailing your requirements and contact details to trafficmodelling@tfl.gov.uk.

Complementary Measures
The impacts calculated through the traffic models do not take account of a range of additional complementary measures that would have beneficial impacts on journey times for buses and general traffic.

- Where there are negative impacts on journey times for bus routes shown in the table, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points
- Road users can expect more comprehensive and specific travel advice to help them to make informed journey choices to avoid busy times and locations
- We will continue our work with freight and servicing companies to support them to plan their activity to avoid the busiest times and locations, evaluate quieter technology to enable more deliveries to take place out of hours and investigate the benefits of consolidation centres
- Through the creation of the new Roads and Transport Policing Command, we will target enforcement at the busiest locations and known hot spots to reduce hold-ups and delays and keep traffic moving

-: ends :-

East-West Cycle Superhighway - Modelling Results

Correct as at 23 September 2014	(A) Base Model - current situation on street				(B) Future base model - Expected situation on-street Dec 2016 without scheme				(C) Future journey times Dec 2016 with scheme				(D) Difference between Future with scheme (C) and base (A)		(E) Difference between future with scheme (C) and future base (B)	
	Current journeys		AM	PM	Journeys modelled		AM	PM	Journeys modelled		AM	PM	AM	PM	AM	PM
Traffic Average journey times (minutes:seconds)	Limehouse Link tunnel to Hyde Park Corner	Westbound	34:34	30:51	Limehouse Link tunnel to Hyde Park Corner	Westbound	32:39	26:55	Limehouse Link tunnel to Hyde Park Corner	Westbound	50:28	44:20	15:54	13:29	17:49	17:25
		Eastbound	27:51	30:38		Eastbound	26:06	31:49		Eastbound	35:29	35:06	7:38	4:28	9:23	3:17
	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	18:15	17:06	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	16:30	13:18	East Smithfield to St Margaret Street (Parliament Square exit)	Westbound	18:34	23:14	0:19	6:08	2:04	9:56
		Eastbound	14:50	16:37		Eastbound	12:25	15:54		Eastbound	11:51	12:45	-2:59	-3:52	-0:34	-3:09
	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	8:03	8:01	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	7:51	7:42	Westminster Bridge to Hyde Park Corner (Knightsbridge)	Westbound	8:03	8:35	0:00	0:34	0:12	0:53
		Eastbound	7:02	7:37		Eastbound	6:37	7:07		Eastbound	16:00	13:59	8:58	6:22	9:23	6:52
	Lancaster Gate to A40 Westway	Northbound	4:36	5:04	Lancaster Gate to A40 Westway	Northbound	4:41	5:10	Lancaster Gate to A40 Westway	Northbound	4:20	4:53	-0:16	-0:11	-0:21	-0:17
		Southbound	4:36	4:51		Southbound	4:30	4:16		Southbound	6:16	5:18	1:40	0:27	1:46	1:02
Buses A sample of journey times on four routes through the scheme area (minutes:seconds) Difference against base (A), expressed as a range in column D	Route 15 (between Tower Hill and Byward Street)	Westbound	10:00	9:54	Future base data available for general traffic journeys only				Route 15 (between Tower Hill and Byward Street)	Westbound			0-1m	-(2-5m)	Future base data available for general traffic journeys only	
		Eastbound	5:06	7:18						Eastbound			-(0-1m)	-(0-1m)		
	Route 453 (between Westminster Bridge and Trafalgar Square, via Parliament Square	Northbound	8:18	8:06					Route 453 (between Westminster Bridge and Trafalgar Square, via Parliament Square	Northbound			2-5m	1-2m		
		Southbound	8:24	10:48						Southbound			7-10m	1-2m		
	Route 16 (between Park Lane and Grosvenor Place)	Northbound	2:24	2:42					Route 16 (between Park Lane and Grosvenor Place)	Northbound			-(0-1m)	0-1m		
		Southbound	2:06	2:12						Southbound			0-1m	0-1m		
	Route 94 (between Lancaster Gate and Westbourne Terrace)	Westbound	3:18	3:30					Route 94 (between Lancaster Gate and Westbourne Terrace)	Westbound			1-2m	2-5m		
		Eastbound	8:48	5:48						Eastbound			-(1-2m)	-(1-2m)		
Cycling Average journey times (minutes)	Royal Mint Street to Hyde Park Corner	Westbound	32	32					Royal Mint Street to Hyde Park Corner	Westbound	30	29	-2	-3		
		Eastbound	31	31						Eastbound	31	29	0	-2		
	Royal Mint Street to St Margaret Street (Parliament Square exit)	Westbound	20	20					Royal Mint Street to St Margaret Street (Parliament Square exit)	Westbound	19	17	-1	-3		
		Eastbound	21	21						Eastbound	17	16	-4	-5		
	Parliament Square to Hyde Park Corner	Westbound	11	12					Parliament Square to Hyde Park Corner	Westbound	11	11	0	-1		
		Eastbound	10	10						Eastbound	15	13	5	3		
	Lancaster Gate to A40 Westway	Northbound	7	7					Lancaster Gate to A40 Westway	Northbound	5	4	-2	-3		
		Southbound	7	7						Southbound	5	5	-2	-2		
Pedestrians Traffic signal cycle times and associated wait times (seconds) NOTE: Future base would be same as current base without scheme	Tower Hill - Minories - Shorter Street	Max. cycle time	88	88	Tower Hill - Minories - Shorter Street	Max. cycle time	88	88	Tower Hill - Minories - Shorter Street	Max. cycle time	96	96	8	8	8	8
		Max. wait time	82	82		Max. wait time	82	82		Max. wait time	90	90	8	8	8	8
	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	Upper Thames Street - Queen Street - Queen Street Place	Max. cycle time	104	104	0	0	0	0
		Max. wait time	98	98		Max. wait time	98	98		Max. wait time	98	98	0	0	0	0
	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	112	112	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	112	112	Parliament Square - Parliament Street - Bridge Street	Max. cycle time	120	112	8	0	8	0
		Max. wait time	105	105		Max. wait time	105	105		Max. wait time	114	106	9	1	9	1
	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	96	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	96	Knightsbridge - Hyde Park Corner - Grosvenor Place	Max. cycle time	96	104	0	8	0	8
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	90	98	0	8	0	8

Web copy
North-South Cycle Superhighway – benefits and impacts to road users

Overall context
Two broad trends have been seen on central London's roads over the last eight years: a significant reduction in motor traffic and a significant rise in cycling. Motor traffic in central London has fallen by around 17% per cent since 2006/07. Along the Superhighway route, the reduction has been greater, with motor traffic levels falling by 24% since 2006. However traffic flows in central London have stabilised in the last year.

Cycling in London has more than doubled in the last decade. Bikes now make up around a quarter of rush hour traffic in central London - but there are few special routes or facilities for them.

This scheme aims to allocate road space more in line with the actual usage of the road network. At present, around 50% of all traffic going across Blackfriars Bridge in the morning period is cyclists. The great majority of the road space would still be for motorists but part would be reallocated to cyclists. It aims to reduce conflict between cyclists and motor vehicles and to provide safer, more comfortable journeys for cyclists.

However, there are impacts – both benefits and disadvantages - for other users, which this document describes in more detail. The information is accompanied by a table of data (LINK). The numbers included in the text below are taken from column D, showing the difference between the current situation on–street and the situation expected if the scheme were to be implemented. Column B outlines the expected situation by December 2016 if the scheme were not built, taking account of the impact of other schemes planned for delivery by this date.

Pedestrians and environment
There would be a net increase of over 3,000 square metres of pedestrian space – widened footway, traffic islands and bus stops - along the route.

New street furniture and planting, including nine new benches and 38 new trees would create a more pleasant and pedestrian-friendly boulevard environment on Blackfriars Road. There will be a wide central island, with some of the new trees on it, separating the traffic and the cycle lane, shifting traffic noise and fumes further from pedestrians on the western pavement.

A number of changes would be made to pedestrian crossings, which collectively would offer significant safety improvements for pedestrians crossing at those points. Six crossings would be shortened. Three crossings are currently two-stage (requiring pedestrians to wait in the middle of the road); these would become one-stage to allow pedestrians to cross in a single movement. Pedestrian countdown would be installed at 12 signalised crossings along the route and there would be 10 new traffic light controlled pedestrian crossings. Signal timings would be altered at some existing crossings, which would increase the time pedestrians wait to cross the road by up to 24 seconds in some locations.

General traffic (excluding buses)
There would be longer journeys for motor vehicles at the busiest times of day on this route, and for some roads which cross the route.

The traffic modelling analysis looks at journey times at the busiest single hour in the morning and evening peaks. The model assumes that traffic volumes in central London will remain at current levels. Traffic in central London has fallen over the last eight years, though it has recently stabilised. It also includes the impact of the advanced traffic signal management

programme which will change signal phasing to more effectively regulate the flow of traffic into central London.

Travelling northbound from Elephant & Castle to Farringdon Station, average journey time in the morning peak would rise by 41 seconds, from 11 minutes 28 seconds to 12 minutes 9 seconds. In the evening, in the same direction, journey times would increase from 10 minuets 56 seconds to 15 minutes 12 seconds. Travelling southbound from Farringdon Station to Elephant & Castle, average journey time in the morning peak would rise from 10 minutes 50 seconds to 14 minutes 43 seconds. This journey in the evening would increase slightly from 12 minutes 17 seconds to 14 minutes 20 seconds.

We have also modelled a journey for general traffic between Stamford Street and Queen Victoria Street, across Blackfriars Bridge. Journeys for general traffic travelling north from Stamford Street to Queen Victoria Street would increase from 3 minutes 45 seconds to 15 minutes 43 seconds in the morning, and from 3 minutes 20 seconds to 12 minutes 41 seconds in the evening. Journeys heading south in the opposite direction would be quicker by 2 minutes 11 seconds in the morning and by 1 minute 41 seconds in the evening.

We plan to further reduce journey time delays using a number of other techniques which we successfully used during the Olympic Games. These include:

- greatly increased enforcement against illegal parking and loading on these routes to keep unplanned disruption to a minimum;
- a freight management and consolidation strategy, which encourages freight operators (on these and other routes) to plan their activity to avoid the busiest times and locations;
- a behaviour change strategy (on these and other routes), which encourages drivers to use alternative forms of transport; and
- a travel demand management strategy to provide more comprehensive and specific travel advice to road users, which would help them make informed journey choices to avoid busy times and busy locations.

The figures given above do not include the effects of these further techniques. However, experience of pilot schemes suggests they could be of substantial help in further reducing journey time impacts.

Parking and loading
Although there would be a 45 metre reduction in parking for general traffic, there would be an additional 90 metres of dedicated loading bay and an additional 6 metres of motorcycling parking.

Buses
Traffic modelling has been undertaken for four bus routes which go through the scheme area and which broadly represent the impact of the scheme on bus journeys.

- Route 45 between Charterhouse Street and Elephant and Castle heading north in the morning would see a reduction in journey time of between 2-5 minutes. The same journey in the evening northbound would increase by 1-2 minutes. Journeys on this same bus route travelling south in morning would increase between 2-5 minutes and between 5-7 minutes in the evening.
- Route 381 crossing the North-South cycle superhighway route between Southwark Street and Stamford Street could experience an increase of 2-5 minutes in both directions at the busiest times.
- Route 100 between Elephant & Castle and Queen Victoria Street would experience a drop in journey time of between 5-7 minutes in the morning heading north and a drop of between 2-5 minutes in the evening in the same direction. Southbound journeys

along the route in the morning would be up to one minute longer, but in the evening would be 1-2 minutes quicker.
- Route 11 travelling between Ludgate Hill and Fleet Street could experience an increase of 2-5 minutes crossing the route westbound in the morning, and an increase of 1-2 minutes eastbound in the morning and both directions in the evening.

A new bus gate on Westminster Bridge Road would help minimise delays on bus routes 12, 53, 148, 453 and C10 heading southeast along London Road towards Elephant and Castle.

Where there are negative impacts on journey times for bus routes impacted by the scheme, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points. Floating or "island" bus stops would be provided for TfL bus stops where these stops are alongside the cycle track.

Broader public transport benefits
The cycle superhighway would have a capacity of around 3000 cyclists an hour in both directions. This is the equivalent of the capacity of 10 London Underground trainloads (based on seating capacity) or around two and a half trainloads (based on crush-standing capacity). Adding this new capacity to London's transport network provides a viable alternative transport option for those making journeys north-south through the city.

Explanatory note on accompanying traffic modelling data table
TfL has used traffic modelling techniques to calculate the expected journey time changes on certain routes through the scheme area at the busiest hour in both the morning and evening peak. The data table attached (LINK) outlines the expected journey times through three modelled stages;

- **Base model (column A)** – current situation on street. Journey times for general traffic and cyclists are taken from TRANSYT models. Journey times for buses are taken from Hyperion data
- **Future base model (column B)** – Expected situation for general traffic in December 2016 if the East-West and North-South Cycle Superhighway schemes were not built, but taking account of the impact of all other TfL road schemes delivered by this date. Without the scheme, traffic signal timings in the scheme area would not change, so pedestrian wait times would remain as they are currently
- **Future journey times with scheme (column C)** – Expected on-street conditions in December 2016 once the East-West and North-South Cycle Superhighway schemes are built. These journey times taking account of the advanced traffic signal management programme, which will change signal phasing to more effectively regulate the flow of traffic at certain locations to keep central London moving

The attached data table includes information for two sample routes through the scheme area for general traffic, four bus routes which go through the scheme area to represent the impact of the scheme on bus journeys, one cycling route along the Cycle Superhighway route and five example pedestrian crossings.

Further detailed modelling information is available on request by emailing your requirements and contact details to trafficmodelling@tfl.gov.uk.

Complementary Measures
The impacts calculated through the traffic models do not take account of a range of additional complementary measures that would have beneficial impacts on journey times for buses and general traffic.

- Where there are negative impacts on journey times for bus routes shown in the table, a programme of work is being developed to save time elsewhere along the affected route by addressing delays and giving priority to buses at certain pinch-points
- Road users can expect more comprehensive and specific travel advice to help them to make informed journey choices to avoid busy times and locations
- We will continue our work with freight and servicing companies to support them to plan their activity to avoid the busiest times and locations, evaluate quieter technology to enable more deliveries to take place out of hours and investigate the benefits of consolidation centres
- Through the creation of the new Roads and Transport Policing Command, we will target enforcement at the busiest locations and known hot spots to reduce hold-ups and delays and keep traffic moving

-: ends :-

North-South Cycle Superhighway - Modelling Results

Correct as at 23 September 2014	(A) Base Model - current situation on street				(B) Future base model - Expected situation on-street Dec 2016 without scheme				(C) Future journey times Dec 2016 with scheme				(D) Difference between Future with scheme (C) and base (A)		(E) Difference between future with scheme (C) and future base (B)	
	Current journeys		**AM**	**PM**	**Journeys modelled**		**AM**	**PM**	**Journeys modelled**		**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Traffic Average journey times (minutes:seconds)	Elephant & Castle to Farringdon Station	Northbound	11:28	10:56	Elephant & Castle to Farringdon Station	Northbound	10:22	09:37	Elephant & Castle to Farringdon Station	Northbound	12:09	15:12	0:41	4:16	1:47	5:35
		Southbound	10:50	12:17		Southbound	09:42	09:13		Southbound	14:43	14:20	3:53	2:03	5:01	5:07
	Stamford Street to Queen Victoria Street	Northbound	3:45	3:20	Stamford Street to Queen Victoria Street	Northbound	03:43	03:25	Stamford Street to Queen Victoria Street	Northbound	15:43	12:41	11:58	9:21	12:00	9:16
		Southbound	5:50	5:22		Southbound	05:03	03:25		Southbound	3:39	3:41	-2:11	-1:41	-1:54	0:16
Buses A sample of journey times on four routes through the scheme area (minutes:seconds) Difference against base (A), expressed as a range in column D	Route 100 (between Elephant & Castle and Ludgate Hill)	Northbound	14:12	13:06	Future base data available for general traffic journeys only				Route 100 (between Elephant & Castle and Queen Victoria Street)	Northbound			-(5-7m)	-(2-5m)	Future base data available for general traffic journeys only	
		Southbound	10:12	11:00						Southbound			0-1m	-(1-2m)		
	Route 381 (between Stamford Street and Southwark Street)	Eastbound	1:54	1:54					Route 381 (between Stamford Street and Southwark Street)	Eastbound			2-5m	2-5m		
		Westbound	1:12	1:06						Westbound			2-5m	2-5m		
	Route 11 (between Fleet Street and Ludgate Hill)	Eastbound	1:12	2:06					Route 11 (between Fleet Street and Ludgate Hill)	Eastbound			1-2m	1-2m		
		Westbound	1:54	2:06						Westbound			2-5m	1-2m		
	Route 45 (between Elephant & Castle and Charterhouse Street)	Northbound	15:24	12:36					Route 45 (between Elephant & Castle and Charterhouse Street)	Northbound			-(2-5m)	1-2m		
		Southbound	13:18	14:36						Southbound			2-5m	5-7m		
Cycling Average journey times (minutes)	Elephant & Castle to Farringdon Station	Northbound	18	17					Elephant & Castle to Farringdon Station	Northbound	19	14	1	-3		
		Southbound	14	15						Southbound	14	20	0	5		
Pedestrians Traffic signal cycle times and associated wait times (seconds) NOTE: Future base would be same as current base without scheme	St George's Circus	Max. cycle time	NO SIGNALISED FACILITES		St George's Circus	Max. cycle time	NO SIGNALISED FACILITES		St George's Circus	Max. cycle time	112	120	N/A		N/A	
		Max. wait time				Max. wait time				Max. wait time	106	114				
	Southwark Tube station	Max. cycle time	88	88	Southwark Tube station	Max. cycle time	88	88	Southwark Tube station	Max. cycle time	104	104	16	16	16	16
		Max. wait time	82	82		Max. wait time	82	82		Max. wait time	98	98	16	16	16	16
	Blackfriars Station (westbound exit)	Max. cycle time	96	96	Blackfriars Station (westbound exit)	Max. cycle time	96	96	Blackfriars Station (westbound exit)	Max. cycle time	120	120	24	24	24	24
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	114	114	24	24	24	24
	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	96	96	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	96	96	Ludgate Circus (east-west) No facilities north-south	Max. cycle time	120	120	24	24	24	24
		Max. wait time	90	90		Max. wait time	90	90		Max. wait time	114	114	24	24	24	24
	Farringdon Street-Charterhouse Street	Max. cycle time	NO SIGNALISED FACILITES		Farringdon Street-Charterhouse Street	Max. cycle time	NO SIGNALISED FACILITES		Farringdon Street-Charterhouse Street	Max. cycle time	120	120	N/A		N/A	
		Max. wait time				Max. wait time				Max. wait time	114	114				

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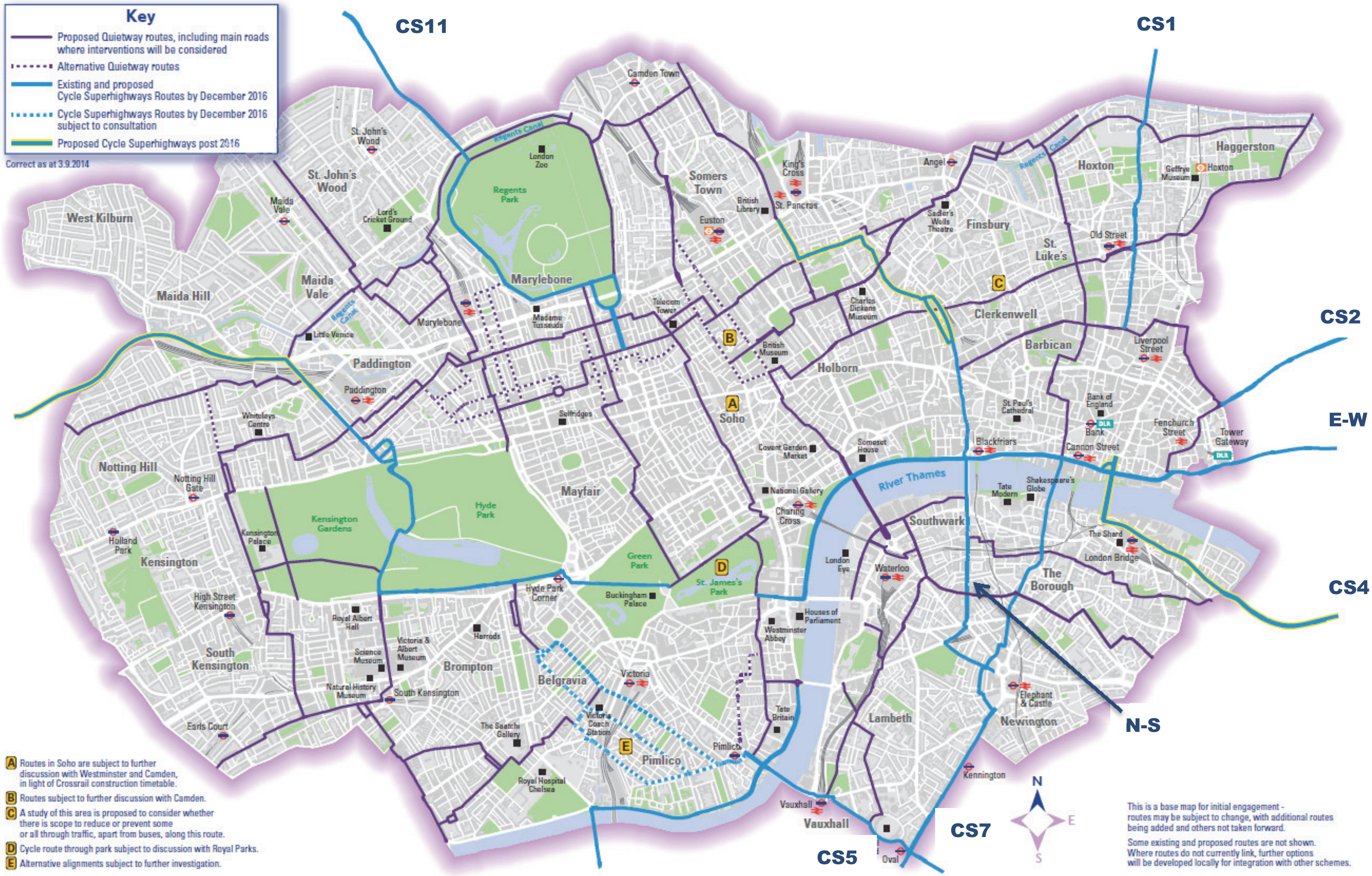
Appendix 5

Proposed Central London Cycle Grid - Routes for completion by December 2016



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Committee(s):	Date(s):	
Planning and Transportation Committee (for decision) Property Investment Board (for information)	14th October 2014 15th October 2014	
Subject: Bank Station Capacity Upgrade		**Public**
Report of: Director of the Built Environment		**For Decision**

Summary

London Underground (LU) has applied to the Secretary of State for Transport for a Transport and Works Act Order (TWAO) to obtain permission for a major upgrade of Bank station in order to address pressing congestion problems and to provide additional capacity for future growth. The scheme includes the construction of a new running tunnel for the Northern Line and an additional station entrance in Cannon Street. A direction for deemed planning permission has also being applied for and applications for listed building consent for protective measures in consequence of the TWAO proposals will be subject of an automatic "call-in" for determination by the Secretary of State for Transport.

Bank station is of vital importance for accessibility to the heart of the City and it is very much in the City's interests to ensure that the existing congestion issues at the station are addressed. In 2011 the City Corporation entered into a non-binding Memorandum of Understanding with London Underground in order to formally acknowledge the commitment of both parties to work together to secure the implementation of the Bank Station Capacity Upgrade scheme. Policy CS16 of the City's draft Local Plan supports the delivery of the proposed upgrade and Policy CS16 of the adopted Core Strategy supports further improvements to public transport capacity and step-free access at Bank.

LU has worked closely with the City Corporation on the plans for the upgrade and the resulting scheme is consistent with the City Corporation's aspirations for the station and surrounding area as set out in the approved Bank Area Strategy. Much of the work will take place below ground but there will inevitably be construction impacts and it will be important to ensure that these are kept to a minimum. Key areas where the City Corporation will wish to ensure appropriate safeguards are in place include the protection of listed buildings, archaeology and other properties; the minimisation of adverse impacts on the operation of the highway network; and, environmental controls to minimise construction disturbance.

For this reason it is recommended that the City Corporation reiterates its

support for the scheme in principle but continues to work with LU to ensure that the TWAO and associated consents and documents incorporate appropriate safeguards to protect the public and the City's interests and to minimise potential disturbance and disruption both during and after construction.

Recommendations

I recommend that Members:

i) note the contents of this report;

ii) reiterate the City Corporation's support in principle for the Bank Station Capacity Upgrade scheme;

iii) authorise the Director of the Built Environment and/or the Comptroller and City Solicitor to respond to the Secretary of State for Transport in support of the scheme in principle but making representations and/or objections in relation to those aspects of the draft TWAO and associated applications which are considered inadequate to protect the public and the City's interests. (A summary of some of the principal issues is set out in paragraphs 28 to 56 of this report);

iii) authorise the Director of the Built Environment and/or the Comptroller and City Solicitor to continue negotiations with LU and/or take any other necessary steps to secure appropriate safeguards in the TWAO and associated consents and documents to protect the public and the City's interests including entering into relevant legal agreements, memoranda of understanding and/or securing appropriate legal undertakings.

Main Report

Background

1. Bank Underground station is located in the heart of the City of London financial district, its name is synonymous with the function of much of the area it serves. It is one of the major gateways to the City for employees and visitors. It is also a strategic network interchange, being served by five Underground lines (Northern, Central, and Waterloo & City, together with the District and Circle at the inter-connected Monument station), as well as by the Docklands Light Railway (DLR).

2. The station has been developed piecemeal from 1884 onwards, as lines have been progressively added to the Underground network. It reached its present form in 1991, when the DLR opened. Most of the platforms are at a very deep level, and are therefore dependent upon escalators or lifts for passenger access and egress. The overall Bank/Monument

station has three ticket halls, 10 platforms, 15 escalators, five lifts and two moving walkways.

3. The effects of this unplanned development and layout complexity are two fold:

   - Passenger circulation space - on platforms, staircases, passageways and in ticket halls - is cramped, and falls short of that which would be specified if the station were built new to current standards. A particular issue is that the number of escalators, lifts and street exits is insufficient for the number of passengers using the station, thereby creating extended walk times and congestion during normal operations. The Northern and DLR lines, being the deepest platforms on the station, suffer especially in this regard.

   - Passenger way finding is difficult, particularly for those interchanging between lines who make up more than half the passengers using the station. Passengers uncertain of their direction, hesitating or seeking help, contribute to the overall congestion problem.

4. Bank station was designed and built in expectation of traffic levels far less than those now using the station. In the last ten years the use of Bank station has risen by 50% taking the total to 337,000 passenger journeys each day. Demand continues to rise, and if nothing is done, there will be an increase in temporary station closures for crowd control, and the need to run trains non-stop through Bank. Improving Bank station is also a key step towards enabling future frequency increases on the Northern line.

5. Crossrail, scheduled to open in 2018, is not expected to have a significant impact on Bank station usage.

6. The most severe points of congestion on the station are:

   - The Northern line platforms, which are arranged back-to-back with no ‘reservoir’ of passenger circulating space between them. The narrow staircases at the north end of the platforms become particularly congested, with passengers having to be held at the top at peak times in order to prevent excessive overcrowding on the platforms below.

   - The exits from the DLR platforms, where there is insufficient escalator and staircase capacity to upper levels of the station, leading to extensive queues.

7. The current overcrowding is mitigated by a number of operational measures. For example, the direct interchange staircase between the Northern line and DLR platforms has insufficient capacity to allow two-way passenger movement at peak times, and is therefore restricted to one-way movement only. Passengers making the interchange in the reverse direction have to use an alternative route via escalators,

passageways and stairs, that lengthens the walking distance considerably and adds several minutes of walking time compared to the direct route. However, such operational intervention strategies are limited in their effectiveness and are not a long term solution.

8. LU has worked closely with the City Corporation to secure a new entrance and direct access to the Waterloo and City line on Walbrook as part of the Bloomberg development. This will provide significant benefits to passengers when it opens in 2017 by improving access, providing additional capacity and journey time savings in accessing the Waterloo and City line. The new Walbrook entrance will not, however, significantly reduce congestion around the Northern line and DLR.

9. To summarise the present position, Bank station is already congested and at the limit of its capacity in several parts of the station. The pressure on the station will increase further as a result of London's population and employment growth, and provision of additional train service capacity on the DLR and Northern line.

The TWAO scheme

10. LU examined a very large number of ideas for increasing the capacity of Bank station before selecting the current option. LU liaised closely with the City Corporation throughout the design and selection process including presentations for Members at the City Marketing Suite in September 2013 and an exhibition preview for Members at St Mary Abchurch in October 2013. There have also been four public consultations as the scheme has been developed.

11. The TWAO scheme aims to increase capacity, reduce interchange times and improve accessibility by means of:

    - A new Northern line southbound running tunnel to be located west of the existing southbound running tunnel, incorporating a 6m wide platform for southbound passengers (double the width of the current platform).

    - Conversion of the existing southbound Northern line platform tunnel to create a concourse area providing additional circulation space for the northbound platform (an approach successfully followed at other Northern line stations - Angel and London Bridge - in the 1990s).

    - A new station entrance in Cannon Street.

    - Step-free access between the Northern line, DLR and the street.

    - A moving walkway between the Northern and Central lines to provide quicker and easier access.

    - More lifts and escalators to ease congestion and improve accessibility.

- More direct routes with reduced need to go up and down stairs.

- Quicker and better protected fire evacuation routes.

12. Most construction work will take place underground but will be accessed from two surface level worksites, in Cannon Street and Arthur Street. There are a number of additional worksites to enable protective works to existing utilities, to divert utilities and allow provision for compensation grouting. Protective works to buildings, including Mansion House and other listed buildings and sewers would be carried out where analysis indicates this is required.

13. The site between Cannon Street, Nicholas Lane, King William Street and Abchurch Lane will be used to construct the new station entrance, escalators and lifts and to access some of the works below ground. The existing buildings on the site will be demolished apart from the façade of 20 Abchurch Lane which will be retained and incorporated into a new oversite development for which planning permission has already been granted. Section 106 monies arising from this development will be allocated to TfL as a further contribution towards delivery of the upgrade scheme.

14. The Arthur Street worksite will require the temporary closure of the street from 2016 to 2021 to allow construction of a shaft from which to construct the new southbound Northern line tunnel and undertake other below ground works. The site will be used for the removal of excavated material, worker and equipment access to the works below ground, and air intake and extraction.

15. The new tunnels will be constructed using the 'sprayed concrete lining' technique, rather than using a tunnel boring machine which is only feasible for longer distances.

16. The estimated cost of the scheme is £563.8m.

Benefits

17. The station upgrade will provide sufficient capacity to accommodate foreseeable forecast passenger demand (60yrs), avoiding the operational congestion-control restrictions and customer delays.

18. Journey times will be improved for passengers accessing and exiting the Northern line and DLR platforms, by means of the new Cannon Street ticket hall.

19. There will be equality and inclusion benefits, by creating a step-free route from the street to the Northern line platforms, and between the Northern line and DLR platforms for interchange.

20. The provision of high-quality public transport access and infrastructure will help maintain London's position and competitiveness as the World's leading financial and business services centre.

Programme

21. LU submitted their application for a TWAO on 9th September 2014. Representations, comments or objections have to be submitted to the Secretary of State for Transport by 21st October 2014 (42 days) and a public inquiry into the proposals is likely to be held in early 2015. If the Secretary of State decides to approve the scheme, LU anticipates start of work in 2016 and completion in 2021. A Code of Construction Practice (CoCP) will be agreed with the City Corporation prior to the start of any works.

22. LU believes there is a much greater degree of certainty about how the scheme will be built, compared to other major projects (such as Crossrail) at this same stage of seeking powers. LU has deliberately chosen a contractor and developed a joint detailed construction design prior to submitting the TWAO application, which means they believe they are seeking the appropriate powers and acquisitions necessary to complete the project, rather than just their current best guess. This should assist with keeping to the planned programme.

23. By contrast, Crossrail sought their powers before they had a contractor or a detailed design, which meant that the Crossrail Act was broader in scope than necessary in some areas but in other respects did not accurately reflect the project's needs by the time construction commenced.

24. The construction milestones are likely to be:

- 2015/16 – Advance utility diversions
- 2016/17 – Tunnelling works from Arthur Street
- 2016 – Demolition of buildings between Cannon Street and King William Street
- 2019 – Tunnelling works and commencement of fit out
- Spring 2020 – 17 week part-closure of Northern line City branch to connect up the new and existing tunnels and tracks
- 2021 – New Cannon Street station entrance opens
- 2021 – Project completion

Implications for the City of London

25. Improving public transport infrastructure is a key objective of the City's planning strategy and the City Corporation has a record of strongly supporting schemes such as Thameslink and Crossrail. In line with this approach, the City has already signalled in principle support for the Bank Station Capacity Upgrade scheme by entering into a non-binding Memorandum of Understanding with LU in order to formally acknowledge the commitment of both parties to work together to secure its implementation. Support for the upgrade is also included in Policy CS16 of the City's draft Local Plan and Policy CS16 of the adopted Core Strategy supports improvements to public transport capacity and step-free access at Bank. A joint LU/City officer-level working group has been set up to facilitate liaison on the project.

26. However, as with Crossrail and other infrastructure projects which have been supported in principle, the City Corporation has a responsibility to ensure that the scheme is designed and constructed in such a way as to deliver maximum benefit for the City of London whilst minimising any potential adverse effects on local residents and businesses and that it is carried out in a way that is consistent with the planning process. Thus, it will be necessary for the City Corporation to carefully scrutinise the provisions of the draft TWAO to ensure that nothing in it is prejudicial to the City's interests and that where necessary appropriate safeguards are included.

27. The following sections summarise key aspects of the scheme and identify potential areas of concern which officers are continuing to discuss with LU with the aim of securing amendments to the TWAO and/or associated consents and documents and/or separate binding undertakings. It is hoped that the majority of these issues can be resolved by agreement but if this is not possible it may be necessary to pursue any outstanding matters through the public inquiry process.

Planning Issues

Over site Development

28. Planning and Transport Committee resolved to grant planning permission for the over site development on the 10th June 2014 and concluded that the proposal was to be welcomed subject to conditions and to a Section 106 agreement to facilitate the construction of the development only in association with the TWAO for the Bank Station upgrade. The application comprised of the demolition of all six existing buildings with exception of the facade to 20 Abchurch Lane and redevelopment to provide a single six storey building (plus basement and roof plant) with ground floor retail and office use. The overall floor space would be 18,214sq.m GEA (17,250sq.m GIA) with 17,070sq.m GEA (16,159sq.m GIA) in office use and 1,144sq.m GEA (1,091sq.m GIA) in retail use (A1, A2, A3, A4 or A5). The development incorporates the dismantling and reconstruction of the existing facade of 20 Abchurch

Lane further to the south, fronting onto Abchurch Yard (14/00178/FULEIA).

29. Additional TWAO consents would be required for design and appearance of the station entrance on Cannon Street and the associated ground floor elevation on Nicholas Lane and return elevation to King William Street.

Arthur Street worksite

30. A request has been received from the Bank Station Capacity Upgrade Project Office for a Scoping Opinion as to the information to be provided in the Environmental Statement pursuant to *Regulation 13* (1) *Town & Country Planning (Environmental Impact Assessment) Regulations 2011.* The City Corporation's Scoping Opinion will be issued at the end of the consultation period. A planning application accompanied by the Environmental Statement under the above regulations will be submitted for Arthur Street Utilities Diversion Works and associated enabling works for determination by the City Corporation.

Listed Building Consents

31. Applications for listed building consent in respect of protective works to mitigate the effects of potential settlement caused by the Bank Station Capacity Upgrade tunnelling works have been submitted concurrently with the application for the TWAO. Under Section 17 of the Transport and Works Act 1992 the listed building consent applications are referred by the City Corporation to the Secretary of State for Transport for determination. The City Corporation's views will be sought as a consultee.

32. The listed building consent applications are in respect of protection works as follows:

    i. Mansion House: Adjustment and enhancement of existing internal structural ties; temporary removal for specialist repair and conservation of a section of stained glass from the eastern window of the Egyptian Hall and installation of a temporary replica panel and consolidation of vulnerable decorative plaster in the principal and second floor reception rooms in the north and central areas of the building.

    ii. 1 Princes Street: Strengthening of fixings to statuary at attic level on the south-eastern corner elevation, including temporary removal of the statues to safe storage.

    iii. 1-6 Lombard Street: Consolidation of decorative plaster to ceiling/dome within the ground floor restaurant and temporary strengthening of cantilevered stair through the use of fixed props.

iv. 1 King William Street: Adjustments of existing internal facade fixings and insertion of additional ties and brackets to the Sherborne Lane elevation

v. 5 King William Street: Adjustments of existing internal facard fixings and insertion of additional ties and brackets.

vi. 15 Abchurch Lane: Consolidation and repair of existing cracked stonework and brickwork on the Abchurch Lane elevation.

vii. 29 Martin Lane: Consolidation and repair of existing cracked stonework and brickwork on the Abchurch Lane elevation.

Archaeology

33. The proposals to construct a new station, an access shaft in Arthur Street, a shaft to the Low Level 2 Sewer in Walbrook, provision for a compensation grout shaft in Walbrook outside Mansion House, works to divert and protect utilities would have archaeological implications affecting archaeological remains from all periods. There is potential for significant remains from the Roman and medieval periods to be affected by the proposals. The proposed new shaft to the Low Level 2 Sewer in Walbrook may affect the Roman Temple of Mithras, an undesignated heritage asset, and associated remains which are of national importance and significance.

34. An archaeological assessment has been submitted with the TWAO. Further detailed information is required on the proposed works, including the location and design of the work to protect and divert utilities and to protect listed buildings including the Mansion House. Where such work would affect archaeological remains of significance, negotiations with LU would be held to find alternative work site locations that would have a lesser archaeological impact.

35. There have been discussions on the proposed work with LU and these will be continued to ensure that the archaeological impact of all the proposed works and any enabling works is properly considered and appropriate mitigation measures are put in place to ensure protection of the archaeological resource. This would include the scope of archaeological evaluation, archaeological recording and excavation, post excavation assessment and analysis, archiving and dissemination of the results of archaeological work.

36. Archaeological evaluation is necessary to provide additional information on the type, nature, character and date of archaeological survival to supplement the findings of the assessment and results of proposed and completed site investigations. It should be carried out in accordance with a written scheme of investigation and programme agreed in writing by the City Corporation prior to work commencing. The evaluation

results would be considered with the impact of the proposals to design an appropriate mitigation strategy. This would include agreeing alternative locations for the additional works sites to minimise disturbance to significant archaeological remains where possible and the design of an appropriate programme of archaeological work including on-site recording and excavation, post excavation assessment and analysis, publication and archiving.

37. Where archaeological remains are affected by the proposals a programme of archaeological recording should be carried out in accordance with all current standards and guidelines, working to relevant research objectives. The work should be carried out to a written scheme of investigation agreed in writing with the City prior to work commencing. It would set out the proposed impacts, research aims and objectives, timetable, tasks and methodology for all stages of archaeological work including on-site recording and excavation, post excavation assessment and analysis, publication and archiving.

38. It is suggested that a memorandum of understanding is sought and agreed with LU to cover all stages of archaeological work including evaluation, archaeological recording and excavation, post excavation assessment and analysis, publication and archiving and integration of this work in the construction programme. It should include procedures to deal with unexpected archaeological remains and items recovered which may be covered by the Treasure Act 1996.

39. The proposals affect a number of sites in this area of the City and it would be appropriate for an information strategy to be written to provide updates and information about the archaeological findings and construction work in progress, including, for example, on-site hoarding and web based material and newsletters.

Property Issues

40. The draft TWAO makes provision for the compulsory purchase of the City Corporation's freehold interest in 10 King William Street. This office building is partly owned by the City Corporation and is vested in City's Cash. It is located in the block between King William Street and Cannon Street and the proposal is that it will be demolished as part of the works to construct the new station entrance. The City Corporation's interest is currently let on a 100 year lease granted in 1978 and LU has already acquired this leasehold interest from the tenant.

41. The City Surveyor commissioned a study to evaluate whether there would be a justification on property investment terms for the City Corporation to be involved in the redevelopment of the site but it was concluded that it would more advantageous for the City Corporation's interest to be bought out and the capital reinvested elsewhere. Negotiations are proceeding with LU on this basis will be reported to the appropriate committees as and when details become available.

42. Apart from 10 King William Street, no other City Corporation properties (i.e. buildings) are proposed to be the subject of compulsory purchase. However, a substantial tract of City Corporation land is required for the railway tunnel, passenger subways and tunnels for construction, maintenance and operational purposes. The powers of compulsory purchase are limited to the subsoil or undersurface and can only be exercised in relation to land that is more than 9 metres below surface level. Most of the affected City Corporation land lies under highways between Moorgate and the northern approaches to London Bridge, including a section of King William Street. However, some City Corporation properties are also affected. The route of the railway and other works runs under the Mansion House, Candlewick House (116-126 Cannon Street), Adelaide House (at London Bridge) and the arches that support the King William Street bridge over Lower Thames Street and the northern approaches to London Bridge. The subsoil of this land is also earmarked for acquisition. In addition, Phoenix House (18 King William Street) lies immediately adjacent to the limits of deviation for the works.

43. LU has been following good practice in understanding and predicting the effects of tunnelling on buildings and structures but has not yet satisfactorily demonstrated that their proposals in conjunction with the previous DLR tunnelling will not be deleterious to the Mansion House. Officers will continue to work with LU to ensure there is no damage to the Mansion House but may need to make representations if detailed concerns are not met.

Transportation Issues

44. Bank station will remain operational during most of the upgrade works but there will be a need for the temporary closure of the Northern line when the new and existing running tunnels and tracks are connected up with each other. This will involve closure of the line in both directions between Moorgate and Kennington for six weeks in April/May 2020 followed by an eleven week period (May-August 2020) with no southbound service between Moorgate and Kennington and northbound services non-stopping at Bank.

45. This will clearly cause short-term inconvenience which LU intends to mitigate by enhancing frequencies on the Northern line Charing Cross branch, encouraging passengers to use other lines, including Thameslink and Crossrail, and providing extra bus services. There is also likely to be an increase in people walking and cycling, particularly along the Moorgate – Bank – London Bridge corridor, during that period. Officers will need to work with LU to ensure that these can be safely accommodated.

Highways Issues

46. Similarly to Crossrail, LU has included provisions in the draft TWAO application that would remove a number of Highway Authority powers to

control building sites and utilities from the City Corporation for this project. This would result in LU not needing the City Corporation's permission to write traffic orders for road closures or give permits for utility works, allowing LU to short-circuit any notice periods or formal constraints the City may wish to impose. LU will still be required to co-ordinate with the City Corporation, but as with Crossrail, this will require a different management regime where LU has the ultimate authority to approve their works on the highway, rather than the City Corporation.

47. The principle of this approach was established with the Crossrail scheme, and a collaborative management approach from both sides has allowed the City Corporation to exert its influence on works without Crossrail having to exert its formal powers. However, the City Corporation would still prefer to retain its powers of control, and it has been successful in arguing that Thames Water should not be allowed similar disapplication powers in relation to the Thames Tideway project. As a result, this matter may form part of the City Corporation's representations to the Secretary of State.

48. In terms of the direct impact of the works, LU has identified a number of lorry routes to feed the two main works locations. These routes have been specifically planned to avoid Bank junction, and will likely require LU to review and remove the weight restriction at the Cannon Street / King William Street / Gracechurch Street junction. This currently has a weight limit imposed due to the weakness of the pedestrian tunnels underneath, and making it available to all traffic would be a positive side benefit of the scheme.

49. LU has also proposed to feed the site at Cannon Street by using Arthur Street (adjacent to their shaft works) as a local staging point for 'just-in-time' lorry deliveries. This should minimise the impact on Cannon Street, and prevent lorries from having to circulate through the area waiting for space to free up on site.

50. The use of Arthur Street as the key tunnelling worksite is ideal for LU as it sits above an existing abandoned underground station structure, from which tunnelling operations can easily break out. LU did involve the City in considering other locations for this key part of the scheme, but each had considerably more impact on the highway network than this option.

51. The implications of a long term closure of Arthur Street include restricted access to adjacent premises, a bus route diversion and a need to find an alternative route for emergency vehicle access into the City, particularly from the Dowgate Fire Station. This last issue will be resolved through the installation of an emergency gate off Upper Thames Street at Suffolk Lane, but minimising the site's impact, particularly on local premises, will remain the subject of further discussions between the City Corporation and LU, and may form part of the representations to be made to the Secretary of State.

52. LU is currently assessing the secondary impacts of the proposed tunnelling operations, particularly on other highway assets such as deep level sewers and other utility plant. Similarly to Crossrail, this is likely to result in extensive utility works prior to the main works commencing, both in terms of moving utilities in Arthur Street to allow the shaft to be built, as well as reinforcing or replacing sewers, gas mains etc. that might otherwise be damaged by the vibration and / or settlement caused by the tunnelling. In addition, boreholes to ascertain underground soil conditions to inform the tunnelling works are also anticipated.

53. LU has recently started to outline the extent, timing and impact of these works to City officers, who will look to negotiate how they can best be accommodated in the context of other highway activities and the needs of City businesses, residents and other users of the highway network. These works are likely to commence in 2015 (at LU's risk) in advance of their anticipated TWAO application approval, and a number of major streets are likely to be affected, but so far these appear deliverable in the wider context.

Environmental Issues

54. Noise and vibration will be controlled by ensuring the best practical means are adopted for the working methods. Monitoring of noise and vibration will be undertaken both prior to the works starting and during the period of the works. Air quality will also be monitored throughout the project.

55. Hours of work will be the standard working hours and observance of quiet hours 10-12 am and 2-4 pm Monday to Friday. Only when necessary works will be approved and permitted outside of these hours.

56. The Code of Construction Practice which is based on the City Corporation's own Code has been substantially agreed. Although it is not considered necessary the right remains to seek prior approval under section 61 of the Control of Pollution Act 1974.

Legal Implications

57. The draft TWAO will give LU a range of powers to construct and maintain the authorised works, as well as other powers including powers to execute street works, alter the layout of streets, keep apparatus in streets, stop up streets permanently and temporarily, regulate traffic and carry out protective works to buildings, roads and statutory undertakers' apparatus. It will also authorise compulsory acquisition and use of land for the purposes of the works. LU are also seeking a direction for deemed planning permission for development authorised by the Order and have made associated listed building consent applications which will be determined by the Secretary of State for Transport concurrently with the TWAO application.

58. LU has also made an application to the Diocese of London for a faculty licence for protective works to St Mary Abchurch. The Chief Planning Officer and Development Director has delegated authority to respond to consultations in respect of faculty applications.

59. The scope of the TWAO powers sought is being scrutinised with a view to ensuring they do not exceed those necessary, and that appropriate safeguards are secured in the Order and associated consents and documents to minimise any potential adverse effects.

60. Representations and objections to the applications must be submitted on or before 21st October. If there are objections a public inquiry is likely to be held early next year.

Staffing and Financial Implications

61. To date the City's participation in the joint Bank Station Upgrade working group has been contained within existing staffing budgets.

62. However, in view of the additional work required to respond promptly to the TWAO application and associated documentation (Environmental Impact Assessment, draft Code of Construction Practice etc.) LU has offered to meet the City Corporation's costs in providing such input. The Comptroller & City Solicitor is presently liaising with LU with a view to obtaining an appropriate costs undertaking but it may be necessary to seek committee authorisation for expenditure on Counsel's fees at a later date.

63. Any financial issues arising from the possible future acquisition of the City Corporation's property interest in 10 King William Street will be reported to the appropriate committees as and when details become available.

64. The City Corporation has previously transferred a Section 106 contribution of £2.0 million to TfL for the purpose of upgrading the Bank Station control room which is a necessary precursor to the opening of the new Walbrook entrance and the capacity upgrade scheme. This work is currently in progress. Section 106 monies from the over-site development on King William Street will also be transferred to TfL as a further contribution towards the upgrade works.

65. The City's in-principle support for the scheme does not, however, impose any further obligation to contribute towards funding the upgrade scheme. The responsibility for securing the remaining funding rests with LU as scheme promoter.

Strategic Implications

66. Bank station upgrade is a key project that will assist in achieving parts of the City's Community Strategy including the themes of "protects,

promotes and enhances our environment" and "is competitive and promotes opportunity".

67. Bank station upgrade relates to the following key objective in the Planning and Transportation Departmental Business Plan – "To seek, promote and advocate improvements to the transport infrastructure serving the City and London to ensure it remains a competitive international financial, maritime business centre". The upgrade works are also in accord with the requirements of Policy CS16 in the City's draft Local Plan.

68. The proposed scheme will deliver important accessibility and inclusion benefits, by creating a step-free route from the street to the Northern line platforms, and between the Northern line and DLR platforms for interchange.

Consultees

69. The Town Clerk, City Surveyor, Director of Environmental Services, Comptroller & City Solicitor, Chief Planning Officer & Development Director and Chamberlain have been consulted in the preparation of this report.

Conclusions

70. The Bank Station Capacity Upgrade scheme will provide a long overdue upgrading of this key station which will be of considerable benefit to the City.

71. It is therefore recommended that the City Corporation reiterates its support for the scheme in principle but continues to work with LU to ensure that the TWAO incorporates appropriate safeguards to protect the City's interests and to minimise potential disturbance and disruption both during and after construction.

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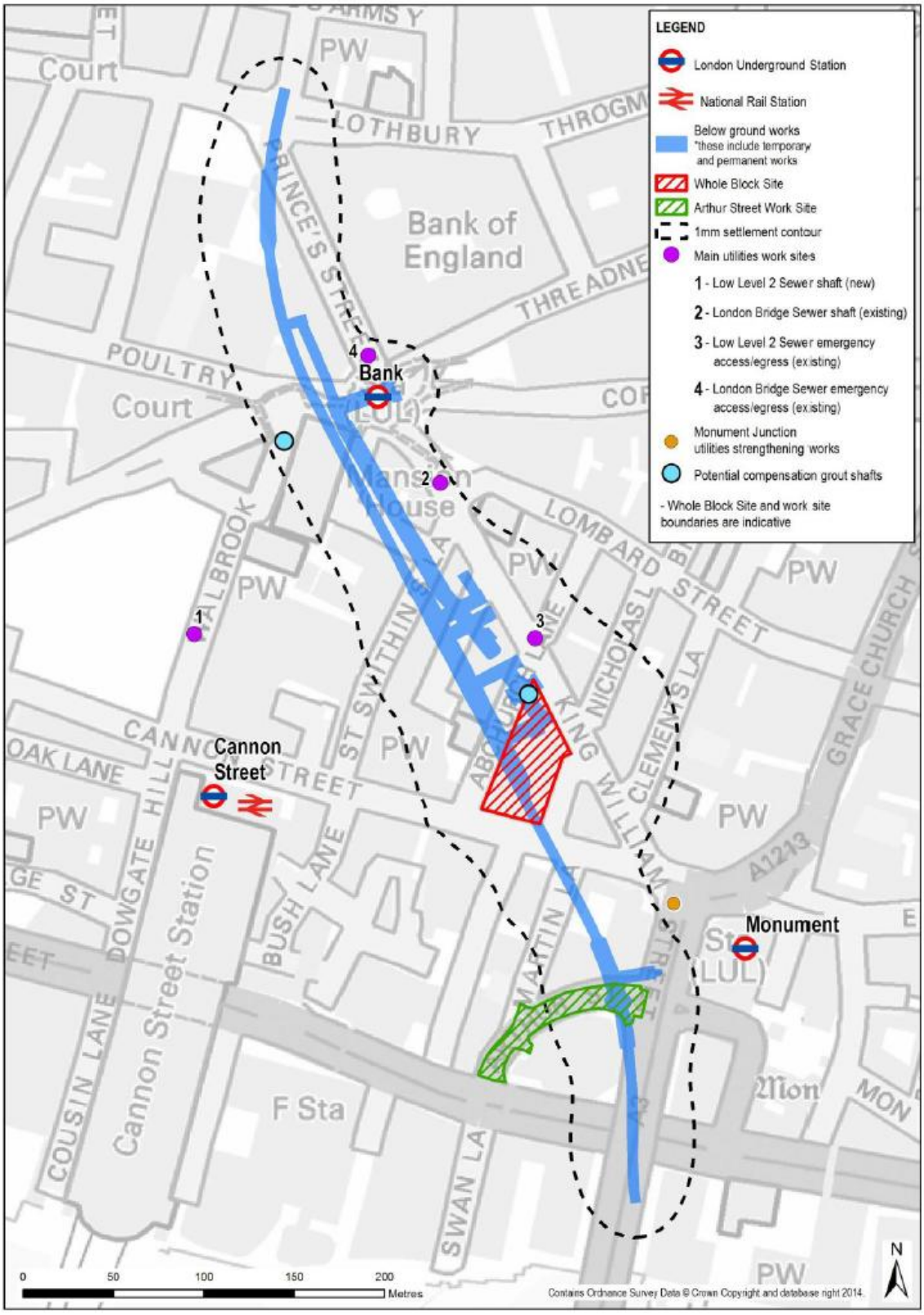
Bank Station Capacity Upgrade – Extent of Works



Committee(s):	Date(s):	Item no.
Open Spaces (for information) Planning and Transportation	13th October 2014 14th October 2014	

Subject:	Public
Suggested Response of the City Corporation to the Mayor's London Infrastructure Plan 2050 Consultation	
Report of:	**For Decision**
Director of the Built Environment	

Summary

On the 30th July 2014 the Mayor published for public consultation his draft London Infrastructure Plan 2050. The document summaries the significant growth expectations for London during this period and then suggests what infrastructure London will need, how much it will cost, and how we can fund and deliver it. The document is 89 pages long and includes a series of 24 consultation questions to stimulate responses. It is available from the Mayor's website at https://www.london.gov.uk/priorities/business-economy/vision-and-strategy/infrastructure-plan-2050

Section A of the document describes how London's resident population is projected to grow from 8.5 million now to over 11 million by 2050, its working population from 4.9 million in 2011 to 6.3 million in 2050, and its annual visitor numbers to grow from 15 million to 21 million during 2012-22. Such changes will need to be complemented by significant new and enhanced infrastructure as outlined in Section D of the document. The actual infrastructure projects delivered over this long timeframe may not be those identified in this document but it does usefully identify six priority infrastructure types considered essential for London's continuing success:-

1. Transport – a better connected city
2. Green infrastructure – forming a strategic network
3. Digital connectivity – fast and ubiquitous access to the internet
4. Energy supplies – secure, affordable and sustainable
5. Water supplies – secure and resilient
6. Waste management – moving from waste to reuse

Other parts of the document address the need to take full account of innovation and new technology, of the need for better infrastructure delivery structures and practices, of spatial planning objectives, and of the cost implications. The total

infrastructure investment costs are estimated to be in the order of £1.3 trillion with current estimated annual investment of £16 billion needing to rise to £38 billion annually in later decades. Such costs seem daunting but do not take into account the wealth creation brought about by infrastructure investment that could offset some of these costs.

The City Corporation welcomes this pioneering and ambitious attempt to set out the infrastructure implications of the significant future growth projected for London and agrees that such long term planning is essential to the long term success of London as a world city.

The key points in the suggested response are set out below:-

- LIP2050 recognises that employment growth is likely to continue to be concentrated in central London and therefore infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre.
- Key elements of infrastructure needed by central London are good public transport to the centre, reliable energy, excellent digital connectivity throughout buildings and the public realm, efficient highway management using the latest smart technology, and high quality green infrastructure to act as a foil to the expected intensification of activities and population.
- Housing growth and community facilities are likely to be more evenly dispersed across London but good public transport access from residents to jobs will remain essential for such communities to be sustainable. Effective housing delivery that is affordable for and accessible to London's workforce will be critical to London's long term success.
- Climate change will be more apparent by 2050 so needs to be addressed more directly in the document. New infrastructure should help reduce the risks of climate change and should be resilient to the inevitable effects.
- The proposed Infrastructure Delivery Board is a welcome innovation to overcome existing disjointed arrangements. It will need to be complemented by greater financial flexibility and innovation to enable London to address its particular needs.

The suggested full response is set out as Appendix A to this report.

Recommendations

- That Appendix A should form the basis of the City Corporation's submission to the Mayor in response to his consultation paper.

Main Report

Background

1. The draft London Infrastructure Plan 2050 is promoted as London's first long term infrastructure plan. It is published by the Mayor to demonstrate his commitment to bringing about the infrastructure changes that London will need to support its continued growth. The Mayor states that it complements previous reports such as his 2020 Vision and the London Finance Commission's call for London to have greater financial independence to achieve its ambitions. The draft LIP2050 notes that the Mayor's London Plan sets out the spatial pattern of growth to the 2030s and then considers how this pattern might be amended to delivery sustainable growth to 2050.

Overview of the draft London Infrastructure Plan 2050

2. The Mayor's draft LIP2050 comprises 24 chapters divided into seven sections. It is also complemented by separate reports on the website providing further details on population and employment projections, delivery structures, transport, digital connectivity, enabling infrastructure and long term costs.

Section A: London's First Long Term Infrastructure Plan

3. Section A describes how London's resident population is projected to grow from 8.5 million now to over 11 million by 2050, its working population from 4.9 million in 2011 to 6.3 million in 2050, and its annual visitor numbers to grow from 15 million to 21 million during 2012-22.

4. Key implications for infrastructure demand include: - public transport 50% growth, energy 20% growth, expectations of ubiquitous and fast digital connectivity, water demand reaching a 21% deficit by 2040, green infrastructure becomes an essential foil to intensification, recycling becomes essential, 600 new schools needed and 49,000 new homes annually.

Section B: The Impact of Innovation and Technology

5. Section B considers the effects of new technology on how infrastructure works and people behave. It describes how London can embrace existing leading technology; how it can prepare for technological change already underway and how it can be open to future changes not yet known.

Section C: Delivering London's Infrastructure

6. Section C advocates more integrated and efficient delivery of infrastructure to ensure provision ahead of demand, and proposes the creation of a new Infrastructure Delivery Board to overcome existing fragmentation. It argues for statutory recognition of the Mayor's growth projections by infrastructure providers and their regulators so that they will plan for the long term.

Section D: London's Infrastructure Requirements

7. Section D sets out the infrastructure needed to meet projected demand to 2050. It includes sections on transport, green infrastructure, digital connectivity, energy, water and waste. It describes diverse infrastructure projects including:-
    - Airport capacity improvements including the Mayor's preference for a new airport to the east of London.
    - Rail improvements such as Crossrail 2, Bakerloo Line extension, 24-hour tube running, south London 'metro', and West Anglia lines four-tracking towards Stansted.
    - Road improvements such as an inner orbital road tunnel, new river crossings and new cycle highways.
    - Green infrastructure improvements for better flood protection, shade, biodiversity, air quality and wellbeing plus a 'task force' to review structures, governance and funding.
    - Digital connectivity improvements aiming at 5G deployment in 2020s.
    - Energy investment to decarbonise supply and encourage decentralised energy generation including local heat recovery.
    - Water supply projected gap to be addressed by better demand management and leakage control; support for the Thames Tideway Tunnel and for sustainable drainage management.
    - Waste management improvements including 40 new facilities to boost reuse and recycling.

Section E: Spatial Patterns of Growth

8. Section E discusses the spatial pattern of growth in and around London, moving beyond the 2031 horizon of the current London Plan, to provide a context for a full revision of the London Plan to commence in 2016. It reaffirms that growth can be accommodated within London on brownfield land at least until 2025. It reaffirms that identified Opportunity Areas and Intensification Areas will have an important role to play, complemented by higher density development in town centres and other locations well served by current or projected public transport projects. The Mayor also notes the inter-dependence of London and surrounding regions and suggests that

further intensification is likely in the South East in town centres along rail corridors.

Section F: Costs and Payment Methods

9. Section F addresses the cost implications of the identified infrastructure and also raises the subject of fiscal devolution for London in order to incentivise growth and provide a local revenue stream to support growth and integrate infrastructure investment. It suggests the total cost of the infrastructure needed could be £1.3 trillion with an annual investment of £38 billion needed 2016-2050, though this includes capital, operating and maintenance costs. It suggests that costs would double over the next decade but would then decline as a proportion of the overall economy as the economy grows.

10. Housing and transport investment would make up 77% of the total costs, followed by energy which makes up 11%. Combined expenditure on green infrastructure, water, waste and digital connectivity would be just 8%, a relatively low figure given their importance in the Mayor's priorities.

Section G: The Way Forward

11. Section G invites comments on the document stimulated by a series of questions and explains that the aim is to complete the plan during the winter of 2014/15.

Key Points in the City Corporation's Suggested Response

12. The suggested response in italics focusses on key points and is not constrained by the consultation paper questions:-

13. The City Corporation welcomes this pioneering and ambitious attempt to set out the infrastructure implications of the significant future growth projected for London and agrees that such long term planning is essential to the long term success of London as a world city. Such planning needs to retain flexibility where practicable to allow for unforeseen events and trends.

14. The draft LIP2050 recognises that employment growth is likely to continue to be concentrated in central London and therefore infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre. This approach complements the spatial strategy already set out in the London Plan.

15. Key elements of infrastructure needed by central London are good public transport to the centre, reliable energy, excellent digital connectivity

throughout buildings and the public realm, efficient highway management using the latest smart technology, and high quality green infrastructure to act as a foil to the expected intensification of activities and population.

16. *Housing growth and community facilities are likely to be more evenly dispersed across London but good public transport access from residents to jobs will remain essential for such communities to be sustainable. Effective housing delivery that is affordable for and accessible to London's workforce will be critical to London's long term success.*

17. *Climate change will be more apparent by 2050 so needs to be addressed more directly in the document. New infrastructure should be designed to help reduce the risks of climate change and to be resilient to the inevitable effects. Green infrastructure can play an important role in mitigating climate change and adapting to its effects. The City Corporation plays its part as a key guardian of open space in and around London. The proposed 'task force' to review green infrastructure management structures, governance and funding is welcomed.*

18. *The proposed London Infrastructure Delivery Board is a welcome innovation to overcome existing disjointed arrangements for infrastructure delivery. It will need to be complemented by greater local financial flexibility and innovation to enable London to address its particular needs. There is scope for closer cooperation between public-private and between different public bodies to deliver services more efficiently in financially constrained times.*

19. *The City Corporation welcomes the ambitious mix of infrastructure improvements set out in Section D of the document and considers that further debate will be needed to establish priorities. Projects that are particularly welcomed are the diverse rail and tube improvements to increase capacity to and across central London, the highway and public realm design and management improvements in central London to address congestion issues, the digital connectivity improvements and 5G aspirations, electricity investment ahead of demand, the Thames Tideway Tunnel, and the Thames Estuary 2100 flood defences.*

20. *A significant omission from the document is the recognition that most physical trade is still conducted through shipping and that London is a great port and a world centre for maritime business. London infrastructure for maritime trade needs to keep pace with future changes and it needs to be planned at a regional level that is not constrained by artificial Greater London boundaries. There is also insufficient recognition that the River*

Thames is a major transport artery with potential for greater passenger and freight traffic in the future.

21. The key points set out above are repeated in the formal response set out in Appendix A. This enables the City to make its own specific key points as well as addressing where relevant the 24 consultation questions set by the consultation paper.

Consultation

22. This report has been the subject of consultation with the Town Clerk, the City Surveyor, the Director of Economic Development, the Director of Open Spaces, the Remembrancer, and the Comptroller and City Solicitor. Their comments have been incorporated.

Conclusions

23. The draft London Infrastructure Plan 2050 is welcomed as a pioneering and ambitious attempt to set out the infrastructure implications of significant future growth projected for London. It recognises that employment growth is likely to continue to be concentrated in central London and therefore infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre. The broad infrastructure categories identified are supported and many of the identified infrastructure projects will bring direct or indirect benefits to the City.

Background Papers: Nil

-
- **Appendices**
- Appendix A: Suggested Response of the City of London Corporation to the Mayor's draft London Infrastructure Plan 2050.

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Appendix A: Response of the City of London Corporation to the Mayor's Consultation on the draft London Infrastructure Plan 2050

General Points in the City Corporation's Response

1. *The City Corporation welcomes this pioneering and ambitious attempt to set out the infrastructure implications of the significant future growth projected for London and agrees that such long term planning is essential to the long term success of London as a world city. Such planning needs to retain flexibility where practicable to allow for unforeseen events and trends.*

2. *The draft LIP2050 recognises that employment growth is likely to continue to be concentrated in central London and therefore infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre. This approach complements the spatial strategy already set out in the London Plan.*

3. *Key elements of infrastructure needed by central London are good public transport to the centre, reliable energy, excellent digital connectivity throughout buildings and the public realm, efficient highway management using the latest smart technology, and high quality green infrastructure to act as a foil to the expected intensification of activities and population.*

4. *Housing growth and community facilities are likely to be more evenly dispersed across London but good public transport access from residents to jobs will remain essential for such communities to be sustainable. Effective housing delivery that is affordable for and accessible to London's workforce will be critical to London's long term success.*

5. *Climate change will be more apparent by 2050 so needs to be addressed more directly in the document. New infrastructure should be designed to help reduce the risks of climate change and to be resilient to the inevitable effects. Green infrastructure can play an important role in mitigating climate change and adapting to its effects. The City Corporation plays its part as a key guardian of open space in and around London. The proposed 'task force' to review London's green infrastructure management structures, governance and funding is welcomed.*

6. *The proposed London Infrastructure Delivery Board is a welcome innovation to overcome existing disjointed arrangements for infrastructure delivery. It will need to be complemented by greater local financial flexibility and innovation to enable London to address its particular needs. There is scope for closer cooperation between public-private and between different public bodies to deliver services more efficiently in financially constrained times.*

7. *City Corporation welcomes the ambitious mix of infrastructure improvements set out in Section D of the document and considers that further debate will be needed to establish priorities. Projects that are particularly welcomed are the diverse rail and tube improvements to increase capacity to and across central London, the highway and public realm design and management improvements in central London to address congestion issues, the digital connectivity improvements and 5G aspirations,*

electricity investment ahead of demand, the Thames Tideway Tunnel, and the Thames Estuary 2100 flood defences.

8. *A significant omission from the document is the recognition that most physical trade is still conducted through shipping and that London is a great port and a world centre for maritime business. London infrastructure for maritime trade needs to keep pace with future changes and it needs to be planned at a regional level that is not constrained by artificial Greater London boundaries. There is also insufficient recognition that the River Thames is a major transport artery with potential for greater passenger and freight traffic in the future.*

Question 1
Do you agree with the need for an infrastructure plan for the capital? Do you support our approach? If not, why?

9. *Agreed. London needs a long term infrastructure plan to manage significant change and growth during the coming decades. The broad approach taken seems reasonable. The City Corporation welcomes the ambitious mix of infrastructure improvements set out in Section D of the document and considers that further debate will be needed to establish their priorities.*

Question 2
Is any of the infrastructure identified unnecessary – if so why? What (if any) infrastructure do you think London will need in addition to what we have identified? Why?

Response

10. *The identified types of infrastructure are necessary for London to grow as expected but there is scope for considerable debate over the specific projects proposed.*

11. *There are several omissions from the identified infrastructure:*
    - *Transport infrastructure focuses on travel by land and in the air but pays insufficient attention to the importance of travel by water. London is a major international port responsible for a significant part of UK trade. This trade needs to be encouraged and planned for with sufficient port infrastructure that is accessible to major domestic markets.*
    - *The River Thames is a major river and transport artery into the capital that should play a greater role in the sustainable transport of goods and passengers. The major wharfs found within London and further downstream make it possible to transport heavy goods, construction and demolition materials, and waste, sustainably by river. This reduces lorry movements on London's roads benefitting safety and air quality objectives.*
    - *The network of public passenger piers located along the Thames need to be exploited further so that river transport forms part of an integrated public transport network for London. The piers themselves and the services using them need long term management if they are to fulfil a greater role in the future.*
    - *Green infrastructure recognition is welcome but it needs to be delivered in a*

network of regional, strategic and local open spaces to provide the essential foil to projected intensification.

Question 3
We have identified a significant funding gap with regard to the infrastructure that we think London will need. We have also set out a menu of options to help close the gap. Which of these should we pursue and why? Which not and why? Are there other options we haven't considered which you think need to be addressed?

Response

12. *The funding gaps are unlikely to be filled by a single option and therefore all options need further investigation. Funding mechanisms need to recognise that infrastructure is often a long term investment with long term returns and benefits. Infrastructure projects can bring significant benefits to nearby locations and it is important that such locations make an appropriate contribution to the cost of the infrastructure.*

Question 4
Will the London Infrastructure Delivery Board be enough to ensure best-practice joined-up delivery of infrastructure in London? What more could the Mayor do?

Response

13. *The proposed London Infrastructure Delivery Board should help achieve greater integration and complementarity in infrastructure delivery. It will help address existing difficulties caused by market fragmentation and a short term outlook. However there is a need to address regulatory failings that discourage investment ahead of need even though this is an essential component of long term infrastructure and regeneration planning.*

Question 5
Where do you think London's growth would be best accommodated (please explain why)? Are there alternative spatial scenarios we need to analyse?

Response

14. *The London Plan provides a strategic context for the spatial pattern of London's growth. It recognises the key role of central London, including the City, as a dynamic economic centre offering employment opportunities that are accessible sustainably by an extensive public transport network. Continuing investment in this regional public transport network is essential for sustainable long term growth.*

15. *The London Plan will need updating to address changing circumstances but is a good starting point. It is important to recognise that London is at the centre of a large city region that extends beyond its formal boundaries. Therefore long term infrastructure planning needs to be undertaken on a regional basis with employment and housing linked by good transport network.*

Question 6
Do you agree that incentives on utility providers should be amended to enable investment costs for growth to be shared more widely? How practically can this be achieved? If not, why?

Response

16. *Utility regulation needs to be made more flexible so that a wider range of investors can share the costs and eventual rewards, and there are greater incentives for investment ahead of need. Successful strategic regeneration is a long term exercise that cannot rely solely on short term market driven demand.*

Question 7
Regarding technological change, do you agree with the proposed approach? What technological advances should London be taking account of or be leading?

Response

17. *The importance given to digital connectivity in the document is welcomed as this has become an essential requirement for business and personal life. Good digital connectivity will complement London's other advantages such as time zone, language, skilled workforce and quality of life.*

18. *Digital connectivity will need to be ubiquitous to reflect the trends of increased mobile working and greater use of the public realm for business as well as leisure. Provision will need to be adaptable to respond to the increasing pace of change so that it does not become obsolescent.*

19. *London should use technology to reinforce its current strengths in science, medicine, education, finance and business services so that London-based businesses remain world leaders as these fields evolve.*

20. *London should be integrating technology and data to bring 'smarter' urban management that provides goods and services more efficiently to Londoners. Pioneering transport management successes such as the congestion charging zone, Oyster card and cycle hire scheme need to be complemented by initiatives in other types of infrastructure such smart metering and smart demand management for energy and water to reduce waste and drive efficiencies.*

Question 8
How can we change behaviours to reduce demand for key infrastructure? To what extent could demand side changes affect, for example, our energy needs or over-crowding on London's transport?

Response

21. *Behaviours can change if users have a flexible approach and better information enables them to use such flexibility to avoid costs or problems. For example better transport information and cost incentives can change travel behaviour concerning travel time, mode and route. Similar approaches could be applied to water, energy and waste infrastructure to change the nature of the demand and*

the consequent total infrastructure capacity needed. Smarter urban management will make possible changes to behaviour that make better use of existing infrastructure and better prioritisation of future infrastructure investment.

Selected Other Questions

Question 11 Transport
Given funding constraints, what transport projects do you think we need to prioritise?

Response

22. *The draft LIP2050 recognises that employment growth is likely to continue to be concentrated in central London and therefore transport infrastructure investment needs to address the current deficiencies and future needs of central London, including the City, as a key employment centre. This approach complements the spatial strategy already set out in the London Plan.*

Questions 15 and 16 Green infrastructure
Are there strategic green infrastructure objectives that should be prioritised? If so, are there any specific initiatives needed?
What are the key issues that the proposed Green Infrastructure Task Force need to consider?

Response

23. *A key issue facing all providers of green infrastructure is the need to maintain the quality of management and facilities for visitors during a period of financial pressure when statutory priorities are more likely to retain funding than discretionary spending on green infrastructure. Unless open spaces continue to be attractive places to visit they will not serve as the intended foil to projected intensification elsewhere in London. The task force will need to explore all options to address this funding issue.*

Questions 17 and 18 Digital connectivity
What else can we do to ensure we achieve universal digital connectivity?
Are you able to suggest examples of alternative ways of providing digital connectivity to local areas with poor or no broadband provision?

Response

24. *Digital telecommunications infrastructure needs to be provided and upgraded to offer universal coverage. This may need changes to the regulatory environment to incentivise ubiquitous rollout and will also require innovative design solutions to enable coverage in sensitive areas without adversely affecting their character. Provision of a universal network will then have to be complemented with suitable user packages to encourage take up of the digital services available. A particularly important issue for future economic growth is accessibility to reliable affordable broadband for small and medium enterprises. Such firms cannot always access digital services as cheaply as more mature and larger users. This*

could be constraining their growth and that of the economy as a whole given the importance of SMEs to future growth potential. Market competition should address this issue but there needs to be effective regulatory powers to address market failures.

Questions 19 and 20 Energy

Do you agree with our approach in stimulating locally produced energy? If not, why?

What else should we consider to ensure London's energy supply is affordable, sustainable and secure?

Response

25. *Locally produced energy should be encouraged because of its sustainability, resilience and security benefits. The mix of energy sources will vary across London with local circumstances. Higher density mixed use areas such as parts of central London are particularly well suited to combined heat and power schemes. The same high density characteristics such as overshadowing can sometimes make it harder for buildings in such areas to contribute wind or solar power. However technological change may bring new solutions and opportunities.*

Questions 22, 23 and 24 Waste

Do you think the name 'circular economy' is best to describe the approach or will it confuse consumers and businesses? Can you suggest other names?

Do you agree with our proposed approach? If not, why?

How can we incentive businesses and households to reuse and recycle more?

Response

26. *'Recycling' is a well-known concept and would be more readily understood than using the generic term 'circular economy' to describe the intended approach to waste management. More consistent and thorough recycling services are essential yet a significant potential challenge is the resultant extra storage space needed by businesses and especially households. Local plan policies need to include space standards for storage and collection to enable more sustainable waste management to occur without adversely affecting quality of life or the public realm.*

Committee:	**Date:**
Planning and Transportation Committee	14th October 2014
Subject: Risk Management Strategy	**Public**
Report of: Chamberlain	**For information**

Summary

This report introduces the new Risk Management Strategy which was approved by the Audit and Risk Management Committee on the 13th May 2014.

In line with the Cabinet Office's Management of Risk (M_O_R) principles a Risk Management Strategy has been developed to provide a clearer and dynamic framework for managing organisational risks. Key changes in the Risk Management Strategy include a new framework to define risks, a new 4x4 risk scoring model, the introduction of a target risk score and a clearer route to escalate risks.

Service Committees will continue to have responsibility to oversee the significant risks faced by Departments in the delivery of their service responsibilities. Chief Officers are accountable for effective risk management within their department, reporting to their relevant service Committee(s), a responsibility that cannot be delegated.

An on-line risk management system is currently being implemented which will assist in the recording, management, and dynamic reporting of risks.

The changes arising from the risk management strategy will be implemented within City of London departments and Institutions alongside the phased rollout of the risk management information system. This will be done on a phased approach working with each department, beginning with the Chamberlains department.

At the request of the Audit and Risk Management Committee, a revised framework for the review of key departmental risks at the same time as seeking updates on Corporate Risks has been developed. The new programme of risk review by the Audit and Risk Management Committee commenced from 9th September 2014 with the Chamberlain's Department, with the Department of Built Environment Session scheduled for the 28th April 2015.

The Departmental Risk Register will be reviewed, and updated in line with the new Risk Management Strategy including the adoption of the 4x4 risk scoring and introduction of a target risk score.

Recommendations

Members are asked to

- note the new Risk Management Strategy and plans for the phased roll-out of the strategy within Departments and City of London Institutions.

Main Report

Background

1. In 2013 a risk management improvement plan was developed to improve and refresh the City corporations risk framework. An independent review of risk management was also undertaken by Zurich Municipal which further informed and strengthened the objectives set out in the improvement plan. Outcomes from the improvement plan resulted in a changes to the risk framework and the creation of a Risk Management Strategy, which has replaced the risk management handbook and is in line with the terminology used commonly in other organisations as well as the Cabinet Office's Management of Risk principles. The Risk Management Strategy was approved by the Audit and Risk Management committee on 13th May 2014.

2. Service Committees have responsibility to oversee the significant risks faced by Departments in the delivery of their service responsibilities, receiving regular reports from Chief Officers identifying the significant risks and providing assurance that appropriate mitigation action has been identified and implemented. Chief Officers are accountable for effective risk management within their department, a responsibility that cannot be delegated.

Risk Management Policy (Page II, Appendix 1)

3. As part of the Risk Management Strategy a new Risk Management Policy statement was created. This is a statement of intent for risk management signed by the Chairman of Audit and Risk Management Committee and the Town Clerk.

4. An objective of the risk management policy statement is to briefly communicate the City Corporation's commitment to risk management, in order to support the realisation of our objectives, and to highlight our appetite for risk.

Risk Management Strategy (Appendix 1)

5. The Risk Management Strategy builds on the previous risk management handbook providing guidance on how risk management is used and how it will operate within the Corporation. Development of this document also fits in line with the Cabinet Office's M_O_R principles.

6. The Strategy was developed in consultation with the officers forming the Risk Management Group and has been reviewed by Chief Officers and Members of the Audit and Risk Management Committee.

7. Service Committees continue to have responsibility to oversee the significant risks faced by Departments in the delivery of their service responsibilities, receiving regular reports from Chief Officers identifying the significant risks and providing assurance that appropriate mitigation action has been identified and implemented.

8. Key changes in the strategy include:

i. A clearer framework to define risks, using the Cause, Risk and Effect model (Appendix 1, Page 10);

ii. A new 4x4 scoring model for likelihood and impact (Appendix 1, Page 11). This brings it in line with the risk matrices for Health and Safety and City of London Police.

iii. The introduction of a Target Risk Score (Appendix 1, Page 22) to indicate how the Current/Net risk score will reduce further with the in-progress or planned controls. This will be the optimum score for the risk in order for it to be manageable, taking account of the resources available and the ability of the Corporation to directly manage the risk once external factors are considered.

iv. A clear escalation route highlighting how risks will be raised to management boards based on the risk score or risk type (Page 16). Service Committee's should continue receiving top departmental risks, now set at a risk score 16 or above, on at least a quarterly basis.

v. Service committees can recommend departmental risks to be reviewed further at the Audit and Risk Management committee and can recommend the risks to be escalated on to the Corporate Risk Register.

Risk Management Information System

9. As departments are becoming more familiar with risk management, greater focus is being placed on the risk registers, which is resulting in an unavoidable administrative burden due to the manual collation process involved using spreadsheets. To reduce this burden, improve consistency and significantly improve the ability to provide dynamic risk reports the City Corporation is introducing a risk management information system.

10. Some of the benefits that can be achieved from a risk management system include:

    a. Clearer oversight of Corporate, Strategic and Operational risks;
    b. Greater transparency and visibility of risk management;
    c. Assurance that risk portfolios are actively managed and that risk management is robust;
    d. Improving data quality and saving time (and expense) in administering risk registers;
    e. Behaviour changes from gathering information to interpreting what is says and improving the ability to provide business intelligence for decision making;
    f. Easier to share and communicate risk information;
    g. Improved reporting of risk information and usage in other areas, e.g. risk-based audits; and
    h. Real time information with clear audit trail.

11. In addition to the above, a risk system will also allow customised reports to be produced which can focus on specific areas of interest, for example, producing

a report for the top financial risks for a particular service area. This cannot be currently achieved due to the independent nature of the risk registers on MS Excel.

Planned Roll out

12. It is planned that changes arising from the risk management strategy are rolled out alongside the rollout of the risk management information system. This will ensure that information placed in the new system is refreshed and fits in line with the new risk framework.

13. Installation of the new risk management software has commenced, with a phased roll-out now underway and due to be completed by the end of March 2015. Department of the Built Environment risk information is included within the Quarterly Business Plan Progress reports provided to this Committee. Up until the implementation of the software planned for Qtr 4 2014/15 risk information will continue to be presented in the current format.

Cyclical Review of Corporate and Departmental Risks

14. Over the last two and half years, a structured approach to reviewing the City's strategic risks has been adopted. At the request of the Committee, a revised framework for the review of key departmental risks at the same time as seeking updates on Corporate Risks has been agreed with the Chairman of the Audit and Risk Management Committee and Chief Officers.

15. The new programme of risk review by the Audit and Risk Management Committee commenced from 9th September 2014 with the Chamberlain's Department, with the Department of Built Environment Session scheduled for the 28th April 2015.

16. In preparation for the Department of Built Environment session, the Department Risk Register will be updated in line with the new Risk Management Strategy including the adoption of the 4x4 risk scoring and introducing a target risk score.

Conclusion

17. The risk management framework continues to be actively reviewed to make it easier and effective in order to embed it further in the City Corporation. Service Committees are an essential part of the framework to enable the City Corporation to understand and manage risks and in order to achieve the objectives set out in their respective departmental plans.

Appendices

- Appendix 1 – Risk Management Strategy

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City of London Corporation

Risk Management Strategy

Version 2.0

Contents

Version History

This strategy builds on and replaces earlier versions of the risk management handbook and is intended to be a high level document that provides a framework to support the City Corporations statutory responsibility for managing risk.

It also allows the City to further strengthen and improve its approach to risk management enhancing its ability to deliver its corporate aims and objectives successfully.

The risk management strategy sets out key objectives across a three year rolling period but will be reviewed annually to ensure it remains fit for purpose.

Version control:

Date	Version Number	Comments
21/04/11	1.0	- Risk Management Handbook created
22/04/14	2.0	- Refreshed Risk Management Handbook and renamed as Risk Management Strategy

CITY OF LONDON CORPORATION'S
RISK MANAGEMENT POLICY STATEMENT

THE CITY OF LONDON CORPORATION (COL) RECOGNISES AND ACCEPTS ITS RESPONSIBILITY[1] TO MANAGE RISKS EFFECTIVELY IN A STRUCTURED MANNER IN ORDER TO ACHIEVE ITS OBJECTIVES AND ENHANCE THE VALUE OF SERVICES PROVIDED TO THE COMMUNITY.

In pursuit of this policy COL has adopted a risk management strategy that captures the following key objectives:

- Enables corporate, departmental and programme objectives to be achieved in the optimum way and to control risks and maximise opportunities which may impact on COL's success;
- COL recognises its responsibility to manage risks and support a structured and focused approach that includes risk taking in support of innovation to add value to service delivery.
- Risk management is seen as an integral element of the Corporation culture;

These key objectives will be achieved by:

- Establishing clear roles, responsibilities and reporting lines for risks and their controls at all levels;
- Ensuring that Members, Chief Officers, external regulators and the public at large can obtain necessary assurance that the Corporation is mitigating the risks of not achieving key priorities and managing opportunities to deliver more value to the community, and is thus complying with good corporate governance;
- Complying with relevant statutory requirements, e.g. the Bribery Act 2010, the Health and Safety at Work Act, the Local Government Act and more;
- Providing opportunities for shared learning on risk management across the Corporation and its strategic partners;
- Monitoring arrangements on an on-going basis.

APPETITE FOR RISK

City of London Corporation seeks to minimise unnecessary risk and manage residual risk to a level commensurate with its status as a public body so that:

i. **The risks have been properly identified and assessed;**
ii. **The risks will be appropriately managed, including the taking of appropriate actions and the regular review of risk(s);**

The City of London Corporation will also positively decide to take risks in pursuit of its strategic aims where it has sufficient assurances that the potential benefits justify the level of risk to be taken.

APPROVED BY:

Alderman Nick Anstee
(Chairman of the Audit and Risk Management Committee)

John Barradell
(Town Clerk and Chief Executive)

[1]Accounts and Audit Regulations 2011

Approved on 13th May 2014

Chapter 1: Introduction

In a rapidly changing environment, with the effects of reduced public funding, the changing demographics and the continual demand on services, the City of London Corporation is faced with an unprecedented challenge to deliver its statutory obligations, provide high quality services, as well as manage the associated social and financial implications.

The interlocking challenges faced from budget pressures, supplier failures, security issues, and so on, has created a complex matrix of risks, all requiring some level of management.

Amongst these challenges however opportunity can also be created for those who are best placed to embrace, innovate, collaborate and manage new risks.

This strategy has been developed to provide guidance on the City's approach to managing both opportunities and threats within the business environment, and through adoption will help to create an environment which meets the needs of the City's citizens, partners and other key stakeholders.

Aligned with this we will aim to be an exemplar of good practice and we will continue to meet our statutory responsibility to have in place satisfactory arrangements for managing risks, as laid out under regulation 4 of the Accounts and Audit Regulations 2011:

"The relevant body is responsible for ensuring that the financial management of the body is adequate and effective and that the body has a sound system of internal control which facilitates the effective exercise of that body's functions and which includes arrangements for the management of risk."

Only by active management of risks will the City of London Corporation be able to meet its corporate objectives which in turn will enhance the value of services provided to the City.

What is risk and risk management?

The word 'risk' is a very common term used in everyday language and will be referred to by many professions from both the public and private sector. It is a concept which has grown from being used to describe a narrow field of risks which are to be avoided, to a wider, more holistic focussed world where importance is placed on how to manage risk rather than avoiding it.

The following definition for risk[2] has been adopted by the City of London Corporation:

"The effect of uncertainty on objectives"

Risk management is a business discipline that every working sector uses to achieve objectives in an efficient, effective and timely manner. Our risk management definition is[2]:

"The systematic application of principles, approach and processes to the tasks of identifying and assessing risks, and then planning and implementing risk responses"

[2] OGC: Management of Risk

Purpose of this strategy

The City of London Corporation is a complex organisation, comprising a number of departments with very diverse operations. By adhering to this strategy, the City of London Corporation will be better placed to meet all its objectives in an efficient, effective and timely manner.

Every risk is linked to a business objective and this strategy will help enforce a proactive stance to managing these risks, ensuring that less time is spent reacting to situations and more time is spent taking advantage of opportunities.

Listed below are some of the benefits of successfully implementing this strategy:

- Ability to satisfy statutory requirements (under the Local Government Act 1999), government regulations (e.g. Corporate Manslaughter Act, Health and Safety at Work Act, Children's Act 2004, Care Bill 2014,and more) and compliance related matters (e.g. financial and contractual regulations, Bribery Act 2010, and more);
- Protecting and enhancing the City of London Corporation's reputation;
- Better management and partnership working with city partners, improving safeguards against financial loss and reducing chances of organisational failure;
- Increased innovation, value for money and visual improvements in service delivery;
- Improved ability to justify decisions being taken and reduced risk of mistakes, reducing complaints and improving customer satisfaction;
- Ensuring teams achieve goals and objectives, and increasing their competitiveness (against other organisations);
- Common understanding of risk management for consistency and ease of application;
- Improved assurance levels arising from audit and external inspections, providing confidence to customers that risks are being controlled;
- Effective resilience to changing environmental conditions, to protect key services.

Chapter 2: Managing risks

Why manage risks

Effective risk management is an on-going process with no overall end date as new risks (threats and opportunities) arise all the time.

The Corporation is fully committed to developing a culture where risk is appropriately and effectively managed for which the following benefits will be achieved:

- An increased focus on what needs to be done (and not done) to meet objectives;
- More effective allocation of resources reducing incidences of mistakes and providing greater control of costs – demonstrating value for money;
- Greater transparency in decision making and enhanced ability to justify actions taken;
- Improved resilience against sudden changes in the environment including, but not limited to, natural disasters and risks related to supplier failures;
- Reduction of the Corporation's insurance costs, in turn protecting the public purse;
- Improved safety for staff, partners and residents; and
- Minimised losses due to error or fraud across the Corporation.

Choosing whether to eliminate or innovate

Innovation by its very nature involves taking risks, and as a consequence, places greater demand on all of us to ensure that those risks are well managed.

One of the key aims of risk management is to ensure that the process supports innovation, not by preventing it - but rather helping to take well thought through risks that maximise the opportunities of success.

Good risk management is about being "risk aware" not "risk averse"!

Roles and Responsibilities

The City Corporation considers risk management to be an intrinsic part of the Corporation's system of corporate governance. It is recognised that for this to be effective it is vital that everybody within the Corporation understands the role they play in effective management of risk.

Tier	Responsibility
Court of Common Council	Overall accountability for risk management.
Audit and Risk Management Committee	Providing assurance to the Court on the effectiveness of the risk management framework and its application. The Chairman is the Member Risk Champion.
Service Committees	Oversee the significant risks faced by Departments in the delivery of their service responsibilities.
Chief Officers Group	Collective responsibility for management of Corporate risks.
Chief Officers Summit Group	Promoting, steering and monitoring risk management for the Corporation. The Chief Officers Summit Group oversees the strategic elements of risk management.
Business Support Director	Officer Risk Champion, promoting risk management and leading Senior Management engagement. The Business Support Director is the Chairman to the Risk Management Group and also attends the Audit and Risk Management Committee.
Risk Management Group	Promoting and embedding risk management, with key outcomes reported to the Chief Officers Summit Group. The Risk Management Group oversees the operational elements of risk management.
Head of Audit and Risk Management	Deputy Chairman of the Risk Management Group and provides assurance to the effectiveness of the internal control environment.
Risk and Assurance Manager	Provides risk management support and advice to the Corporation. Also responsible for promoting the consistent use of risk management, developing the risk framework and facilitation of the City of London's Corporate Risk Register.

Tier	Responsibility
Individual Chief Officers	Accountable for effective risk management within their department, reporting to their relevant service Committee(s) – this responsibility cannot be delegated.
Risk Owner	The person that is accountable for the overall management of the risk, including bidding for resources to control the risk.
Control Owner	The person that has accountability for a particular task to control an aspect of the risk, either the Cause or the Effect. The role is accountable to the Risk Owner.
Departmental Risk Coordinators	Promoting, facilitating and championing the implementation of risk management within their department.
Service/ Project Managers	Accountable for effective management of risk within their areas of responsibility.
Employees	Maintaining an awareness and understanding of key risks and management of these in day-to-day activities.

Outcomes of this strategy will be achieved by working closely with many key departments such as Health and Safety, Insurance, Corporate Performance & Business Development, Project Management, Contingency Planning and more.

The ultimate responsibility for risk management lies with the Court of Common Council and the Town Clerk, however, it must be stressed that **risk management is the responsibility of everyone working in, for and with the City of London Corporation.**

Chapter 3: The risk management process

Essentially risk management is the process by which risks are identified, evaluated, controlled and monitored at regular intervals. It is about managing resources wisely, evaluating courses of action to support decision-making, protecting clients from harm, safeguarding assets and the environment and protecting the Corporation's public image.

Whenever an activity takes place, there will be an outcome that will either lead to a success or failure. In undertaking the activity there will be a number of factors which needs to be right to determine whether the activity is a success or not, or to put it the other way round, there are a number of risk factors which, if they are not managed properly, will result in failure rather than success.

Risk Management is also a business planning tool designed to provide a methodical way for addressing risks. It is about:

- Identifying the objectives and what can go wrong;
- Acting to avoid it going wrong or to minimise the impact if it does;
- Realising opportunities and reducing threats.

The risk management cycle

The risk management process is broken down into five steps illustrated below:

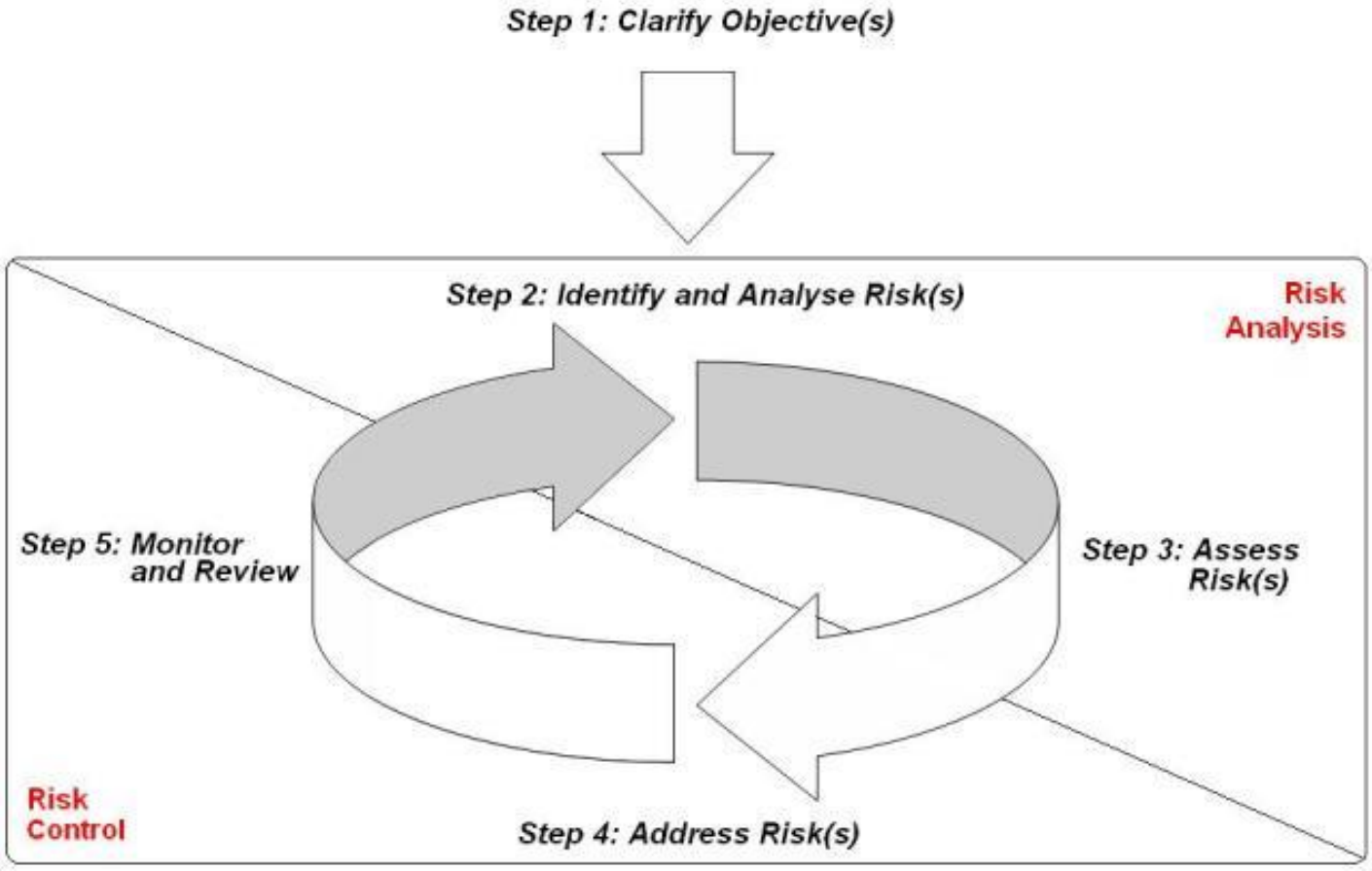


Figure 1: City of London's risk management cycle

Step 1: Clarify Objectives

It is difficult to think about risks in isolation, so the first step is to be clear about the objectives and key deliverables. This part of the process requires information about the (planned) activity.

This will include an understanding of:

- The corporate/departmental/project objectives;
- The scope of the activity;
- The assumptions that have been made;
- The list of stakeholders; and
- How the activity sits within the corporate/departmental/project structure.

This includes:

- Making sure that everyone is clear about the relationship between the services and its wider environment;
- Identifying internal and external stakeholders;
- Understanding the Corporation and its capabilities, as well as its objectives and strategies that are in place to achieve them.

Note: Risks will always be linked to a Service, Departmental or Corporate objective.

Step 2: Identify and Analyse risks

The aim of this step is to identify the risks to the (planned) activity that may affect the achievement of the objective(s), which can either be positive or negative.

Consultation is required from different levels of management and staff members, and sometimes customers and stakeholders, asking the following questions:

- What might prevent the achievement of the stated objectives?
- Has it gone wrong before?
- Who should own this risk?
- When should we start managing this risk?

It is widely recommended to identify risks through workshops and/or training sessions. However, there are many other methods which can be used such as questionnaires, a Strengths - Weaknesses - Opportunities - Threats analysis, brainstorming sessions, and more.

During the identification stage the following information needs to be gathered:

- The description of the risk, in terms of Cause → Risk → Effect;
- The nature of the risk – for example, political, financial, reputation, and more; and
- The name of the individual taking responsibility for the risk (i.e. the risk owner).

Step 3: Assess Risks (4x4)

Every risk should be assessed to help determine how much attention is given to the particular event. This is done by ranking the risks with a set of scores determined by their individual likelihood and impact rating.

The City of London Corporation uses a 4 point scale and the multiple of the likelihood and impact gives us the risk score, which is used to determine the risk profile. See Appendix 1 for details on how risks should be scored.

The risk score is placed on the Risk matrix (Figure 2) and is used to help prioritise and assist risk owners in the actions they need to take to manage the risk.

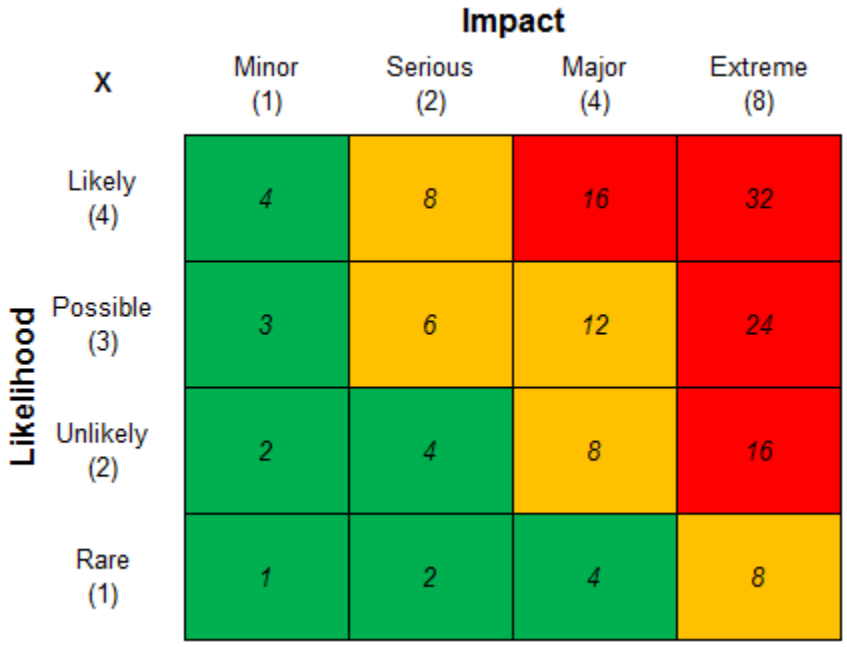


Figure 2: COL risk matrix

Step 5 highlights how often risks should be reviewed and Chapter 4 highlights how the risk scores are used for reporting purposes.

Step 4: Address Risks

Without this step, risk management would be no more than a bureaucratic process. Addressing risk involves taking practical steps to manage and control it.

Not all risks need to be dealt with in the same way. The common risk response outlined below should help in considering the range of options available when responding to risks.

Importantly, when agreeing actions to control risk, consideration is required on whether the actions themselves introduce new risks

Threat responses

When managing threats, the controls that are put in place should help to effectively reduce the risk to a manageable level. There are four approaches that can be taken when deciding on how to manage threats:

- **Reduce**: A selective application of management actions, by applying internal control to reduce either the likelihood or the impact, or both, designed to contain risk to accept levels, e.g. mitigation action, contingency planning and more;
- **Transfer**: Shifting part of the responsibility or burden for the loss to another party, e.g. through outsourcing, insurance, etc;
- **Avoid**: An informed decision not to become involved in a risk situation. This can be challenging as the City of London Corporation may not be able to avoid risks associated with its statutory functions;
- **Accept**: An informed decision to accept the likelihood and impact of a particular risk. For example, the ability to do anything about a risk may be limited, or the cost of taking any action may be disproportionate to the potential benefit.

Ownership of Risks and Controls

Having identified and defined the risks, it is essential that someone "owns" them (i.e. the risk owner). This is not the same as being responsible for carrying out the tasks or actions for the risk (i.e. the control owner). This is a critical part of the step as without a named individual it is unlikely that the risk will be managed.

Risk Owner

It is important that the risk owner, where possible, be:

- A person who has the ability to influence the outcome of the event, one way or another;
- A person who can be accountable for the delivery in the area where the risk would have an effect;
- A person who can take charge and lead nominated control owners.

From a departmental viewpoint, the risk owner should be a member of the department's management team.

Control Owner

Control owners are responsible for carrying out the tasks or actions for the risk, as assigned by the risk owner.

It is important to note that:

- Control owners can be different from the Risk owner;
- Control owners can be from a different department to the Risk owner;
- A risk may contain many controls, therefore many control owners, however only on an exceptional basis would one control be assigned to multiple risks.

Control owners can be any officer within the organisation, but must have an adequate reporting line to the Risk owner.

Step 5: Monitor and Review

Once risks have been identified and appropriate controls and action plans put in place to manage them, it is essential to routinely monitor their status. Risks change, due to many factors, and it is essential that they are periodically reviewed to capture any new events which may affect the delivery of our objectives.

As a guide, risks should be reviewed in management meetings using the following criteria:

Risk Type	Standard Review	Programmes, projects and partnerships
Red Threats	1-3 months	Monthly
Amber Threats	3 months	Monthly
Green Threats	6 months	Quarterly

Note: At least annually, each risk register should be reviewed in its entirety.

Chapter 4: Reporting risks

Reporting framework

It is essential that risk management is used as a tool to assist good management and to provide assurances to relevant officers and Members that adequate measures have been taken to manage risk.

Escalation of risks ensures that managers have a clearer picture on risks or potential issues facing service areas. This helps in the overall decision making process by allowing senior staff to allocate resources or review areas of concern.

Page 16 illustrates the reviewing and reporting framework to support this escalation and assurance process.

Role of Audit and Risk Management Committee

As set out in its formal terms of reference, the Audit and Risk Management Committee is responsible monitoring and overseeing the City Corporation's risk management strategy and be satisfied that the assurance framework properly reflects the risk environment). It is through this Committee that the Court of Common Council discharges its responsibility for obtaining assurance that those risks faced by the Corporation are being appropriately managed.

Role of Other Committees and Departments

It is the role of each Service Committee and Department to maintain and act on its own risks, working closely with the Risk and Assurance Manager if need be. The criteria for escalating risks should be agreed by the relevant Service Committee and Chief Officer.

The Audit and Risk Management Committee will concentrate on monitoring the Corporate Risks faced by the City Corporation, and the measures taken to control the risk. The Audit and Risk Management Committee will also seek assurance regarding the effective operation of this framework at Committee level.

Review and Reporting Framework

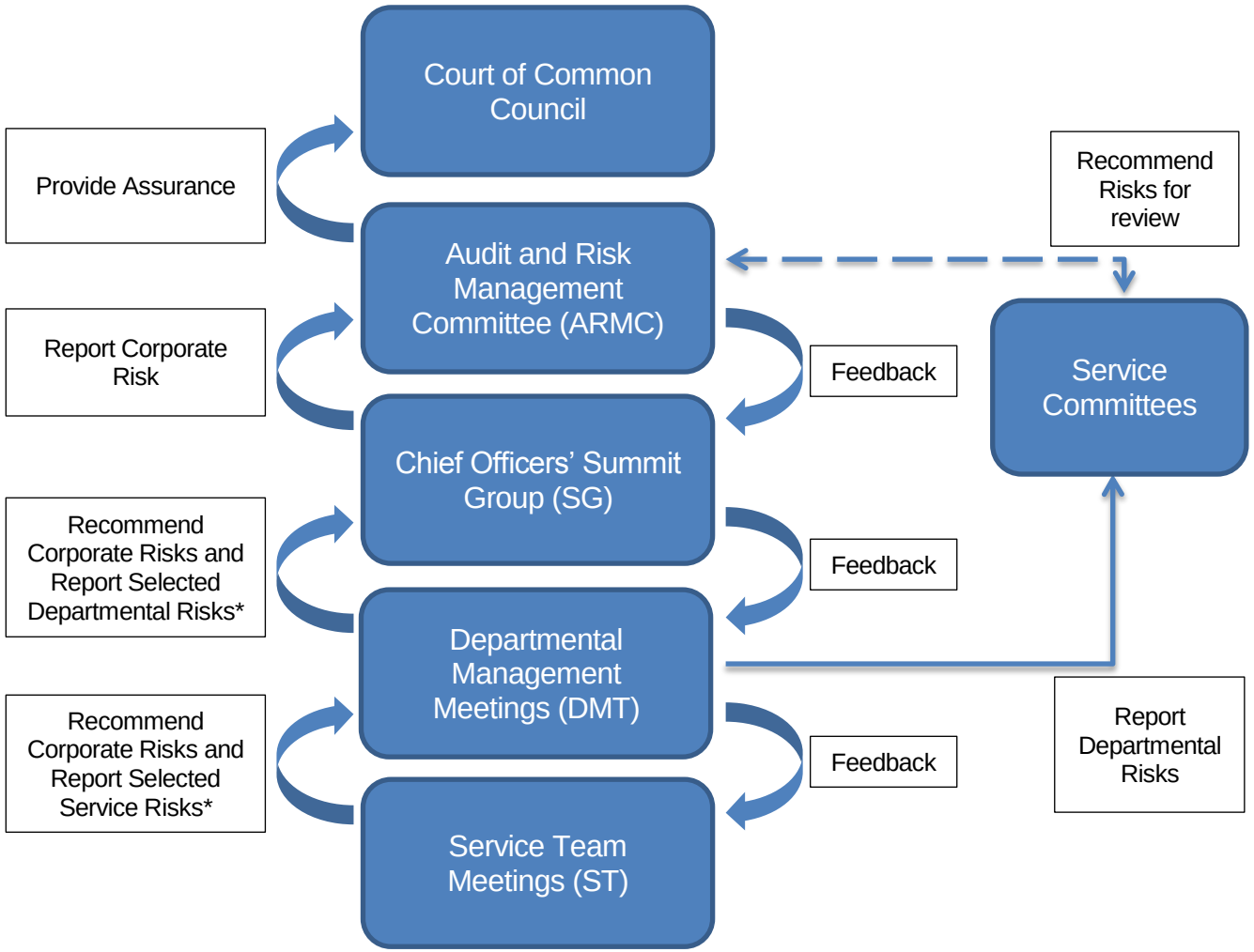
Risks will be escalated using a bottom up process depending on the risk score (i.e. Risk tolerance) and/or management recommendation.

Corporate Reviews will be undertaken either every two or three months.

Departmental Reviews should be adapted to suit the structure of each respective department, although as minimum should be done Quarterly.

Annual review of all risks should be undertaken as a minimum.

Reporting Criteria		
Corporate reviews	**ARMC**	Oversee Corporate risks
	SG	Identify Corporate/Departmental risks and review all Departmental risks of score 24 or more.
Departmental Reviews	**DMT's**	Identify Corporate/Departmental risks and review all Service Teams risks of score 16 or more
	ST's	Identify Corporate/Departmental risks and review all Service risks of score 6 or more
	Team meetings /121's	Identify potential Corporate/Departmental risks and review all current risks



*exception basis

Risk Registers

Key risk registers are listed below along with their escalation criteria (based on risk score).

Corporate Risk Register	The Corporate Risk Register is used to highlight and assure Members that key risks are being effectively managed. These risks are extracted from various areas of the Corporation's risk system as directed by the Members and approved by the Town Clerk and Chief Officers (See Glossary for definition of Corporate Risk).
Top Risk Register	This register flows out from the Departmental risk registers and is challenged and moderated quarterly by the Chief Officer's Summit Group (SG). Risks which are escalated here are those with a risk score of 24 or more.
Departmental risk register	This register flows out from the Service risk registers and is challenged and moderated quarterly by the Departmental Management Teams (DMT's). Risks which are escalated here are those with a risk score of 16 and above.
Service risk register	This register flows out from the Service area/Team risk registers and is challenged and moderated quarterly by the Service Team Meetings (ST's). Risks which are escalated here are those with risk score of 6 and above.
Programme and Project risk registers	Where it is considered appropriate, major partnerships, programmes and projects will produce and maintain their own risk registers. Risk to the programme/project should be recorded within Project Vision and managed through the corporate Project framework.

Challenging environment

There is a strong support framework in the City Corporation to challenge risks and to provide assistance to departments. Below lists some of the key groups which assist with this:

Audit and Risk Management Committee	On a periodic cycle each Corporate risk and a nominated Departmental risk register is challenged by Members of the Audit and Risk Management Committee. These sessions allow Chief Officers to demonstrate how risks are being managed and allow Members to directly question any areas of interest.
Chief Officers' Summit Group	Each quarter the Chief Officers' Summit Group review all the top risks for the Corporation (of score 24 and above) and challenge and moderate as necessary. Corporate risks are escalated by the Departmental Management Teams and upon approval are escalated to the Audit and Risk Management Committee.
Departmental Risk Coordinators	The risk coordinators provide advice and guidance on the application of the Risk Management Strategy, working closely with the Risk and Assurance Manager. They are the first point of call for risk related matters for their department providing operational support. The Risk Coordinators meet as a group on a 6 monthly basis with representatives from the City of London Police, Internal Audit, Health and Safety, Contingency Planning, Corporate Performance & Business Development and Insurance.

Chapter 5: Strategic Improvement

This strategy is based on strengthening and improving the City's approach to risk management, enhancing its ability to deliver its corporate aims and objectives successfully. It is recognised that to significantly improve the risk management capability and the maturity of the Corporation will be a journey requiring continuous review and improvement activity.

The Risk Management Strategy will be regularly reviewed. Further activities to enhance existing arrangements will be identified by reviewing emerging best practice and assessing their suitability for implementation in the context of the aims, objectives and organisational culture of the Corporation. Once assessed and agreed, further improvement activities will be implemented through the risk management improvement plan.

Below lists some of the key activities/projects which will assist in delivering the strategy.

Project / Task	**Brief summary**	**Target date / Frequency**
Introduce a Risk Management Information System	To procure an online risk register tool ensuring consistency, transparency and a clear audit trail for risks and controls.	Aug 2014
Improve skill set and raise awareness of risk management	Create a suite of tools to raise awareness and assist officers in the management of risks.	Jan 2015
Review new framework	Review the risk maturity of the organisation on a yearly cycle.	Annual review
Introduce Opportunity Risk Management	Subject to the organisations risk maturity level, introduce the opportunity risk methodology and look to report opportunity risks.	Review in 2015/16

Glossary

Consistent understanding and application of language provides a sound basis for embedding risk management. To promote this consistency, the following key terms are defined:

Term	Definition
Cause	Definite events or sets of circumstances which exist in the department, programme/project, partnership or their environments, and which give rise to uncertainty. Causes themselves are not uncertain since they are facts or requirements.
Control Evaluation	A measure to determine how effective the controls are.
Control Owner	The person that has accountability for a particular task to control an aspect of the risk, either the Cause or the Effect. The role is accountable to the Risk Owner.
Controls	Measures taken to control the impact or likelihood of risks to an acceptable level.
Corporate risk	Strategic or Operational risks reported to the Audit and Risk Management Committee for assurance purposes. One or more of the following criteria must apply: ▪ The risk relates directly to one or more of the Strategic Aims or Key Policy Priorities. ▪ A risk that has significant impact on multiple operations if realised. ▪ There are concerns over the adequacy of departmental arrangements for managing a specific risk. Corporate risks can also be those requested by the Audit and Risk Management Committee specifically.
Current / Net risk	The re-assessed level of risk taking in to account the existing controls.
Effect	Unplanned variations from objectives, either positive or negative, which would arise as a result of risks occurring. Effects are contingent events, unplanned potential future variations which will not occur unless risks happen.
Operational Risk	Risks arising from or relating to the execution of day-to-day operations and service delivery.

Term	Definition
Original / Gross risk	The assessed level of risk on the basis that no mitigating controls are in place.
Risk	The effect of uncertainty on objectives.
Risk Management	The systematic application of policies, procedures and practices to the tasks of identification, evaluation, and mitigation of issues that threaten the achievement of defined objectives.
Risk Owner	The person that is accountable for the overall management of the risk, including bidding for resources to control the risk.
Strategic risk	Risks arising from or relating to long term departmental objectives.
Target risk	The level at which the risk will be deemed as acceptable.

Appendix 1 - Risk scoring

Risk scoring is purely subjective. Perceptions of a risk will vary amongst individuals and hence it is better to score the risk collective than leave it to one person's judgement.

Definitions

1. **Original/Gross score**: the level of risk perceived before any mitigating actions/controls have been put in place.

2. **Current/Net score**: the level of risk currently perceived by the user/management, taking in-to account any controls.

3. **Target score**: the preferable score for the risk to be in order for it to be manageable, thinking in term of what resources are available, and the ability of the Corporation to directly manage the risk once external factors are considered.

Risk scoring method

Risks are scored in terms of likelihood and impact

→ Risk should be scored by first determining how likely it is to occur (**Likelihood**)

→ It should then be rated according to the worst case scenario if it should arise (**Impact**).

Likelihood scoring guide

The criterion below is not exhaustive and intended to be used as a guide. **You will need to come to a management consensus when scoring risks.**

	Rare	Unlikely	Possible	Likely
	1	**2**	**3**	**4**
Criteria	Less than 10%	10 – 40%	40 – 75%	More than 75%
Probability	Has happened rarely/never before	Unlikely to occur	Fairly likely to occur	More likely to occur than not
Time period	Unlikely to occur in a 10 year period	Likely to occur within a 10 year period	Likely to occur once within a one year period	Likely to occur once within three months
Numerical	Less than one chance in a hundred thousand (<10-5)	Less than one chance in ten thousand (<10-4)	Less than one chance in a thousand (<10-3)	Less than one chance in a hundred (<10-2)

Impact scoring guide

The criterion below is not exhaustive and intended to be used as a guide. **You will need to come to a management consensus when scoring risks.**

		Minor	Serious	Major	Extreme
		1	2	4	8
THREATS	Service Delivery / Performance	Minor impact on service, typically up to 1 Day	Service Disruption 2-5 Days	Service Disruption > 1 week to 4 weeks	Service Disruption > 4 weeks
	Financial	Financial loss up to 5% of Budget	Financial loss up to 10% of Budget	Financial loss up to 20% of Budget	Financial loss up to 35% of Budget
	Reputation	Isolated service user/stakeholder complaints contained within business unit/division	Adverse local media coverage/multiple service user/stakeholder complaints	Adverse national media coverage 1-3 days	National publicity more than 3 days. Possible resignation of leading Member or Chief Officer.
	Legal / Statutory	Litigation claim or fine less than £5,000	Litigation claim or fine between £5,000 and £50,000	Litigation claim or fine between £50,000 and £500,000	Multiple civil or criminal suits. Litigation claim or fine in excess of £500,000
	Safety / Health	Minor incident including injury to one or more individuals	Significant Injury or illness causing short term disability to one or more person	Major injury or illness/disease causing long term disability to one or more person.	Fatality or life threatening illness / disease (e.g. Mesothelioma) to one or more persons
	Objectives	Failure to achieve Team plan objectives	Failure to achieve one or more service plan objective	Failure to achieve a Strategic plan objective	Failure to achieve a major corporate objective

Risk Matrix

The following chart shows the area the risk will fall in to dependant on its score, with red being the most severe and green being the least. The scores within the chart are multiples of the likelihood and impact.

e.g. (*Likelihood of*) **4 x** (*Impact of*) **4 =** (*Risk Score of*) **16**

Impact scores increase by a factor of 2, thus having greater weighting in comparison to the Likelihood scores.

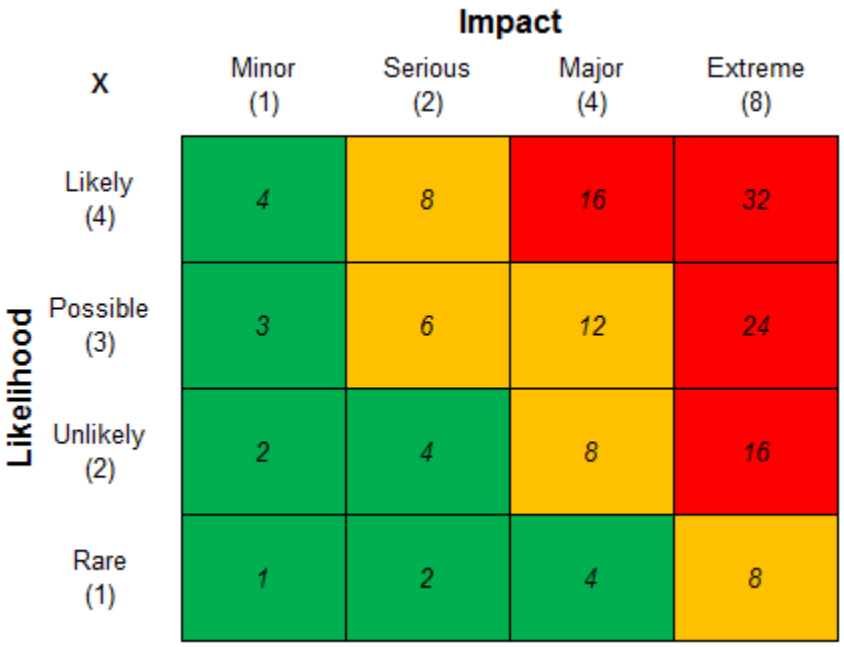


Figure 2: COL risk matrix

What the colours mean (as a guide):

- Red - Urgent action required to reduce rating
- Amber - Action required to maintain or reduce rating
- Green - Action required to maintain rating

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Committee: Planning and Transportation Committee	**Date:** 14 October 2014
Subject: Decisions taken under delegated authority or urgency powers	**Public**
Report of: Town Clerk	**For Information**

Summary

1. This report advises Members of action taken by the Town Clerk in consultation with the Chairman and Deputy Chairman since the last meeting of the Committee, in accordance with Standing Orders.

2. To note the action taken since the last meeting of the Committee.

Main Report

3. The following action has been taken under the urgency procedures, Standing Order No. 41(a), since the last meeting of the Committee:-

Bridgemasters House Phase II – Relocation of Bridge Control Room (Gateway 5 – Approval to Start Work)

4. In May/June 2014 your Committee approved the relocation of the Tower Bridge Control Room as part of the overall Bridgemasters House Phase II project.

5. Approval under urgency procedures was given to Start Work on the relocation of the Control Room (Gateway 5) and to spend £481,590 overall on the control room relocation and CCTV/data cabling, broken down into £386,590 for the appointment of Kier Limited to carry out the Control Room relocation works, £55,000 in design fees and £40,000 for new CCTV and cabling (against an approved budget of £515,000).

6. This decision enabled the Control Room works to start on site in August 2014 and be completed by the end of October 2014, to avoid delaying the Bridgemasters Phase II redevelopment programme due to late vacation of the Control Room. Bridgemasters Phase II must then commence at the end of October 2014 to achieve the construction window and access arrangements provided by the One Tower Bridge Scheme, which limits access for construction works after July 2015.

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