

R0234

Chapter and policy number	Comment	Do you consider the Local Plan to be Legally Compliant? (yes/no)	Do you consider the Local Plan to be Sound? (yes/no)	Complies with Duty to Cooperate (yes/no)
Chapter 10 Transport, Strategic Policy S10	<p>"Item 4: ""Increasing the number of pedestrian priority streets"" is SUPPORTED.</p> <p>A more specific policy proposal should be included for Cheapside, being ...</p> <p>Proposed ADDITION at 10.7.2: Cheapside should cease to be used by general traffic, and as a first stage, be used solely for pedestrians, cycles, and buses: and as a second stage, the buses should be removed.</p> <p>This will create a strong pedestrianised heart to the City.</p> <p>Radical improvements to the City's pedestrian network were first embedded in the 60* acres of the Barbican development (approved in 1959).</p> <p>The full pedestrianisation of Cheapside was proposed by the City planning office in 1964, as part of a pedestrian network plan for the whole City.</p> <p>(Background: the original drawings still exist. Catering for ""traffic first"" dominated much of the thinking in the 1960's, and there were then (amazingly) minimal powers to pedestrianise streets in the UK, and pedestrian-first planning in parts of mainland Europe was already well ahead of us).</p> <p>* 20 acres of commercial along London Wall, that ""paid for"" the 40 acres of residential. "</p>	Yes	Yes	Yes

<p>Chapter 11 Tall Buildings, Policy 11.5.2</p>	<p>Comment is submitted to encourage a wider sense of understanding of how the tall buildings cluster has evolved through time.</p> <p>"11.5.2 Suggest an addition after ""....where businesses seek to locate"". Indeed, this was the thinking behind the high building policy produced by the City Planning Office in 1963, where the high building cluster was first proposed"".</p> <p>(Background: in the early 1960's, as the damage from the second world war was still being dealt with, the 60 acres of Barbican was in hand. There was little damage to the area east of Moorgate, with Victorian buildings quite unsuited to the needs of a world class financial district. At that time the only ""financial competitor"" was New York. The first building of the new cluster was Drapers Gardens, 300 feet high, demolished 40 years later. The maps showed the predicted location of all the towers, together of course with the embargo zones and view protection corridors. The original drawings and slides still exist. Adding a note as above might show that the City has always been ahead of the game ...). "</p> <p>Suggestion is to include a specific pedestrian-friendly proposal for Cheapside</p>	<p>Yes</p>	<p>Yes</p>	<p>Yes</p>
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